California High-Speed Rail Authority

Los Angeles to Anaheim Project Section

Community Impact Assessment

October 2025



CALIFORNIA High-Speed Rail Authority

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being or have been carried out by the State of California pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated renewed July 22, 2024, and executed by the Federal Railroad Administration and the State of California.

TABLE OF CONTENTS

ES 1 EXECUTIVE SUMMARY XIII
ES 1.1 Introduction xiii
ES 1.1.1 Population Characteristics xiv
ES 1.1.2 Local Economy xiv
ES 1.2 Findings xiv
ES 1.2.1 Community and Neighborhoods xiv
ES 1.2.2 Displacements and Relocations xiv
ES 1.2.3 Community Facilities xv
ES 1.2.4 Sensitive Populations xv
ES 1.2.5 Community Analysis xv
ES 1.2.6 Economic Effects xv
ES 1.2.7 Physical Deterioration xv
ES 1.2.8 Cumulative Effects xv

1 INTRODUCTION 1-1
1.1 California High-Speed Rail System Background 1-1
1.2 Los Angeles to Anaheim Project Section Background 1-2
1.3 Project Description Purpose 1-3
1.4 Report Purpose 1-4
1.5 Information Sources 1-4

2 PROJECT DESCRIPTION 2-1
2.1 No Project Alternative 2-1
2.2 High-Speed Rail Build Alternatives 2-1
2.2.1 Shared Passenger Track Alternative A 2-3
2.2.2 Shared Passenger Track Alternative B 2-29
2.3 Early Action Projects 2-34
2.3.1 Grade Separations 2-34
2.3.2 Metrolink Station Relocations 2-34
2.3.3 Fullerton Metrolink/Amtrak Modifications (Fullerton Interlocker) 2-35
2.3.4 Reconfiguration of Freight Rail Facilities 2-35
2.4 Optional High-Speed Rail Station 2-35
2.4.1 High-Speed Rail Station Option: Norwalk/Santa Fe Springs 2-35
2.4.2 High-Speed Rail Station Option: Fullerton 2-36
2.5 Project Construction 2-39
2.6 Independent Utility of the Los Angeles to Anaheim Project Section 2-40
2.7 Operation of the Los Angeles to Anaheim Project Section 2-41

3 LAWS, REGULATIONS, ORDERS 3-1
3.1 Federal 3-1
3.1.1 Federal Railroad Administration, Procedures for Considering Environmental Impacts (64 *Federal Register* 28545) 3-1
3.1.2 Improving Access to Services for Persons with Limited English Proficiency (United States Presidential Executive Order 13166) 3-1
3.1.3 Protection of Children from Environmental Health Risks and Safety Risks (United States Presidential Executive Order 13045) 3-1

3.1.4 American with Disabilities Act (42 U.S. Code [U.S.C.] 12101–12213) 3-1
3.1.5 Uniform Relocation Assistance and Real Property Acquisition Policies Act (42 U.S.C. 61) 3-1
3.1.6 United States Environmental Protection Agency School Siting Guidelines 3-2
3.1.7 Farmland Protection Policy Act of 1981 (7 U.S.C. 4201–4209 and 7 CFR Part 658) 3-2
3.1.8 Title VI of the Civil Rights Act (42 U.S.C. 2000(d) et seq.) 3-3
3.1.9 Federal Transit Administration Circular C 4702.1B, Title VI Requirements and Guidelines for Federal Transit Administration Recipients 3-3
3.1.10 Federal Transit Administration Circular C 4703.1B, Environmental Justice Policy Guidance for Federal Transit Administration Recipients 3-3
3.1.11 Initial Rescissions of Harmful Executive Orders and Actions (United States Presidential Executive Order 14148) 3-3
3.1.12 Ending Illegal Discrimination and Restoring Merit-Based Opportunity (United States Presidential Executive Order 14173) 3-3
3.1.13 Designating English as the Official Language of the United States (United States Presidential Executive Order 14224) 3-3
3.1.14 Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (United States Presidential Executive Order 12898) 3-3
3.1.15 Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (United States Department of Transportation Order 5610.2(c)) 3-4
3.1.16 Presidential Memorandum Accompanying United States Presidential Executive Order 12898 3-4
3.1.17 Executive Order 14008, Tackling the Climate Crisis at Home and Abroad 3-5
3.1.18 Executive Order 14096, Revitalizing Our Nation's Commitment to Environmental Justice for All 3-5
3.1.19 Executive Order 13985, Advancing Racial Equity and Support for Underserved Communities Through the Federal Government 3-5
3.1.20 Executive Order 13990, Protecting Public Health and the Environment and Restoring Science To Tackle the Climate Crisis 3-5
3.1.21 Unleashing American Energy (U.S. Presidential Executive Order 14154) 3-6
3.2 State 3-6
3.2.1 California Relocation Act (California Government Code Section 7260 et seq.) 3-6
3.2.2 California Government Code Section 11135(a), 11136 3-6
3.2.3 California Government Code 65040.12(e) 3-6
3.2.4 California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund (Senate Bill 535, De León) 3-6
3.2.5 California High-Speed Rail Authority Limited English Proficiency Policy and Plan 3-7

3.2.6 California High-Speed Rail Authority Title VI Plan 3-7
3.2.7 California High-Speed Rail Authority Environmental Justice Policy 3-7
3.2.8 California Land Conservation Act of 1965 (California Government Code Section 51200 et seq.) 3-8
3.3 Regional and Local 3-8
3.3.1 General Plan Policies 3-8
3.3.2 Ordinances and Codes 3-14

4 METHODS FOR EVALUATING IMPACTS 4-1
4.1 Definition of Resource Study Areas 4-1
4.1.1 Communities and Neighborhoods 4-1
4.1.2 Community Analysis 4-4
4.1.3 Economic 4-4
4.2 Methodology for Effects Analysis 4-8
4.2.1 Communities and Neighborhoods 4-8
4.2.2 Displacements and Relocations 4-10
4.2.3 Community Analysis 4-12
4.2.4 Economic 4-17
4.2.5 Cumulative Impacts 4-22
4.2.6 Children's Health and Safety 4-22
4.3 Evaluating Impacts Under NEPA 4-22
4.4 Determining Significance Under CEQA 4-23

5 AFFECTED ENVIRONMENT 5-1
5.1 Population Characteristics 5-1
5.1.1 Population and Ethnicity 5-1
5.1.2 Age Distribution 5-5
5.1.3 Income 5-8
5.1.4 Households 5-10
5.1.5 Linguistic Isolation 5-13
5.1.6 Disabilities 5-16
5.1.7 Community 5-19
5.2 Housing 5-23
5.2.1 Region 5-23
5.2.2 City 5-24
5.2.3 Community 5-27
5.3 Community Analysis 5-31
5.3.1 Reference Community Characteristics 5-33
5.3.2 Community Analysis and Related Populations 5-34
5.3.3 Inclusive Public Engagement and Documentation 5-55
5.4 Local Economy 5-97
5.4.1 Employment 5-97
5.4.2 Fiscal Conditions 5-102
5.4.3 School District Funding 5-103
5.5 Public Services and Facilities 5-107
5.5.1 Regional Public Services and Facilities 5-107
5.5.2 City Public Services and Facilities 5-114
5.5.3 Community Public Services and Facilities 5-116
5.6 Nonmotorized Circulation and Access 5-116

6 IMPACT ANALYSIS 6-1
6.1 Introduction 6-1
6.2 No Project Alternative 6-1
6.3 Communities and Neighborhoods 6-1
6.3.1 Disruption or Division of Existing Communities 6-1
6.3.2 Job Creation 6-13
6.4 Displacements and Relocations 6-17
6.4.1 Residential Displacements 6-18
6.4.2 Commercial and Industrial Business Relocations 6-20
6.4.3 Agricultural 6-31
6.4.4 Community Facilities 6-31
6.4.5 Sensitive Population Relocations 6-31
6.5 Community Analysis 6-32
6.5.1 Potential Effects on Minority and Low-Income Populations by Relevant Resource Topic 6-33
6.5.2 Disproportionately High and Adverse Impacts on Minority and Low-Income Populations 6-81
6.5.3 Community Analysis Determination 6-86
6.6 Economic Effects 6-86
6.6.1 Changes in School District Funding 6-86
6.6.2 County and City Property and Sales Tax Losses 6-89
6.6.3 Physical Deterioration 6-98
6.6.4 Construction- and Operation-Related Sales Tax Gains 6-100
6.7 Cumulative Effects 6-102

7 MITIGATION MEASURES 7-1
7.1 Project Benefits 7-1
7.2 Communities and Neighborhoods 7-2
7.2.2 Additional Mitigation Measures 7-3
7.2.3 Impact of Mitigation 7-3
7.3 Community Analysis–Specific Measures to Minimize Harm 7-6
7.4 Displacements and Relocations 7-8
7.5 Economic 7-8

8 IMPACT SUMMARY 8-1
8.1 NEPA Impacts Summary 8-1
8.2 CEQA Significance Conclusions 8-8

9 REFERENCES 9-1
9.1 References Cited 9-1

10 PREPARER QUALIFICATIONS 10-1

Tables

Table 2-1 Summary of Design Features of Shared Passenger Track Alternative A and Shared Passenger Track Alternative B 2-1
Table 2-2 Shared Passenger Track Alternative A Alignment 2-3
Table 2-3 Traction Power, Paralleling, and Switching Station Locations 2-9
Table 2-4 BNSF Railway Facility or Track to Be Removed or Modified 2-14

Table 2-5 Modifications to Roadway Crossings (from northwest to southeast) 2-22
Table 2-6 New Grade Separations with Roadway Vertical Realignments 2-25
Table 2-7 Los Angeles to Anaheim Project Section Construction Schedule.....2-39
Table 3-1 General Plans.....3-8
Table 3-2 Zoning Codes 3-14
Table 4-1 Definition of Resource Study Areas 4-1
Table 4-2 Specific Outreach Efforts 4-16
Table 5-1 Regional Population Growth: 2010–2040.....5-1
Table 5-2 Regional Race and Ethnicity Characteristics by Percentage: 2021 5-2
Table 5-3 City Population Growth: 2010–2021 5-2
Table 5-4 City Race and Ethnicity Characteristics by Percentage–2021.....5-3
Table 5-5 Race and Ethnicity Characteristics by Percentage in the Neighborhood Council Areas: 2021 5-4
Table 5-6 Race and Ethnicity Characteristics by Percentage in the Communities and Neighborhoods Resource Study Area: 2021 5-5
Table 5-7 Regional Population Age Characteristics: 2021 5-6
Table 5-8 City Population Age Characteristics: 2021 5-6
Table 5-9 Population Age Characteristics in the Neighborhood Council Areas: 2021 5-7
Table 5-10 Population Age Characteristics in the Communities and Neighborhoods Resource Study Area: 2021 5-7
Table 5-11 Regional Household Income and Family Poverty Characteristics: 2021 5-8
Table 5-12 City Household Income and Family Poverty Characteristics: 2021 5-8
Table 5-13 Household Income and Family Poverty Characteristics in the Neighborhood Council Areas: 2021 5-9
Table 5-14 Household Income and Family Poverty Characteristics in the Communities and Neighborhoods Resource Study Area: 2021.....5-10
Table 5-15 Regional Household Characteristics: 2021 5-11
Table 5-16 City Household Characteristics: 2021 5-11
Table 5-17 Household Characteristics in the Neighborhood Council Areas: 2021 5-12
Table 5-18 Household Characteristics in the Communities and Neighborhoods Resource Study Area: 2021 5-13
Table 5-19 Regional Limited English Proficiency Households: 2021.....5-14
Table 5-20 City Limited English Proficiency Households: 2021 5-14
Table 5-21 Limited English Proficiency Households in the Neighborhood Council Areas: 2021 5-15
Table 5-22 Limited English Proficiency Households in the Communities and Neighborhoods Resource Study Area: 2021 5-15
Table 5-23 Regional Disability Status: 2021 5-16
Table 5-24 City Disability Status: 2021 5-17
Table 5-25 Disability Status in the Neighborhood Council Areas: 2021.....5-17

Table 5-26 Disability Status in the Communities and Neighborhoods Resource Study Area: 2021 5-18
Table 5-27 Regional Community Cohesion Indicators: 2021 5-19
Table 5-28 City Community Cohesion Indicators: 2021 5-19
Table 5-29 Community Cohesion Indicators in the Neighborhood Council Areas: 2021 5-21
Table 5-30 Community Cohesion Indicators in the Communities and Neighborhoods Resource Study Area: 2021 5-22
Table 5-31 Regional Housing Unit Type Characteristics: 2021 5-23
Table 5-32 Regional Housing Unit Occupancy Characteristics: 2021 5-23
Table 5-33 Regional Housing Unit Tenure, Percentage of Owner-Occupied Housing Units: 2021 5-24
Table 5-34 City Housing Unit Type Characteristics: 2021 5-24
Table 5-35 City Housing Unit Occupancy Characteristics: 2021 5-25
Table 5-36 City Housing Unit Tenure, Percentage of Owner-Occupied Housing Units: 2021 5-26
Table 5-37 Housing Unit Type Characteristics in the Neighborhood Council Areas: 2021 5-27
Table 5-38 Housing Unit Type Characteristics in the Communities and Neighborhoods Resource Study Area: 2021 5-28
Table 5-39 Housing Unit Occupancy Characteristics in the Communities and Neighborhoods Resource Study Area: 2021 5-29
Table 5-40 Housing Unit Occupancy Characteristics in the Communities and Neighborhoods Resource Study Area: 2021 5-29
Table 5-41 Housing Unit Tenure (Percentage of Owner-Occupied Housing Units) in the Communities and Neighborhoods Resource Study Area: 2021 5-30
Table 5-42 Housing Unit Tenure (Percentage of Owner-Occupied Housing Units) in the Communities and Neighborhoods Resource Study Area: 2021 5-31
Table 5-43 Reference Community Minority Populations: 2021 5-33
Table 5-44 Reference Community Low-Income Populations: 2021 5-34
Table 5-45 Compiled Community Analysis Resource Study Area Characteristics: 2021 5-34
Table 5-46 Transportation Resource Study Area Characteristics: 2021 5-35
Table 5-47 Air Quality Resource Study Area Characteristics: 2021 5-35
Table 5-48 Noise and Vibration Resource Study Area Characteristics: 2021 5-36
Table 5-49 Socioeconomics and Communities Resource Study Area Characteristics: 2021 5-36
Table 5-50 Aesthetics and Visual Quality Resource Study Area Characteristics: 2021 5-37
Table 5-51 Census Block Groups in Community Analysis Resource Study Areas 5-39
Table 5-52 Summary of Inclusive Public Engagement Events 5-57
Table 5-53 Labor Force Characteristics for Los Angeles and Orange Counties 5-97
Table 5-54 Regional Employment by Industry: 2010–2021 5-98
Table 5-55 Labor Force Characteristics by City: 2021 5-99

Table 5-56 Employment by Industry in Los Angeles Neighborhood Council Areas: 2021 5-100
Table 5-57 Labor Force Characteristics for the Resource Study Area: 2021 5-101
Table 5-58 General Property Tax Levies by County: Fiscal Year 2017/2018 5-102
Table 5-59 General Property Tax Levies by County: Fiscal Year 2021/2022 5-102
Table 5-60 Local Sales and Use Tax Revenues Distributed to Cities and Counties: Fiscal Years 2017/2018 and 2021/2022 5-103
Table 5-61 School District Revenue in the Communities and Neighborhoods Resource Study Area: Fiscal Year 2021/2022 5-104
Table 5-62 Regional Utility Providers 5-113
Table 6-1 Construction Costs (in 2023 Millions of Dollars) 6-14
Table 6-2 Employment Impacts During Construction[1] (in Annual Job-Years[2]) 6-14
Table 6-3 Direct, Indirect, and Induced Jobs by 2040 6-15
Table 6-4 Construction Costs (in 2023 Millions of Dollars) 6-16
Table 6-5 Employment Effects During Construction of the High-Speed Rail Stations (in Annual Job-Years) 6-17
Table 6-6 Single-Family Residential Displacements 6-18
Table 6-7 Gap Analysis of Single-Family Residential Displacements 6-19
Table 6-8 Commercial and Industrial Displacements for Shared Passenger Track Alternative A 6-20
Table 6-9 Commercial and Industrial Displacements by City and Category for Shared Passenger Track Alternative A 6-21
Table 6-10 Inventory of Available Commercial and Industrial Properties for Lease 6-22
Table 6-11 Inventory of Available Commercial and Industrial Properties for Sale 6-22
Table 6-12 Gap Analysis of Commercial Displacements for Shared Passenger Track Alternative A 6-23
Table 6-13 Gap Analysis of Industrial Displacements for Shared Passenger Track Alternative A 6-24
Table 6-14 Commercial and Industrial Displacements for Shared Passenger Track Alternative B 6-26
Table 6-15 Commercial and Industrial Displacements by City and Category for Shared Passenger Track Alternative B 6-26
Table 6-16 Gap Analysis of Commercial Displacements for Shared Passenger Track Alternative B 6-27
Table 6-17 Gap Analysis of Industrial Displacements for Shared Passenger Track Alternative B 6-28
Table 6-18 Commercial and Industrial Displacements at Station Sites 6-28
Table 6-19 Summary of Business Displacements by Electric Power Utility Improvements 6-30
Table 6-20 Summary of Business Displacements at Grade Separations 6-30
Table 6-21 Summary of Business Displacements at Metrolink Station Relocation Sites 6-31
Table 6-22 Summary of Business Displacements at BNSF Railway Storage and Intermodal Facilities 6-31

Table 6-23 Intersections and Roadways with Construction Impacts 6-33
Table 6-24 Operational Impacts on Traffic from Shared Passenger Track Alternative A 6-35
Table 6-25 Operational Impacts on Traffic from Norwalk/Santa Fe Springs High-Speed Rail Station Option 6-40
Table 6-26 Operational Impacts on Traffic from Fullerton High-Speed Rail Station Option 6-42
Table 6-27 Hobart Yard and Commerce Yard 6-44
Table 6-28 Early Action Project Heavy-Level Construction-Period Noise and Vibration Impact Locations 6-48
Table 6-29 Premitigation Operational Noise Impacts 6-49
Table 6-30 Post-Mitigation Operational Noise Impacts 6-50
Table 6-31 Premitigation Operational Vibration Impacts 6-51
Table 6-32 Superfund Sites within the Hazardous Materials and Wastes Resource Study Area 6-54
Table 6-33 Schools within 0.25 Mile of the Project Footprint 6-55
Table 6-34 Existing At-Grade Crossings 6-61
Table 6-35 Shared Passenger Track Alternative A Displacements within the Community Analysis Resource Study Area 6-63
Table 6-36 Business Displacements within the Community Analysis Resource Study Area 6-64
Table 6-37 Grade Separations 6-66
Table 6-38 Fullerton High-Speed Rail Station Option Business Displacements 6-73
Table 6-39 Visual Impacts on Historic Bridges 6-75
Table 6-40 Summary of Visual Quality Changes and Effects at Key Viewpoints 6-76
Table 6-41 Block Groups Affected by Preliminary Disproportionately High and Adverse Effects Findings 6-83
Table 6-42 Summary of Disproportionately High and Adverse Effects on Minority and Low-Income Populations Prior to Community Analysis–Specific Measures 6-85
Table 6-43 Student Displacements by School District: Fiscal Year 2021/2022 6-87
Table 6-44 School District Revenue Losses: Fiscal Year 2021/2022 6-87
Table 6-45 Estimated Property Tax Revenue Losses by Tax Jurisdiction 6-90
Table 6-46 Estimated Annual Property Tax Revenue Losses 6-91
Table 6-47 Estimated Changes in Sales and Use Tax Revenue for Counties 6-95
Table 6-48 Estimated Changes in Sales and Use Tax Revenue for Cities 6-95
Table 6-49 Estimated Changes in Sales and Use Tax Revenue for Metrolink Stations 6-97
Table 7-1 Mitigation Measures Applicable to Construction and Operation of the Early Action Projects 7-5
Table 8-1 Comparison of Project Alternatives Impacts 8-2
Table 8-2 CEQA Significance Conclusions 8-8

Figures

Figure 1-1 California High-Speed Rail System....1-2
Figure 2-1 Los Angeles to Anaheim Project Section Alignment....2-2
Figure 2-2 High-Speed Rail and Link Union Station Project....2-5
Figure 2-3 At-Grade Cross Section between 1st Street and 4th Street....2-6
Figure 2-4 Elevated Cross Section between Atlantic Boulevard and Eastern Avenue (Commerce Flyover)....2-6
Figure 2-5 At-Grade Cross Section from Slauson Avenue to Telegraph Road....2-7
Figure 2-6 Elevated Cross Section South of Lakeland Road....2-7
Figure 2-7 Braced Trench Cross Section East of Fullerton Airport....2-8
Figure 2-8 At-Grade Cross Section between La Palma Avenue and Ball Road....2-8
Figure 2-9 High-Speed Rail Platform and Facilities at ARTIC....2-11
Figure 2-10 Shared Passenger Track Alternative A: 26th Street Light Maintenance Facility....2-13
Figure 2-11 BNSF Railway Infrastructure Affected by the Los Angeles to Anaheim Project Section....2-15
Figure 2-12 Hobart Yard Modifications (Shared Passenger Track Alternative A)....2-16
Figure 2-13 Commerce Flyover and Commerce Yard Modifications....2-17
Figure 2-14 Modified Norwalk/Santa Fe Springs Metrolink Station Site Plan....2-19
Figure 2-15 Modified Fullerton Metrolink/Amtrak Station Site Plan....2-20
Figure 2-16 Pioneer Boulevard Grade Separation....2-26
Figure 2-17 Norwalk Boulevard and Los Nietos Road Grade Separations....2-27
Figure 2-18 Cerritos Avenue Grade Separation....2-27
Figure 2-19 State College Boulevard Grade Separation....2-28
Figure 2-20 Shared Passenger Track Alternative B: 15th Street Light Maintenance Facility....2-30
Figure 2-21 Trenches for 15th Street Light Maintenance Facility Yard Lead Tracks Under Olympic Boulevard....2-31
Figure 2-22 Shared Passenger Track Alternative B: Hobart Yard....2-33
Figure 2-23 Norwalk/Santa Fe Springs High-Speed Rail Station Option....2-37
Figure 2-24 Fullerton High-Speed Rail Station Option....2-38
Figure 4-1 Direct and Indirect Impacts Communities and Neighborhoods Resource Study Areas....4-3
Figure 4-2 Community Analysis Resource Study Area, Sheet 1 of 2....4-5
Figure 4-2 Community Analysis Resource Study Area, Sheet 2 of 2....4-6
Figure 4-3 Economic Effects Resource Study Area....4-7
Figure 5-1 Community Analysis Reference Community....5-32
Figure 5-2 Race and Ethnicity in the Community Analysis Resource Study Area, Sheet 1 of 2....5-49
Figure 5-2 Race and Ethnicity in the Community Analysis Resource Study Area, Sheet 2 of 2....5-50

Figure 5-3 Minority Population in the Community Analysis Study Area, Sheet 1 of 2 5-51
Figure 5-3 Minority Population in the Community Analysis Study Area, Sheet 2 of 2 5-52
Figure 5-4 Low-Income Population in the Community Analysis Study Area, Sheet 1 of 2 5-53
Figure 5-4 Low-Income Population in the Community Analysis Study Area, Sheet 2 of 2 5-54
Figure 5-5 School District Boundaries, Sheet 1 of 2 5-105
Figure 5-5 School District Boundaries, Sheet 2 of 2 5-106
Figure 5-6 Public Services and Facilities, Sheet 1 of 5 5-108
Figure 5-6 Public Services and Facilities, Sheet 2 of 5 5-109
Figure 5-6 Public Services and Facilities, Sheet 3 of 5 5-110
Figure 5-6 Public Services and Facilities, Sheet 4 of 5 5-111
Figure 5-6 Public Services and Facilities, Sheet 5 of 5 5-112
Figure 5-7 Bikeways within the Resource Study Area, Sheet 1 of 2 5-118
Figure 5-7 Bikeways within the Resource Study Area, Sheet 2 of 2 5-119

Appendices

Appendix A: Consistency with Regional and Local Plans and Policies
Appendix B: Inclusive Public Engagement Plan
Appendix C: Public Facilities in the Communities and Neighborhoods Resource Study Area
Appendix D: Children’s Health and Safety Risk Assessment

ACRONYMS AND ABBREVIATIONS

Term	Definition
ACS	American Community Survey
Amtrak	National Railroad Passenger Corporation
ARTIC	Anaheim Regional Transportation Intermodal Center
Authority	California High-Speed Rail Authority
BG	block group
BNSF	BNSF Railway
CFR	Code of Federal Regulations
CEQA	California Environmental Quality Act
CDP	Census-Designated Place
CO	carbon monoxide
DHAE	disproportionately high and adverse effect
DPM	diesel particulate matter
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EJ	environmental justice
FPPA	Farmland Protection Policy Act
FRA	Federal Railroad Administration
FY	fiscal year
GHG	greenhouse gas
GIS	geographic information system
HRA	health risk assessment
I-	Interstate
IAMF	impact avoidance and minimization feature
KVP	key viewpoint
LAUS	Los Angeles Union Station
LEP	Limited English Proficiency
LMF	Light Maintenance Facility
LOSSAN Corridor	Los Angeles – San Diego – San Luis Obispo Rail Corridor
Metro	Los Angeles County Metropolitan Transportation Authority
MSAT	mobile-source air toxic
NCA	Neighborhood Council Area
NEPA	National Environmental Policy Act
NO_X	nitrogen oxides
OCS	overhead contact system

Term	Definition
PM_{10}	particulate matter 10 microns or less in diameter
$PM_{2.5}$	particulate matter 2.5 microns or less in diameter
RIMS II	Regional Input-Output Modeling System II
RSA	resource study area
SCAB	South Coast Air Basin
SCAQMD	South Coast Air Quality Management District
Statewide Program EIR/EIS	*Final Program Environmental Impact Report/Environmental Impact Statement for the Proposed California High-Speed Train System*
TPSS	traction power substation
Uniform Act	Uniform Relocation Assistance and Real Property Acquisition Policies Act
UPRR	Union Pacific Railroad
U.S.C.	U.S. Code
U.S. DOT	U.S. Department of Transportation
US-101	U.S. Highway 101
USEO	U.S. Presidential Executive Order
USEPA	U.S. Environmental Protection Agency

ES 1 EXECUTIVE SUMMARY

This summary section presents an overview of regional information. Information on cities and communities is presented in the main body of this technical report.

ES 1.1 Introduction

This Draft Community Impact Assessment is for the Los Angeles to Anaheim Project Section (project section) of the California High-Speed Rail (HSR) System. The project section would extend approximately 30 miles and travel through the cities of Los Angeles, Vernon, Bell, Commerce, Montebello, Pico Rivera, Santa Fe Springs, Norwalk, La Mirada, Buena Park, Fullerton, and Anaheim, as well as the unincorporated area of Los Angeles County known as West Whittier–Los Nietos Census-Designated Place (CDP). The project's alignment would share the existing Los Angeles – San Diego – San Luis Obispo Rail Corridor with existing rail operations, including National Railroad Passenger Corporation (Amtrak) passenger trains, Metrolink commuter trains, and BNSF Railway (BNSF) freight trains. In addition to new tracks for HSR, the project section would include an HSR station in Anaheim, the Anaheim Regional Transportation Intermodal Center (ARTIC), as well as a maintenance of infrastructure siding, a light maintenance facility (LMF), and electric power utility improvements. HSR station options for one additional HSR station in either Norwalk/Santa Fe Springs or Fullerton are included in the project section.

The Shared Passenger Track Alternatives for the project section include an alternative with the LMF at 26th Street (Shared Passenger Track Alternative A) and an alternative with the LMF at 15th Street (Shared Passenger Track Alternative B). A description of the alternatives and their locations can be found in Chapter 2, Project Description. This technical report focuses on analysis carried out for the Shared Passenger Track Alternatives exclusively within the project section between Los Angeles and Anaheim.

This report provides information on the socioeconomics, communities and populations, and community analysis population effects within the respective resource study areas (RSA). The project section begins at U.S. Highway 101 in Los Angeles and extends south to ARTIC in Anaheim. The project is in the urban environment of Los Angeles and Orange Counties (region and reference community), and more specifically traverses the cities of Los Angeles, Vernon, Bell, Commerce, Montebello, Pico Rivera, Santa Fe Springs, Norwalk, La Mirada, Buena Park, Fullerton, Anaheim, and Orange, as well as the unincorporated areas of Los Angeles County known as West Whittier–Los Nietos CDP and South Whittier CDP. The RSA differs slightly for each resource area (communities and neighborhoods, economics, and community analysis) but in each case includes those privately held residential, commercial, and industrial properties (parcels) that fall within the proposed project footprint. The proposed project footprint is defined as the area required to build, operate, and maintain HSR service.

This document presents background information on the demographic composition of the RSA, including:

- Population, age, income, household characteristics, linguistic isolation, and disabilities
- Housing
- Minority and low-income populations
- Local economy
- Employment
- School district funding
- Public services and facilities
- Circulation and access

The following sections discuss these topics in geographic order from north to south within the RSAs.

The project Environmental Impact Report/Environmental Impact Statement for the project section will summarize information from this report and will be part of the administrative record.

The data sources for this information include the U.S. Census Bureau, the California Department of Finance, the California Employment Development Department, the California Department of Tax and Fee Administration, and local data sources.

ES 1.1.1 Population Characteristics

Population characteristics presented in this section include total population and ethnicity, age distribution, income, household types, linguistic isolation, and disabilities. Overall, the communities in the RSAs can be described as urban and suburban communities with substantial Hispanic populations that are typical to the Southern California region.

The population in the region increased steadily between 2010 and 2021, but population growth is forecasted to slow over the next couple decades. Projections indicate the total population in Orange County is expected to have an average annual growth rate of 0.2 percent until 2040, while the total population in Los Angeles County is expected to decrease by an average annual rate of 0.4 percent (Table 5-1).

Minority groups represented a substantial part of the population in the region based on American Community Survey (ACS) 2017–2021 5-year estimates data, at approximately 74.5 and 60.9 percent in Los Angeles and Orange Counties, respectively. Hispanic or Latino was the largest minority represented in the region based on ACS 2017–2021 5-year estimates, comprising 48.7 and 34.0 percent of the population in Los Angeles and Orange Counties (Table 5-45).

Based on ACS 2017–2021 5-year estimates, there were 3,342,811 and 1,057,592 households in Los Angeles County and Orange County, with an average of 2.9 and 3.0 people per household, respectively (Table 5-15). As reported by the United States Census Bureau, the median household incomes in Los Angeles County and Orange County are $76,367 and $100,485, respectively (Table 5-11). Single-family housing units account for more than 55 and 63 percent of the total housing units in Los Angeles County and Orange County, respectively (Table 5-31).

ES 1.1.2 Local Economy

Based on ACS 2017–2021 5-year estimates, approximately 4.9 million people in Los Angeles County and 1.6 million people in Orange County were employed in the civilian labor force, with unemployment rates of 7.0 percent and 5.4 percent, respectively (Table 5-55).

ES 1.2 Findings

ES 1.2.1 Community and Neighborhoods

Some disruption to communities and neighborhoods would occur during construction of the proposed project. Project construction would result in temporary increases in air emissions and ambient noise levels near construction sites, visual effects, and road closures and detours. Access and circulation would affect nearby communities. Grade separation of at-grade crossings with the existing rail corridor under the Shared Passenger Track Alternatives would improve access and circulation throughout the corridor. Furthermore, the new rail tracks would be within an existing railroad right-of-way and would only require minor widening of this right-of-way, except where the new HSR station and grade separations would be built. Therefore, community impacts would occur on the edges of existing neighborhoods and would not result in new divisions of neighborhoods. Residential and business displacements could have a disruptive effect on communities, especially in Commerce where the majority of business displacements would occur.

ES 1.2.2 Displacements and Relocations

Property acquisitions would displace three single-family residences, 113 commercial businesses, and 143 industrial businesses during project construction for Shared Passenger Track Alternative A. Shared Passenger Track Alternative B would displace three single-family residences, 122 commercial businesses, and 152 industrial businesses during project construction. A surplus of suitable replacement residential and commercial/industrial sites are available in all of the cities where displacements would occur except for Vernon and Commerce. Vernon has a deficit of 16 commercial units, and Commerce has a deficit of 43 commercial units.

ES 1.2.3 Community Facilities

There would be no displacement of community facilities.

ES 1.2.4 Sensitive Populations

Residential displacements would occur in the West Whittier–Los Nietos CDP. Because sensitive populations occur in areas where residential displacements would occur, there is the potential for sensitive populations to be displaced. However, it is anticipated that the relocation plans and resources provided would take these populations into account during the acquisition process.

ES 1.2.5 Community Analysis

Areas with a percentage of minority population or low-income population higher than the corresponding percentage for the reference community are evaluated in Chapter 5, Community Analysis, of the Draft Environmental Impact Report/Environmental Impact Statement. Most of the communities along the alignment where these impacts would occur are identified as minority and low-income populations. Temporary and permanent effects would occur in areas where minority and low-income populations are predominantly present or on resources predominantly relied on by minority and low-income populations. Therefore, there would be disproportionate adverse effects on minority and low-income populations.

ES 1.2.6 Economic Effects

School district funding would be minimally affected by displacement of residences and students, with estimated revenue losses from property tax losses and reductions in average daily attendance equal to 0.02 percent of total school district revenue. Vernon would incur the largest annual property tax revenue loss ($1,556,045), followed by Commerce ($1,134,862), Anaheim ($820,330), and Santa Fe Springs ($623,196). Property tax losses in the remaining cities would represent a small percentage (less than 1.7 percent of total revenue collected in these jurisdictions).

ES 1.2.7 Physical Deterioration

For the purpose of this analysis, physical deterioration of a community could occur if the project causes extensive changes to the business environment of the community or substantial reductions in revenue sources for local governments. In most cities, displacements would not result in changes to the business environment or revenue sources because suitable relocation sites have been identified to accommodate the relocation of commercial and industrial businesses within these cities. Therefore, physical deterioration is not anticipated in most communities.

Business displacements in Commerce and Vernon would cause the largest changes to the business environment and reductions in revenue sources of these communities, as follows:

- The displacement of 37 businesses and 911 employees in Vernon and 115 businesses and an estimated 1,101 employees in Commerce would result in changes to the business environment. However, given that displacements would generally occur in a primarily industrial area along an existing railroad corridor or at the edges of neighborhoods, they would not divide or isolate existing cohesive communities. In most cases, sales and use tax losses would be temporary and would occur during business relocations. Therefore, it is not reasonably foreseeable that these impacts would result in substantial residential or business migration out of these communities. Therefore, physical deterioration would not occur.

ES 1.2.8 Cumulative Effects

This report presents potential cumulative effects based on current knowledge of other plans and programs that could be implemented concurrent with construction and operation of the project section. Subsequent to this technical report, the California High-Speed Rail Authority will further refine the cumulative effects described herein.

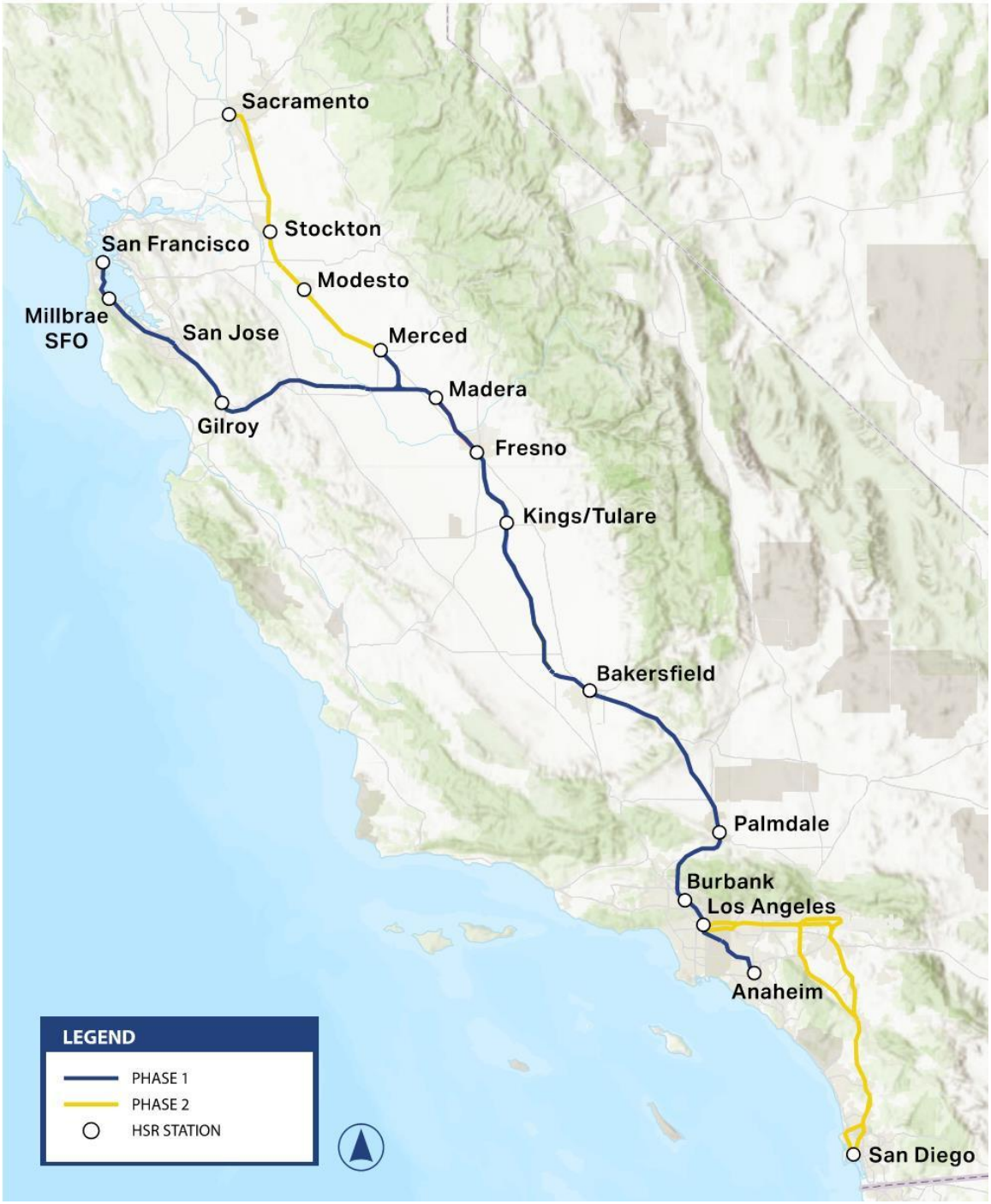
1 INTRODUCTION

1.1 California High-Speed Rail System Background

The California High-Speed Rail Authority (Authority), a state governing board formed in 1996, is responsible for planning, designing, building, and operating the California High-Speed Rail (HSR) System. Its statutory mandate is to develop an HSR system that coordinates with the state's existing transportation network, which includes intercity rail and bus lines, regional commuter rail lines, urban rail and bus transit lines, highways, and airports. The California HSR System will provide intercity, high-speed service on more than 800 miles of tracks throughout California, connecting the major population centers of Sacramento, the San Francisco Bay Area, the southern Central Valley, Los Angeles, the Inland Empire, Orange County, and San Diego, as depicted on Figure 1-1.[1] It will use state-of-the-art, electrically powered, high-speed, steel-wheel-on-steel-rail technology, including contemporary safety, signaling, and automated train control systems, with trains capable of operating up to 220 miles per hour.

The California HSR System is planned to be implemented in two phases. Phase 1 would connect San Francisco to Los Angeles and Anaheim via the Pacheco Pass and the Central Valley. Phase 2 would extend the HSR system from the Central Valley (starting at the Merced Station) to the state's capital in Sacramento and from Los Angeles to San Diego.

[1] The alignments depicted on Figure 1-1 reflect the Authority/Federal Railroad Administration decisions made in the 2005, 2008, and 2012 Programmatic Environmental Impact Report/Environmental Impact Statement documents.



Source: Authority 2023a

Figure 1-1 California High-Speed Rail System

1.2 Los Angeles to Anaheim Project Section Background

The Los Angeles to Anaheim Project Section (project section) of the HSR system would extend approximately 30 miles between Los Angeles Union Station (LAUS) in Los Angeles and Anaheim Regional Transportation Intermodal Center (ARTIC) in Anaheim. This narrow, existing railroad corridor is constrained by the surrounding urban environment and other existing rail operators in

the area, including trains operated by the National Railroad Passenger Corporation (Amtrak), Metrolink (governed by the Southern California Regional Rail Authority), the Union Pacific Railroad (UPRR), and BNSF Railway (BNSF).

The Authority, in cooperation with the Federal Railroad Administration (FRA), completed the *Final Program Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the Proposed California High-Speed Train System* in November 2005 (Authority and FRA 2005). For the Los Angeles to Anaheim Project Section, the Authority and FRA selected the existing Los Angeles – San Diego – San Luis Obispo Rail Corridor (LOSSAN Corridor), with the intent of sharing the existing right-of-way as the alignment.

In 2007, the Authority and FRA released the Notice of Preparation/Notice of Intent to inform the public of the beginning of the preparation of a Draft EIR/EIS for the project section.[2] The Authority and FRA engaged in project scoping, completed a Preliminary Alternatives Analysis Report in 2009, and completed Supplemental Alternatives Analysis Reports in 2010 and 2016. The 2016 Supplemental Alternatives Analysis considered two alternatives: Alternative 1 (formerly called the Dedicated High-Speed Track Alternative) and Alternative 2 (formerly called the Consolidated Shared-Track Alternative), and advanced Alternative 2 (HSR Project Alternative) for analysis in the project Draft EIR/EIS.

In 2017 and 2018, BNSF conducted operational modeling that indicated a need for additional capacity during construction and operation of this project section. Consequently, the Authority added BNSF staging tracks in Lenwood (Lenwood Component) and a Colton Intermodal Facility (Colton Component) in San Bernardino County to the project. In 2020, the Authority initiated revised scoping to include the Lenwood and Colton Components in the project section. Stakeholder feedback received during scoping included substantial opposition to the BNSF Components far outside the project corridor.

In response, the Authority prepared a Supplemental Alternatives Analysis (Authority 2023b) to evaluate a new alternative that would eliminate the need for a BNSF Intermodal Facility in San Bernardino County. The 2023 Supplemental Alternatives Analysis examined three new build alternatives that did not include an Intermodal Facility and proposed advancing the Shared Passenger Track Alternative for further consideration in the EIR/EIS, which closely resembled the 2018 HSR Project Alternative without the Lenwood and Colton Components. Operationally, the Shared Passenger Track Alternative would reduce the peak service level for HSR trains to two trains per hour per direction, and up to 10 freight trains per day could operate on the passenger tracks, eliminating the need for the BNSF Intermodal Facility.

Additional design refinements and outreach occurred, and in May 2024, a Preliminary Impacts Assessment Report further defined elements of the Shared Passenger Track Alternative, such as HSR station options, light maintenance facility (LMF) sites, and grade crossings. The Preliminary Impacts Assessment Report recommended the Shared Passenger Track Alternative be split into two build alternatives, Shared Passenger Track Alternative A and Shared Passenger Track Alternative B, which are similar in all aspects, except for the LMF size and location. Shared Passenger Track Alternative A proposes an LMF at 26th Street in Vernon, and Shared Passenger Track Alternative B proposes an LMF at 15th Street in Los Angeles. In May 2024, the Board identified Shared Passenger Track Alternative A as the Preferred Alternative.

1.3 Project Description Purpose

This project description provides a condensed version of the technical information discussed in Chapter 2, Alternatives, of the Draft EIR/EIS and includes references to other documents for additional details and discussion. The basis of this project description is the Draft Los Angeles to Anaheim Preliminary Engineering for Project Definition document. Chapter 2 of the Draft EIR/EIS

[2] The Notice of Intent was issued in the *Federal Register* on March 15, 2007 (72 Fed. Reg. 12,250).

includes additional details beyond the content discussed herein, including information on the proposed operating plans and scenarios, construction plans, and capital and operating costs.

1.4 Report Purpose

The purpose of this report is to: (1) provide information on socioeconomics and communities baseline conditions; (2) analyze the potential impacts of the Los Angeles to Anaheim Project Section of the California HSR System (proposed project) related to growth, community character and cohesion, economics, community facilities and services, and minority and low-income communities; and (3) assess how the HSR Project Alternative may affect the people, institutions, neighborhoods, communities, and larger social and economic systems within the proposed project vicinity.

The report is organized into the following chapters and appendices that provide the analysis of community impacts:

- Chapter 2, Project Description, which provides a description of the project
- Chapter 3, Laws, Regulations, Orders, which provides the regulatory setting for community effect and community analysis
- Chapter 4, Methods for Evaluating Impacts, which provides the methods used to evaluate effects
- Chapter 5, Affected Environment, which provides a description of the affected environment and the existing conditions
- Chapter 6, Impact Analysis, which provides an analysis of community effects
- Chapter 7, Mitigation Measures, which provides a list of mitigation measures
- Chapter 8, Impact Summary, which provides a summary of project impacts
- Chapter 9, References, which provides a list of references used to develop this report
- Chapter 10, Preparer Qualifications, which provides a list of the report preparers and their qualifications
- Appendix A, Consistency with Regional and Local Plans and Policies, which provides an analysis of the HSR Project Alternative's consistency with regional and local plans and policies
- Appendix B, Inclusive Public Engagement Plan, which provides a description of the inclusive public outreach
- Appendix C, Public Facilities in the Resource Study Area, which provides a list of the public facilities in the resource study area
- Appendix D, Children's Health and Safety Risk Assessment, which describes the project's impacts on children's health and safety

1.5 Information Sources

Information sources for this report include county and city general plans and other relevant plans applicable to the resource study area (RSA). Data were also obtained from the U.S. Census Bureau, the California Employment Development Department, the California Department of Tax and Fee Administration, the California Department of Finance, and county and city planning agencies. Community facilities were identified through geographic information system (GIS) data sets. Specific sources of information and data are cited when used in this report.

2 PROJECT DESCRIPTION

The project section is approximately 30 miles long and travels through the cities of Los Angeles, Vernon, Commerce, Bell, Montebello, Pico Rivera, Santa Fe Springs, Norwalk, La Mirada, Buena Park, Fullerton, and Anaheim. The project's alignment would share a portion of the existing LOSSAN Corridor with existing rail operators. The Authority adopted a strategy of sharing the existing corridor and blending HSR with existing rail systems on shared infrastructure (referred to as "blended operations"[3]) to accelerate and broaden benefits, improve efficiency, minimize community impacts, and reduce construction costs.

This section describes the No Project Alternative and Shared Passenger Track Alternatives A and B.

2.1 No Project Alternative

Under the No Project Alternative, the project section would not be built. The No Project Alternative represents the condition of the project section as it currently exists in the base year, and as it would exist without the California HSR System at the planning horizon year of 2040.

In assessing future conditions, it was assumed that all currently known, programmed, and funded improvements to the statewide transportation system (highway, rail, and transit) and reasonably foreseeable local land development projects would be implemented by the year 2040. The No Project Alternative is based on a review of and consultation with several documents and data sources, including, but not limited to, transportation plans such as the 2020 Southern California Association of Governments' Regional Transportation Plan[4]; the Governor's Office of Land Use and Climate Innovation CEQAnet Database; the Federal Aviation Administration's Air Carrier Activity Information System and Airport Improvement Plan grant data; the California State Transportation Commission's State Transportation Improvement Program; airport master plans and interviews with airport officials; intercity passenger rail plans; and city and county general plans and planning officials.

2.2 High-Speed Rail Build Alternatives

The project proposes two build alternatives: Shared Passenger Track Alternative A and Shared Passenger Track Alternative B. Shared Passenger Track Alternative A proposes an LMF at 26th Street, whereas Shared Passenger Track Alternative B proposes an LMF at 15th Street. Both alternatives include an HSR station option in either Norwalk/Santa Fe Springs or Fullerton. The main elements of the build alternatives are summarized in Table 2-1 and depicted on Figure 2-1.

Table 2-1 Summary of Design Features of Shared Passenger Track Alternative A and Shared Passenger Track Alternative B

Feature	Total
Total length (linear miles)	29.7
At-grade profile (linear miles)	23.8
Elevated profile (linear miles)	5
Below-grade/braced trench profile (linear miles)	0.9

[3] California High-Speed Rail Business Plans (California High-Speed Rail 2022 Business Plan) suggest blended railroad systems and operations. These terms refer to integrating the HSR system with existing intercity, and commuter and regional rail systems through coordinated infrastructure (blended systems) and scheduling, ticketing, and other means (blended operations).

[4] The No Project Alternative uses the 2020 Southern California Association of Governments Regional Transportation Plan as the basis for analysis, with the exception of the transportation analysis, which uses the 2016 Regional Transportation Plan as the baseline. This is because of the date and availability of traffic counts collected for the project.

Feature	Total
Number of straddle bents[1]	16
Number of at-grade railroad crossings[2]	8
Number of major water crossings[3]	9
Number of roadway overcrossings and undercrossings	58

[1] A straddle bent is a pier structure that spans (or "straddles") the functional/operational limit of a roadway, highway, or railway.
[2] Railroad crossing means a railroad crossing another railroad.
[3] Features considered major water crossings are Los Angeles River, Rio Hondo (and basins), San Gabriel River, North Fork Coyote Creek, La Mirada Creek, Coyote Creek, Brea Creek, Fullerton Creek, and Carbon Creek.



Source: Authority 2025a

Figure 2-1 Los Angeles to Anaheim Project Section Alignment

Currently, two to three mainline tracks occur throughout the corridor, with a variable number of freight siding tracks. The HSR project seeks to maintain existing operations in the corridor while minimizing impacts outside of the existing right-of-way. To accomplish this, the HSR project would add one new mainline track from LAUS to Fullerton Junction and would use existing tracks, where possible, to ensure that, overall, the project section includes two electrified tracks along the corridor for HSR, which would be shared with other passenger rail operators. These two electrified tracks are referred to herein as *shared tracks*. The specific details of Shared Passenger Track Alternative A and Shared Passenger Track Alternative B are discussed further below.

2.2.1 Shared Passenger Track Alternative A

2.2.1.1 Alignment

Table 2-2 summarizes the alignment of Shared Passenger Track Alternative A through the corridor cities. Figure 2-2 depicts the northern project section limit and its relationship with Los Angeles County Metropolitan Transportation Authority's proposed Link Union Station Project. Figure 2-3 through Figure 2-8, as referenced therein, provide cross-sections of various points along the project alignment discussed in Table 2-2. Where applicable, Table 2-2 also provides references to later sections of this project description that provide further details of other project components including, but not limited to, ancillary facilities, HSR and passenger rail stations, and the LMFs.

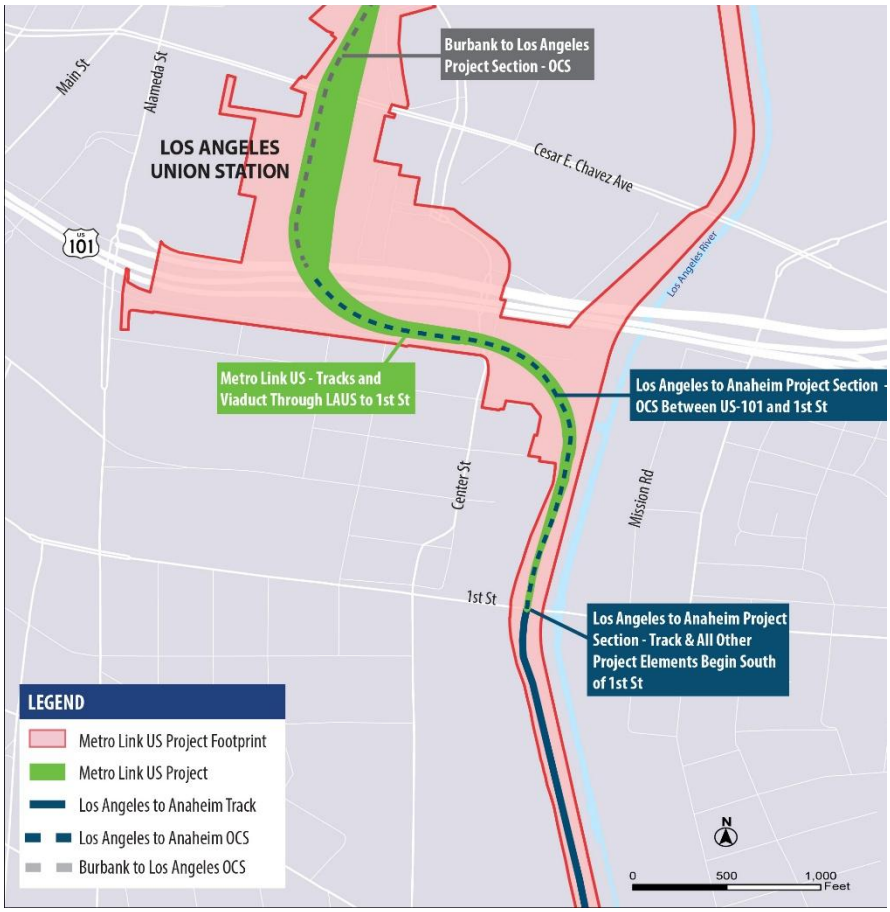
Table 2-2 Shared Passenger Track Alternative A Alignment

Project Section Segment	Segment Alignment Description
Los Angeles and Vernon	▪ The project section would begin immediately south of LAUS, at the northern edge of US 101, where a viaduct built as part of the Link US Project would begin. The installation of the OCS north of US 101 was previously approved as part of the Burbank to Los Angeles Project Section in January 2022. From US 101 to 1st St, the Authority would build the OCS for HSR. At 1st St, Shared Passenger Track Alternative A would include the HSR project tracks and all other project infrastructure south to ARTIC. ▪ Starting at the LAUS platforms, HSR trains would run on tracks built as part of Link US, cross over US 101, Commercial St, and Ducommun St on a viaduct, and come down to grade just before 1st St, joining the existing railroad right-of-way. From this tie-in point south, the HSR trains would use the existing tracks, which would be upgraded with an OCS. Refer to Figure 2-3 for a cross section of the track between 1st St and 4th St. ▪ Between 7th St and I-10, two HSR layover tracks would be added west of the shared tracks; refer to Section 2.2.1.2, Ancillary Facilities, for more information. The shared tracks would cross under the Olympic Blvd roadway overcrossing and rise onto an existing railroad bridge to cross over Washington Blvd and the Los Angeles River. The shared tracks would return to at grade east of Soto St and enter Vernon. ▪ The BNSF and shared tracks would pass by the BNSF Los Angeles Intermodal Facility (referred to as Hobart Yard). The proposed 26th St LMF would be south of Hobart Yard and is described in more detail in Section 2.2.1.4, Light Maintenance Facility.
Commerce, Bell, Montebello, and Pico Rivera	▪ East of Hobart Yard, the tracks would cross at grade under I-710 and enter Commerce. Starting from west of Eastern Ave, the shared tracks would rise onto a new elevated structure, referred to as the *Commerce Flyover*; refer to Section 2.2.1.5, Freight or Passenger Railroad Modifications, and Figure 2-4 for more information on the Commerce Flyover, which is designed to pass by the BNSF Commerce Intermodal Facility (referred to as *Commerce Yard*). ▪ The Commerce Flyover would cross over Eastern Ave and pass by the existing Commerce Metrolink Station. The elevated shared tracks would not connect with the Commerce Metrolink Station's existing location, which would be relocated. Refer to Section 2.2.1.5 for more information on the Commerce Metrolink Station's relocation. The elevated tracks would return to grade before I-5 and would remain so throughout Montebello and Pico Rivera.

Project Section Segment	Segment Alignment Description
Santa Fe Springs and Norwalk	▪ The tracks would continue east into Santa Fe Springs and cross over Pioneer Blvd, Norwalk Blvd, and Los Nietos Rd. All of these would be new grade separations, with the roadway lowered and tracks crossing over on new railroad bridges; refer to Section 2.2.1.6, State Highway or Local Roadway Modifications. ▪ From Slauson Ave to Telegraph Ave, the track configuration would remain at grade with four tracks, as depicted on Figure 2-5. ▪ South of Telegraph Rd, the shared tracks would diverge outside of the existing railroad right-of-way and rise onto retained fill to cross over Florence Ave on a new bridge, while three BNSF mainline tracks would cross Florence Ave on the existing railroad bridge. The shared tracks would transition from retained fill onto an elevated structure that crosses over Lakeland Rd, while the BNSF tracks would remain at grade in their current configuration throughout this segment. The elevated structure would continue south and transition from the west side of the corridor over to the east side. Figure 2-6 depicts the track configuration south of Lakeland Rd. ▪ The elevated structure would veer east out of the existing railroad corridor and cross over Imperial Hwy, necessitating modifications to the existing Norwalk/Santa Fe Springs Metrolink Station, described in Section 2.2.1.3, High-Speed Rail Station Facilities, in more detail. Under Shared Passenger Track Alternative A, HSR trains would not stop at the Norwalk/Santa Fe Springs Metrolink Station. ▪ South of the station, the elevated structure would rejoin the existing railroad corridor and transition back down to at grade just west of Carmenita Rd.
La Mirada and Buena Park	▪ The tracks would continue at grade through La Mirada and Buena Park. In Buena Park, the track design would conflict with the location of the existing Buena Park Metrolink Station platform, necessitating the station's relocation (refer to Section 2.2.1.5 for more information).
Fullerton	▪ East of Dale St, the tracks would enter Fullerton. The Fullerton Municipal Airport is south of the railroad corridor, and the shared tracks would require lowering as they pass by the airport to prevent the HSR project, including the OCS, trains, and all other project components, from conflicting with the airport runway protection zone. The shared tracks on the north side of the corridor would also need to transition to the south side in order to serve the existing Fullerton Metrolink/Amtrak Station farther south. ▪ The shared tracks would transition underneath the BNSF tracks via a short below-grade section, in a braced trench. The trench would start approximately 850 feet east of Dale St and, approaching the eastern end of the Fullerton Airport, would cross under the BNSF tracks to the south side of the corridor, continuing adjacent to the existing BNSF tracks (which would remain at grade). Refer to Figure 2-7 for a cross section of the shared tracks in the trench after they transition to the south side of the corridor. ▪ The shared tracks would return to grade just before Gilbert St. Continuing east, a fourth track would be added to the south side of the corridor at the Fullerton Metrolink/Amtrak Station, which would require modifications, described in more detail in Section 2.2.1.3. Under Shared Passenger Track Alternative A, HSR trains would not stop at the Fullerton Metrolink/Amtrak Station. ▪ East of the station at Fullerton Junction, the three tracks along the north side of the corridor would be dedicated to BNSF trains and would continue east through Fullerton Junction. The tracks along the south side of the corridor would be dedicated to passenger trains and travel south to ARTIC.

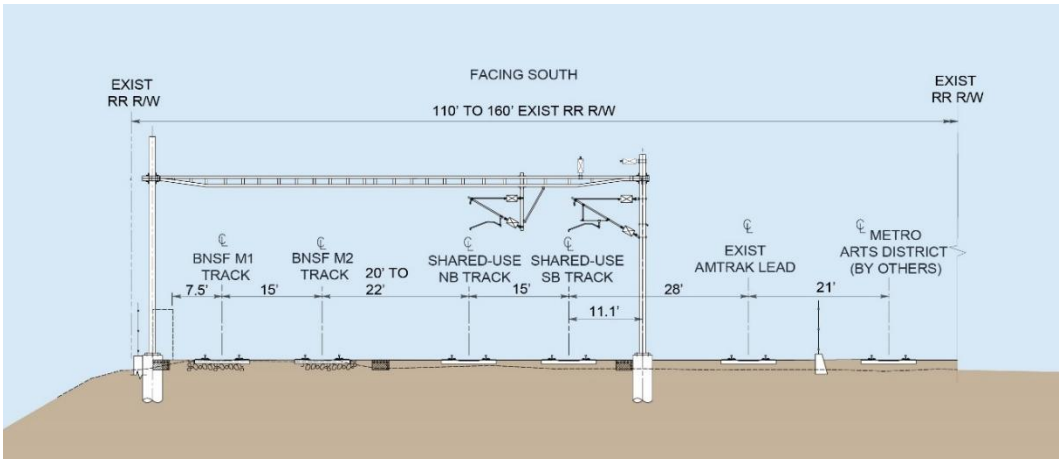
Project Section Segment	Segment Alignment Description
Anaheim	▪ South of Fullerton Junction, the tracks would enter Anaheim. From Fullerton Junction to ARTIC, the two existing tracks would be electrified to allow for shared operations with Metrolink. Several freight trains per day currently run on the existing tracks and would retain operation rights in the future. The two shared tracks would remain at grade through the rest of Anaheim. ▪ The existing at-grade crossings at Orangethorpe Ave, La Palma Ave, Sycamore St, Broadway St, Santa Ana St, South St, Vermont Ave, and Ball Rd would be maintained. Refer to Figure 2-8 for the cross section that is representative of the two-track configuration throughout this segment. ▪ From south of Ball Rd to south of Cerritos Ave, two HSR layover tracks would be added along the west side of the corridor. Cerritos Avenue and State College Blvd would be grade separated, with the roadways lowered and the tracks crossing over the road on new railroad bridges. ▪ The tracks would end at ARTIC, where HSR platforms and station facilities would be added to the existing station, described in more detail in Section 2.2.1.3.

ARTIC = Anaheim Regional Transportation Intermodal Center; Authority = California High-Speed Rail Authority; BNSF = BNSF Railway; HSR = high-speed rail; I = interstate; LAUS = Los Angeles Union Station; Link US = Link Union Station; OCS = overhead contact system; project section = Los Angeles to Anaheim Project Section; US 101 = U.S. Highway 101



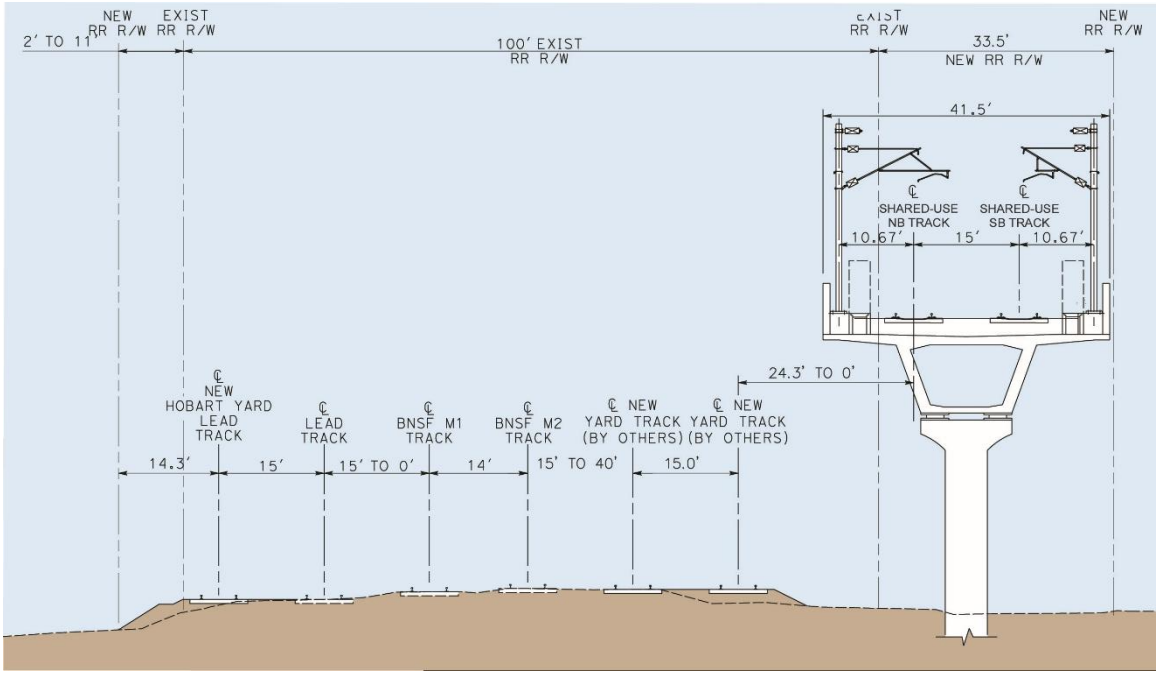
Source: Authority 2025a
Link US = Link Union Station; Metro = Los Angeles County Metropolitan Transportation Authority; OCS = overhead contact system

Figure 2-2 High-Speed Rail and Link Union Station Project



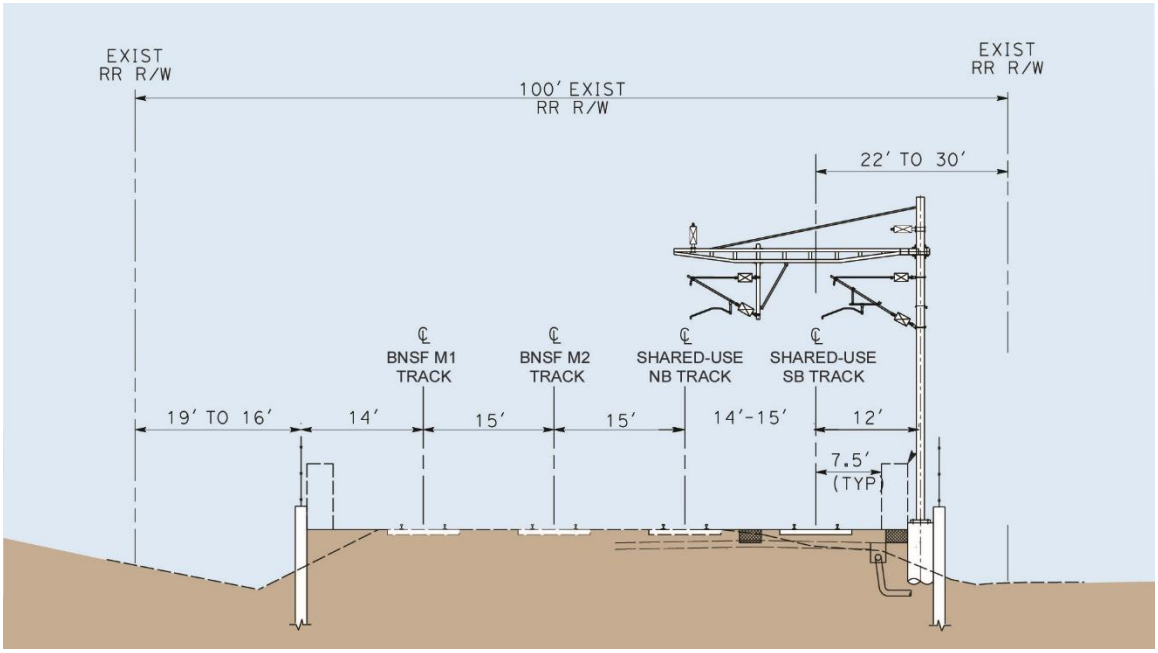
Source: Authority 2025a
M = main track; RR = railroad; R/W = right-of-way; NB = northbound; SB = southbound

Figure 2-3 At-Grade Cross Section between 1st Street and 4th Street



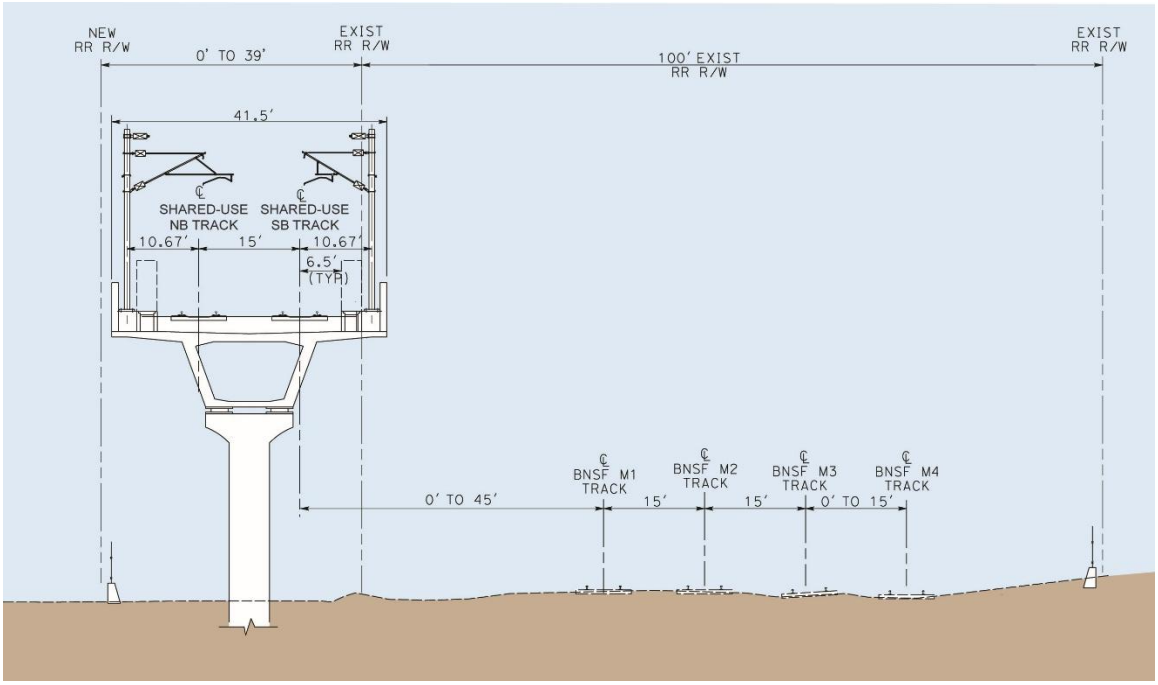
Source: Authority 2025a
M = main track; RR = railroad; R/W = right-of-way; NB = northbound; SB = southbound

Figure 2-4 Elevated Cross Section between Atlantic Boulevard and Eastern Avenue (Commerce Flyover)



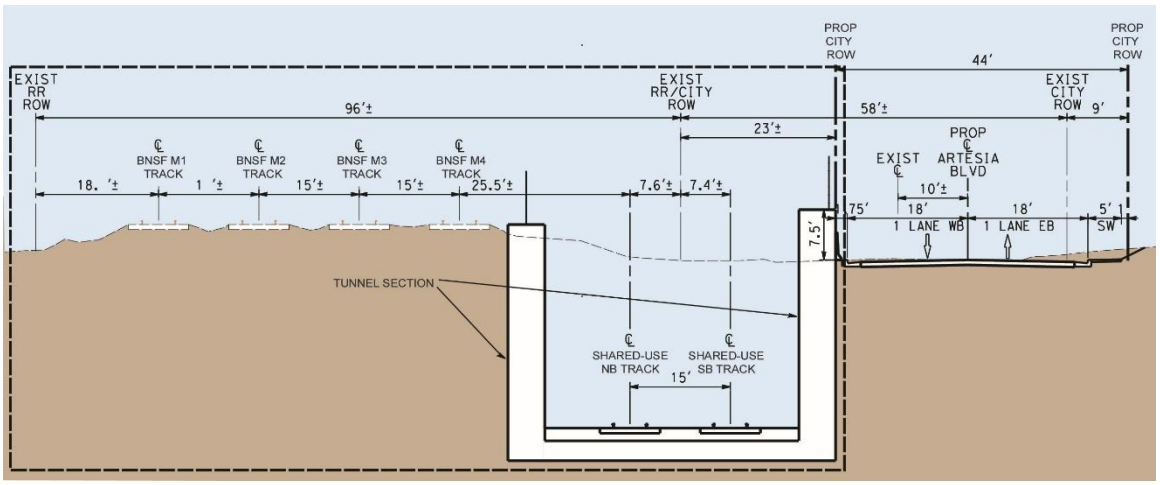
Source: Authority 2025a
M = main track; RR = railroad; R/W = right-of-way; NB = northbound; SB = southbound

Figure 2-5 At-Grade Cross Section from Slauson Avenue to Telegraph Road



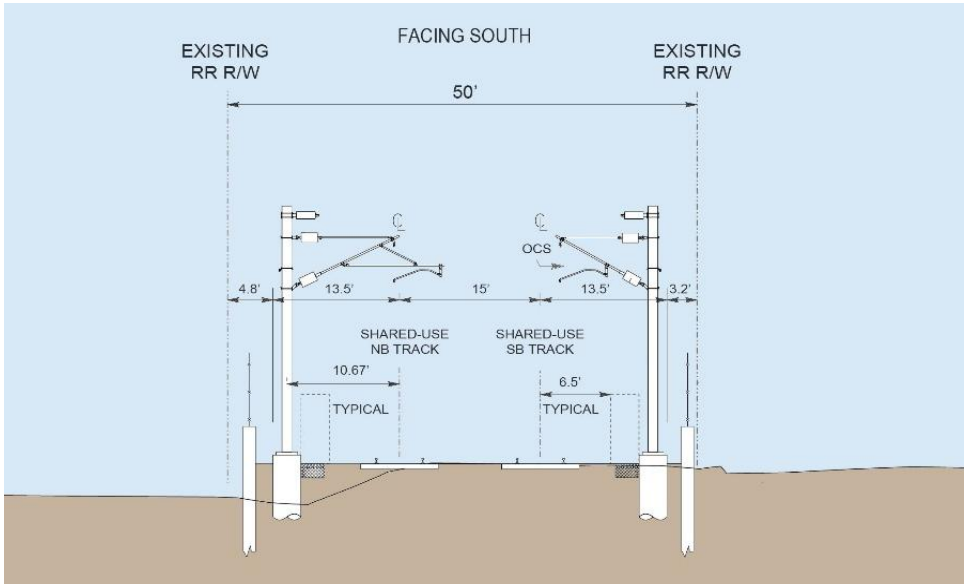
Source: Authority 2025a
M = main track; RR = railroad; R/W = right-of-way; NB = northbound; SB = southbound

Figure 2-6 Elevated Cross Section South of Lakeland Road



Source: Authority 2025a
Figure not to scale
M = main track; OCS = overhead contact system; RR R/W = railroad right-of-way

Figure 2-7 Braced Trench Cross Section East of Fullerton Airport



Source: Authority 2025a
OCS = overhead contact system; RR = railroad; R/W = right-of-way; NB = northbound; SB = southbound

Figure 2-8 At-Grade Cross Section between La Palma Avenue and Ball Road

2.2.1.2 Ancillary Facilities

Systems Facilities

HSR trains would draw power from California's existing electricity grid, with power distributed to the trains via the overhead contact system (OCS). The project would not include construction of a separate power source; rather, the existing grid would supply power to the OCS through the extension of underground or overhead transmission lines to a series of power substations positioned along the railroad corridor. The transformation and distribution of electricity would occur through the following three types of stations:

- Traction power substations (TPSS), which would transform high-voltage electricity supplied by public utilities to the train operating voltage. The project section would include two TPSS sites (Los Angeles and Anaheim), which would both be adjacent to existing utility transmission lines and outside of the existing right-of-way. The TPSS sites would be spaced apart by approximately 30 miles along the project alignment and each include an approximately 450-square-foot control room and two 115/50-kilovolt or 230/50-kilovolt, single-phase transformers that would both be rated at 60 megavolt-amperes. The foregoing components would be installed within an approximately 32,000-square-foot area, and screening of each TPSS would be provided by a wall or fence.
- A switching station to connect and balance the electrical load between tracks and switch OCS power on or off in the event of a power outage or emergency. A switching station would be installed in Santa Fe Springs, generally midway between the two TPSS sites, approximately 15 miles from the nearest TPSS and 0.1 mile northeast of the project alignment. Installation of the station's equipment would require approximately 9,600 square feet.
- Paralleling stations, or autotransformer stations, to provide voltage stabilization and equalize current flow. Two paralleling stations would be installed along the project alignment, with one each along the segments between the Santa Fe Springs switching station and the Los Angeles and Anaheim TPSS sites. Each paralleling station would be adjacent to the HSR right-of-way, include an approximately 450-square-foot control room, and require approximately 8,000 square feet.

Table 2-3 provides the locations of the proposed TPSSs, switching station, and paralleling stations.

Table 2-3 Traction Power, Paralleling, and Switching Station Locations

Traction Power Station Type	Location
Traction power substation (two sites)	**City of Los Angeles:** South of Washington Blvd, and west of Soto St, adjacent to the existing railroad viaduct **City of Anaheim:** On the northeast corner of Lewis St and Cerritos Ave, southwest of the HSR tracks
Paralleling station (two sites)	**City of Montebello:** Southwest corner of Maple Ave and Sycamore St, south of the HSR tracks (co-located with the relocated Commerce Metrolink Station) **City of Fullerton:** Northwest corner of Dale St and Artesia Ave, south of the HSR tracks
Switching station	**City of Santa Fe Springs:** Northeast corner of Los Nietos Rd and Santa Fe Springs Rd, north of BNSF Railway tracks

Source: Authority 2025a
HSR = high-speed rail

Signaling and Train-Control Elements

The National Transportation Safety Board, FRA, and other agencies mandate Positive Train Control, a train safety system designed to automatically implement safety protocols and provide communication with other trains to reduce the risk of a potential collision. Because of the lower operating speed of HSR trains in this project section compared to other HSR project sections, this project section would operate using conventional Positive Train Control signaling rather than a specialized HSR signaling system. This project section would use a radio-based communications network, including a fiber optic backbone and communications towers approximately every 2 to 3 miles, depending on the terrain and selected radio frequency. The towers would be in the HSR corridor in a fenced area of approximately 20 feet by 15 feet, including a 10- by 8-foot communications shelter and a 6- to 8-foot diameter, 100-foot-tall communications pole. These

communications facilities could be co-located within the TPSSs. Where communications towers cannot be located with TPSSs or other HSR facilities, they would be within or near the HSR corridor in an approximately 20- by 15-foot fenced area.

Layover Tracks

Layover tracks are used to store and restock trains during the day, in between service runs, and to store trains at night at terminus stations when they are not in service. Layover tracks are required where high-speed trains would end their runs, near LAUS and ARTIC, to support layover functions such as overnight storage, draining of waste tanks, filling of potable water tanks, and cleaning of windows, among others, as well as daily scheduled interior cleaning of passenger areas that would occur prior to the train entering revenue service. The Los Angeles layover tracks would be between Seventh Street and Interstate (I-) 10, and could be accessed for cleaning activities through the Amtrak Eighth Street Yard. The Anaheim layover tracks would be from south of Ball Road to south of Cerritos Avenue, and would have a layover support facility at the northeast corner of Lewis Street and Cerritos Avenue.

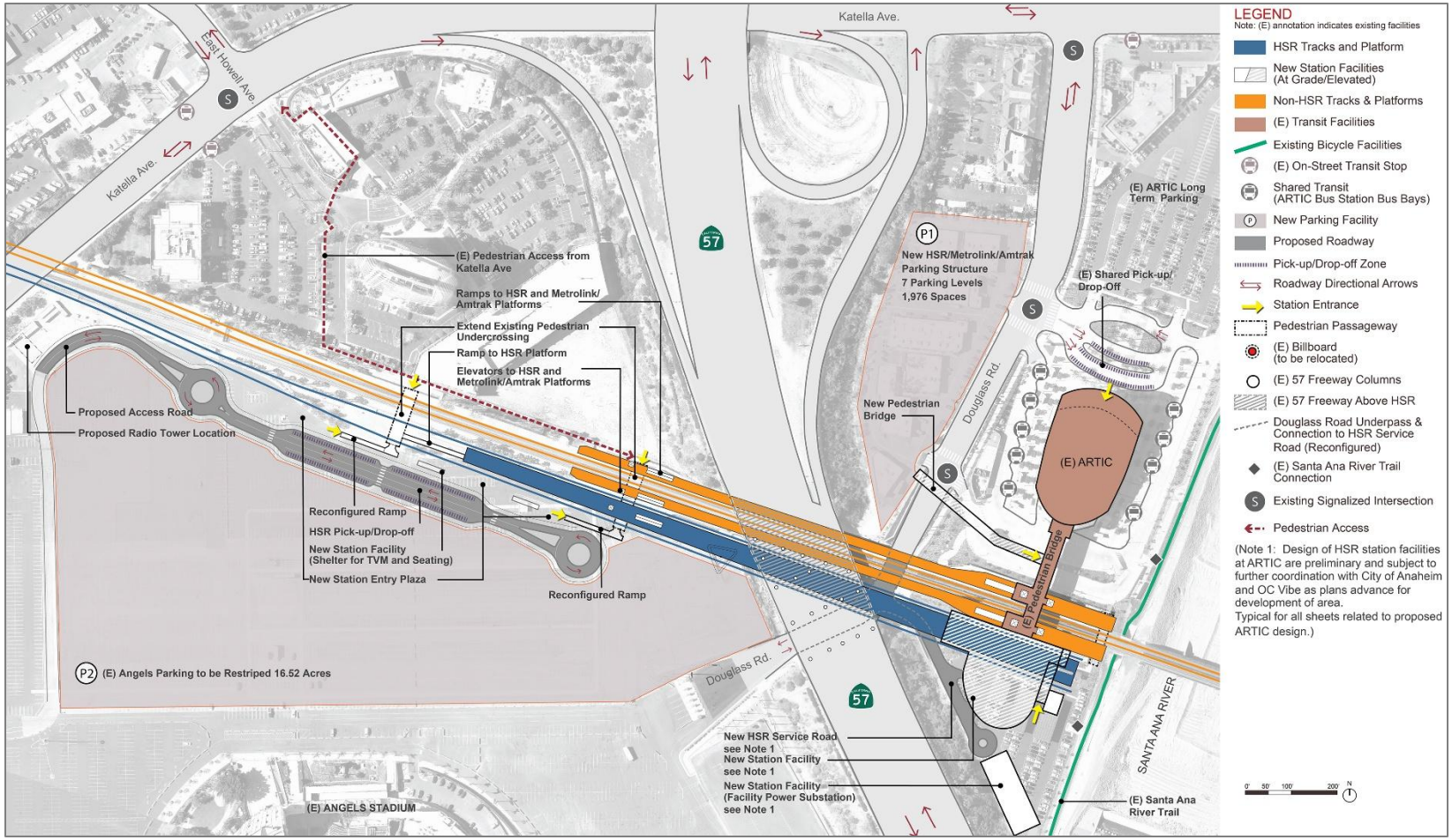
2.2.1.3 High-Speed Rail Station Facilities

Because the project section is within an existing corridor with passenger rail service, Shared Passenger Track Alternative A does not propose new HSR stations but rather modifies existing passenger rail stations to allow for shared operations with HSR. Shared Passenger Track Alternative A would include an HSR station platform and facilities at ARTIC, described below.

ARTIC High-Speed Rail Platform and Station Facilities

The proposed HSR platform and station facilities at the existing ARTIC station 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 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, the Authority would build a separate HSR passenger terminal. This new HSR station building, included within the project footprint and depicted on Figure 2-9, 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. Radio towers would be built adjacent to the access road at Katella Avenue.

This project would include a new parking structure adjacent to State Route 57 and Katella Avenue, providing 1,350 HSR parking spaces and 626 replacement parking spaces to account for existing parking spaces at ARTIC that would be displaced by the HSR tracks and platform, for a total of 1,976 parking spaces. Figure 2-9 provides an illustration of the HSR platform and station facilities at ARTIC.



Source: Authority 2025a

Figure 2-9 High-Speed Rail Platform and Facilities at ARTIC

2.2.1.4 Light Maintenance Facility

HSR operations in Southern California would require a Level III[5] LMF for fleet storage, cleaning, repair, overnight layover accommodations, and servicing facilities, including the necessary water cistern and power facilities. The 26th Street LMF is designed to follow the Authority's *Requirements for High-Speed Trainset Fleet and Infrastructure Maintenance Facilities Technical Memorandum* (Authority 2024).

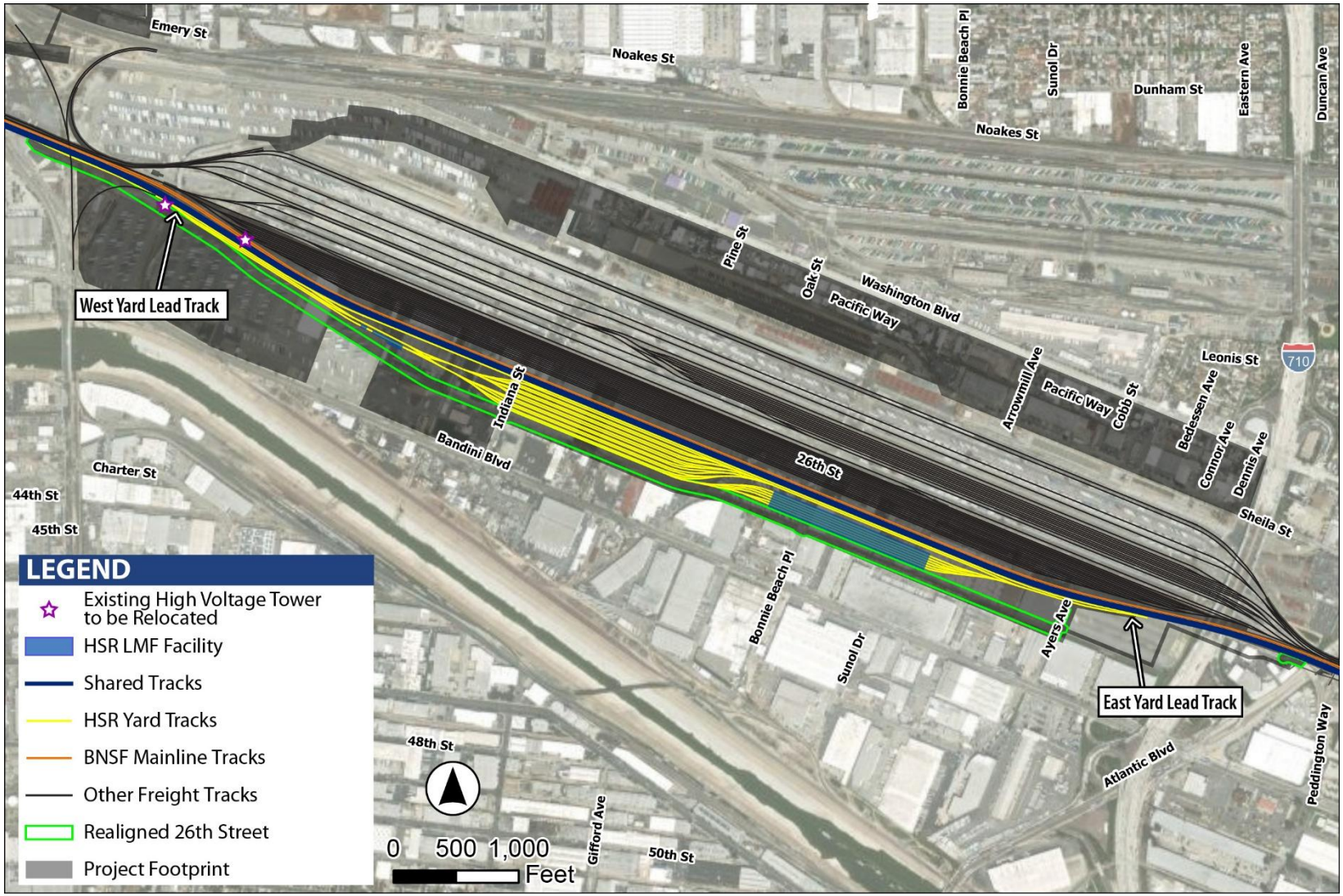
Refer to Figure 2-10 for an overview of the 26th Street LMF, which would have an overall size of 49 acres and be roughly bounded by the realigned mainline tracks on the north, a relocated 26th Street on the south, Downey Road on the west, and I-710 on the east. The changes on the south side of Hobart Yard would require 26th Street to be realigned, which would provide access to the LMF. Two high-voltage utility towers would be relocated to accommodate the 26th Street realignment. Refer to Section 2.2.1.5 for more details on changes adjacent to Hobart Yard.

The LMF would be double-ended, with all tracks having access from the mainline on both the eastern and western sides. HSR trains would access the LMF from the east and west on two new yard lead tracks, which would be south of the mainline tracks. Within the 26th Street LMF, there would be an outdoor train yard with 12 yard tracks to allow for the storage of 24 single trainsets, along with a 1,345-foot-long, six-track shop building, which could accommodate 12 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.

2.2.1.5 Freight or Passenger Railroad Modifications

Shared Passenger Track Alternative A would modify the existing rail corridor to create a corridor that is primarily four mainline tracks (two electrified and shared with other passenger rail operators) from Los Angeles to Fullerton, and two mainline tracks (electrified and shared with both passenger rail and freight operators) from Fullerton to Anaheim. Freight rail would operate primarily on the nonelectrified tracks, although the electrified tracks could accommodate freight traffic if necessary (up to 10 BNSF freight trains per day would be able to use the two passenger rail tracks), while maintaining service and operation levels for all operators within the corridor. The following sections describe the freight and passenger railroad modifications in more detail, which include modifications to BNSF storage and intermodal facilities as well as modifications to and relocations of existing passenger rail stations.

[5] The Authority defines three levels of maintenance to be conducted at an LMF.



Source: Authority 2025a

Figure 2-10 Shared Passenger Track Alternative A: 26th Street Light Maintenance Facility

BNSF Railway Storage and Intermodal Facilities

Adding and electrifying tracks in the existing right-of-way would require the Authority to remove or modify track and right-of-way that is currently used or planned for future use by BNSF for train storage and intermodal operations. This requires modifications to BNSF's plans for expansion at its yards in Vernon and Commerce. In several locations, Shared Passenger Track Alternative A would require removal/relocation of existing BNSF infrastructure. Thus, Shared Passenger Track Alternative A would replace the affected BNSF infrastructure, primarily adjacent to Hobart Yard, to maintain BNSF capacity and avoid disruptions to operations.

Table 2-4 lists the BNSF storage capacity that would be removed from the corridor and relocated to the new consolidated storage yard adjacent to Hobart Yard; refer to Figure 2-11 for an overview of the relocated infrastructure. The new storage yard would provide 101,094 track feet of storage, including 5,850 track feet for a new runaround track,[6] which is slightly more than the amount removed from the corridor (90,940 track feet). This is a result of the layout and overall length of the new consolidated yard. The tracks need to be operational while fitting within the new yard space and maintaining the removed storage capacity, and therefore some replacement tracks would be longer than the ones that are being removed from the corridor. In addition to the relocations described in Table 2-4, some BNSF yard lead and storage tracks throughout the corridor would be relocated and replaced within the same area, with the same level of storage capacity and operational functionality maintained. This includes the Pico Rivera Yard north and south lead tracks, La Mirada Yard lead track and storage track, and Fullerton storage track on the southern side between Commonwealth Avenue and Highland Avenue.

Table 2-4 BNSF Railway Facility or Track to Be Removed or Modified

HSR Project Element Affecting BNSF Infrastructure	BNSF Facility/Track to Be Removed/Relocated/Modified	Length of Removed/ Relocated Tracks (TF)
HSR mainline and layover tracks	BNSF 8th St Yard (BNSF storage tracks between 1st St and I-10 along West Bank)	35,000
Relocated Commerce Metrolink Station	South Vail Support Track (between Vail St and Minson Wy)	3,800
4th mainline track	Pico Rivera Storage Tracks	4,000
4th mainline track	Norwalk Support Track (between Telegraph Rd and Florence Ave)	4,400
4th mainline track	Santa Fe Springs Staging Track (through existing Norwalk/Santa Fe Springs Metrolink Station area)	14,600
Fullerton braced trench	Buena Park/Fullerton Storage Tracks (on north side between Dale St and Gilbert St)	15,840
4th mainline track	Fullerton support track (north of Fullerton Amtrak/Metrolink Station)	4,500
4th mainline track	Fullerton storage track (on north side between Commonwealth Ave and Highland Ave)	8,800
Total		**90,940**

Source: STV 2025
BNSF = BNSF Railway; HSR = high-speed rail; I = interstate; TF = track feet

[6] Runaround tracks allow a locomotive to move around the train and attach to the opposite end, enabling the train to be switched or moved in the desired direction. The runaround track must be as long as the longest set of cars that would be pulled. A runaround track is generally recommended for all modern rail yards to reduce overall freight congestion.



Source: STV 2025

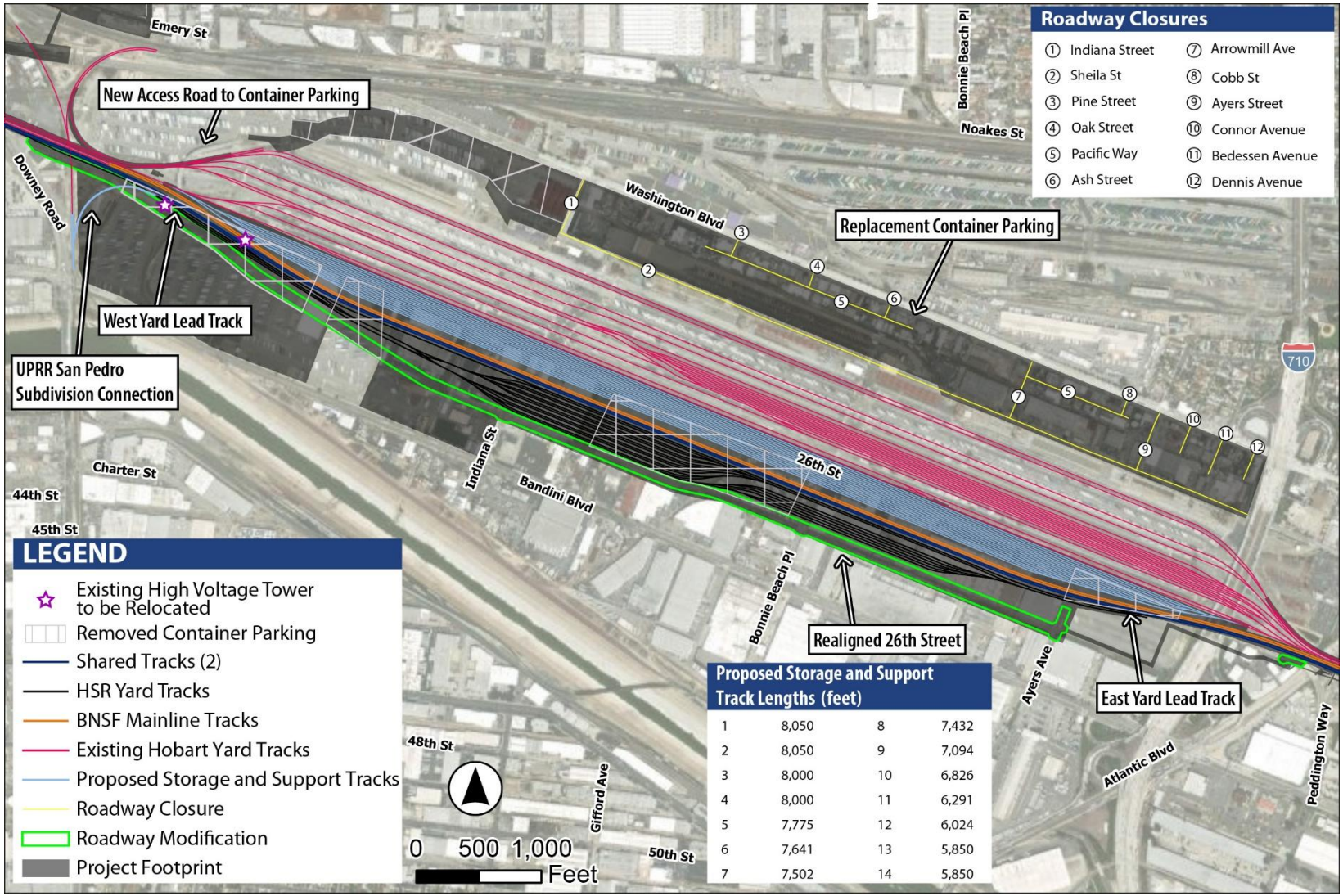
Figure 2-11 BNSF Railway Infrastructure Affected by the Los Angeles to Anaheim Project Section

BNSF Railway Los Angeles Intermodal Facility (Hobart Yard)

Figure 2-12 depicts the proposed changes at Hobart Yard. The consolidated storage yard, BNSF mainline tracks, shared tracks, and new connection to the UPRR San Pedro Subdivision would be up to 250 feet south of the current southern limit at Hobart Yard and into properties south of 26th Street. New second lead tracks into Hobart Yard from the west and east would also be added. These additional lead tracks would allow freight trains to move off the mainline tracks at speed and avoid delays and backups in an already heavily congested corridor. These track changes would require the vacation and realignment of the 26th Street right-of-way from Downey Road to Atlantic Boulevard.

The changes described above, along with LMF yard lead tracks, would displace some existing BNSF container parking south of the railroad corridor. This container parking would be replaced by acquiring properties north of Hobart Yard along the south side of Washington Boulevard, which would require a new access road north of Hobart Yard and the closure of several roads between Washington Boulevard and Sheila Street (refer to Section 2.2.1.6, State Highway or Local Roadway Modifications, for more details on roadway changes related to Hobart Yard). The new access road would also displace some existing container parking that would be replaced in the new container parking area.

Additionally, two high-voltage utility towers would be relocated to accommodate the 26th Street realignment.



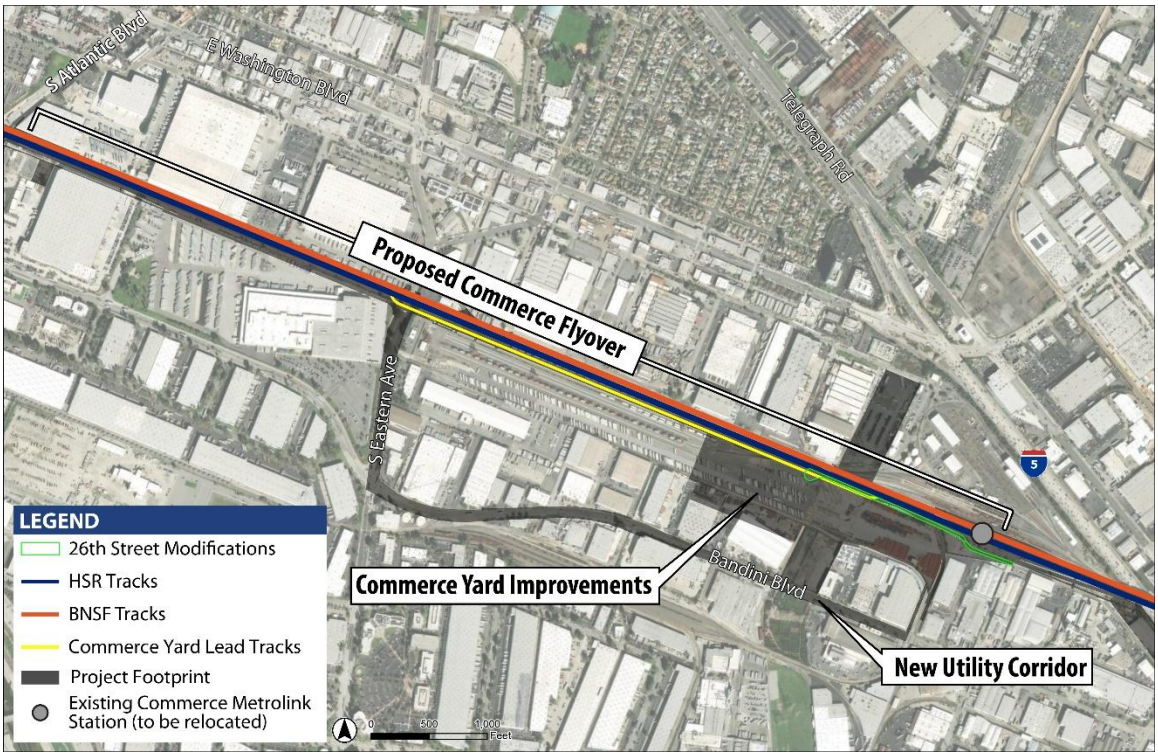
Sources: Authority 2025a; ESRI 2020

Figure 2-12 Hobart Yard Modifications (Shared Passenger Track Alternative A)

BNSF Railway Commerce Intermodal Facility (Commerce Yard)

Adjacent to Commerce Yard, the Commerce Flyover would separate passenger trains on an elevated structure from the freight trains running at grade. Figure 2-13 depicts the modifications required throughout the Commerce Yard area to maintain operations. Two new BNSF yard tracks would be added, converging into a new BNSF stub lead track west of I-5, with additional connector tracks. Improvements would include reconstructing several of the lead tracks, relocating the truck entrance gates and internal access road, and adding truck storage parking and a switching tail track. These yard improvements would require a portion of 26th Street to be closed; 26th Street currently provides access to the yard from the east, but the new entrance to the yard would require approximately 1,300 feet of the road to be closed.

Existing utilities along the south side of the railroad corridor would be relocated to the south in a new utility corridor, within Bandini Boulevard. Additionally, the high-voltage power lines currently running south of and parallel to the railroad corridor must be raised to provide the required clearance from the Commerce Flyover structure.



Sources: Authority 2025a; ESRI 2020

Figure 2-13 Commerce Flyover and Commerce Yard Modifications

Modified Metrolink Stations

Norwalk/Santa Fe Springs Metrolink Station Modifications

HSR trains would not stop at the Norwalk/Santa Fe Springs Metrolink Station, but modifications would be required for HSR operations, as depicted on Figure 2-14. The existing platforms at Norwalk/Santa Fe Springs Metrolink Station are in an area that would not be able to accommodate an additional mainline track and shared operations between HSR and Metrolink. Adding the additional mainline track would require shifting the existing platforms to an area with a straight section of track. Therefore, the Metrolink platforms would be moved to be served by the shared tracks on the new elevated structure, approximately 350 feet east of the existing alignment (at their farthest points). The modified station would be elevated, with two 680-foot side

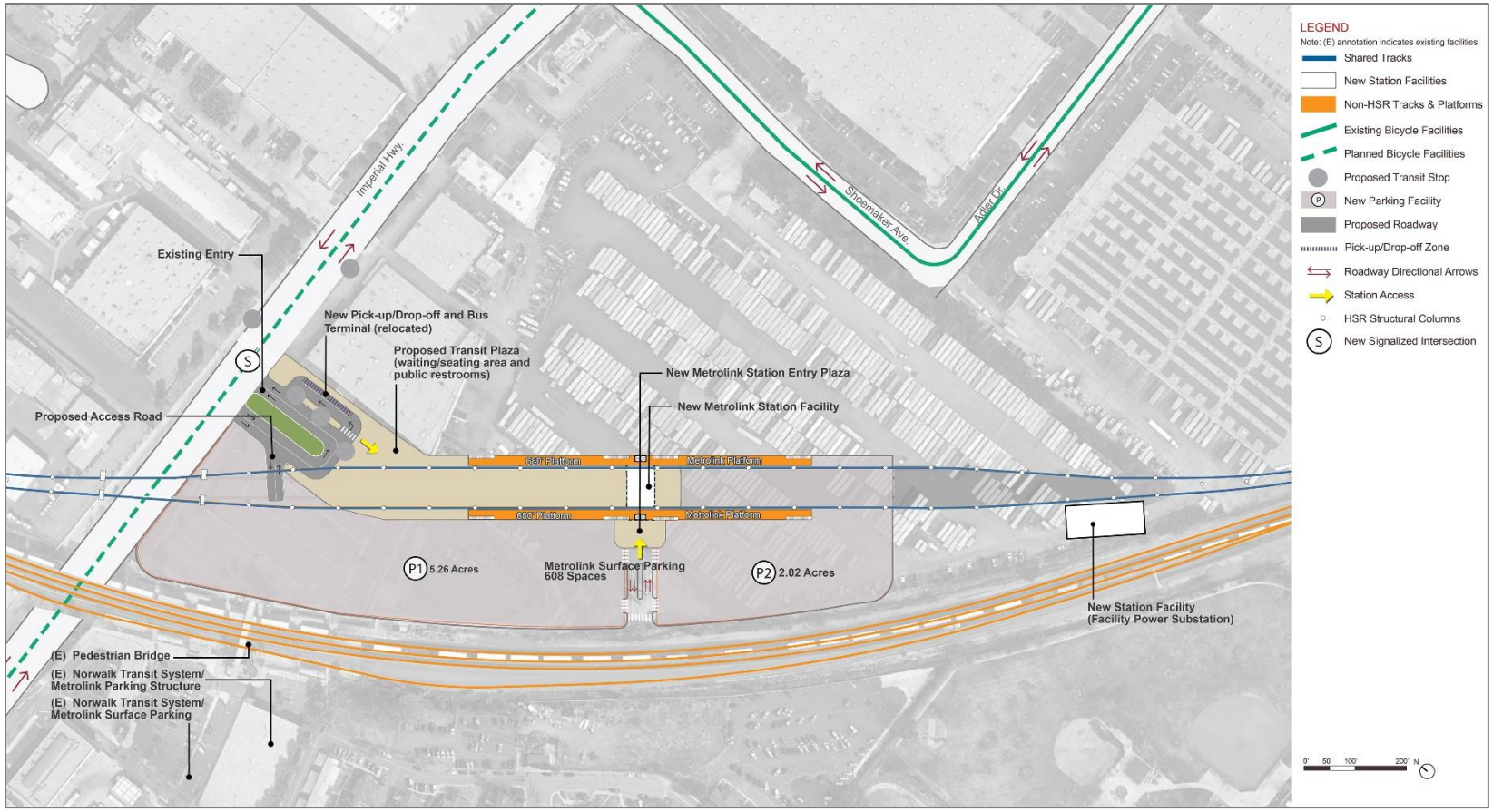
platforms, capable of future extension to 1,000 feet; the space for the future extension is included within the project footprint.

The existing Metrolink parking and bus drop-off west of the railroad corridor would be relocated to the east of the elevated structure to provide better access to the modified Metrolink platforms. Station entry points would be on Imperial Highway to the north and at Shoemaker Avenue and Adler Drive to the east and would require new access roadways. On Imperial Highway, the signalization leading into the parking garage would require modifications, as required by the City of Norwalk. The project would provide 608 surface parking spaces west of the modified platforms to replace the parking spaces at the existing Norwalk/Santa Fe Springs Metrolink Station displaced by the HSR modifications. Parking and pick-up/drop-off for Metrolink passengers would be within surface parking lots.

Fullerton Metrolink/Amtrak Station Modifications

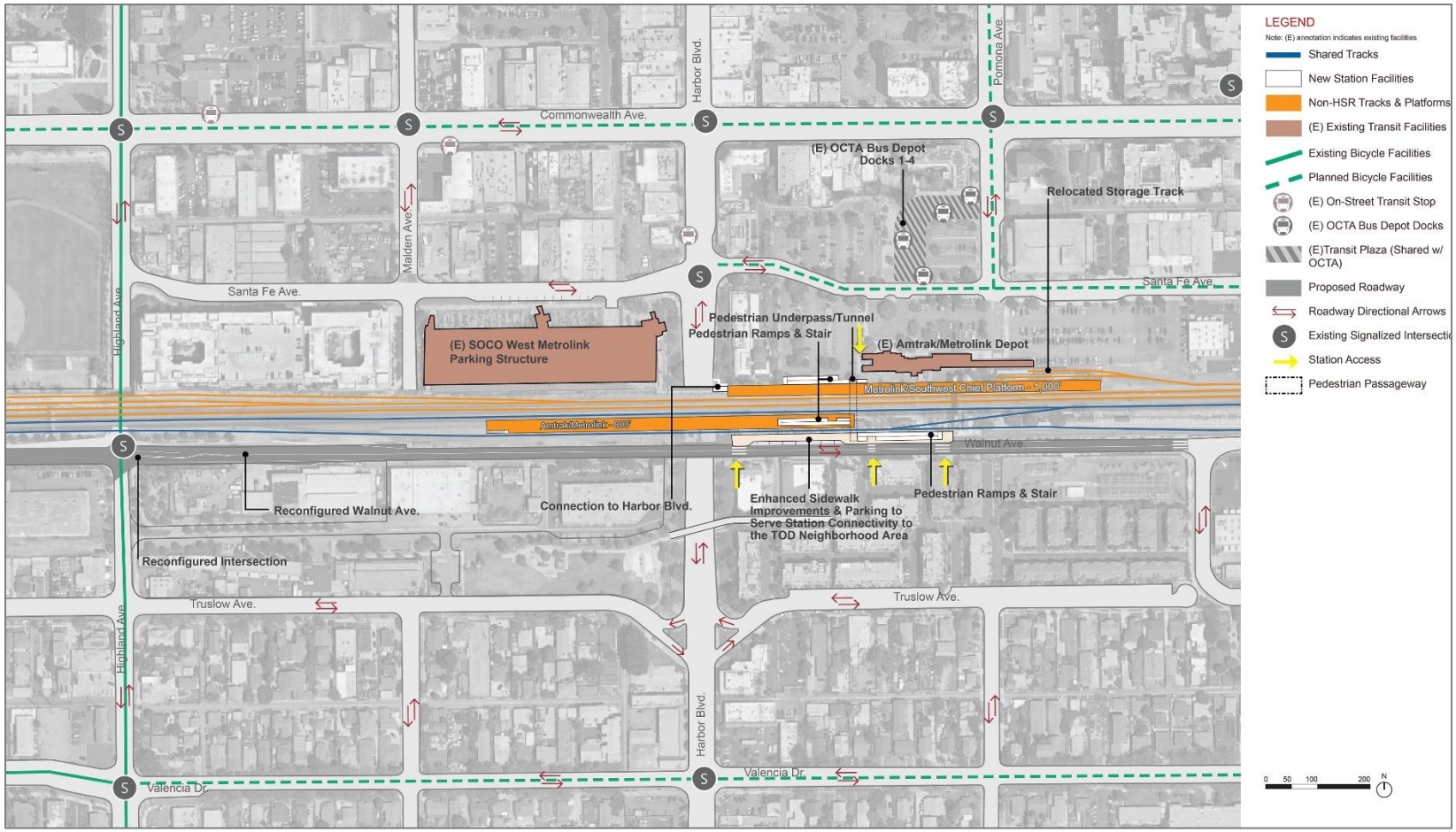
HSR trains would not stop at the Fullerton Metrolink/Amtrak Station, but modifications would be required for HSR operations, as depicted on Figure 2-15. At the Fullerton Metrolink/Amtrak Station, a fourth mainline track would need to be added on the southern side of the corridor, outside of the existing railroad right-of-way, to allow HSR trains to pass through the station. A new railroad bridge would be built over Highland Avenue to accommodate the new shared track, which requires Walnut Avenue to be slightly realigned to the south, and the intersection of Walnut Avenue and Highland Avenue would need to be redesigned.

Several modifications would occur for the Metrolink/Amtrak station platforms. The two existing platforms on the southern side would be removed, and a new 800-foot center platform would be added over Harbor Boulevard. The existing pedestrian bridge east of Harbor Boulevard that connects the two side platforms would be removed and replaced by a new pedestrian underpass that connects the existing northern platform, new center platform, and Walnut Avenue to the south, with ramps and stairs providing access. South of the new Metrolink/Amtrak center platform, Walnut Avenue would be slightly narrowed, and sidewalk improvements and crosswalks would be added east of Harbor Boulevard to improve station connectivity to the neighborhood.



Source: Authority 2025a

Figure 2-14 Modified Norwalk/Santa Fe Springs Metrolink Station Site Plan



Source: Authority 2025a

Figure 2-15 Modified Fullerton Metrolink/Amtrak Station Site Plan

Relocated Metrolink Stations

Commerce Metrolink Station Relocation

As stated in Section 2.2.1.1, the Commerce Flyover would require the Commerce Metrolink Station to be relocated to an area northeast of the intersection of Telegraph Road and Maple Avenue, which is approximately 0.75 mile to the east of its current location. The relocated Commerce Metrolink Station would be for Metrolink trains only; no HSR trains would stop at this station. An HSR paralleling station would be co-located at the relocated station site. Most of the relocated station would be within Montebello, including the replacement surface parking, plaza, and internal access roads; the platform and nonpublic station facilities north of the railroad corridor would be within Commerce.

The relocated station would have a center platform along the southern side of the rail corridor, accessible from the north via Sycamore Street via a new pedestrian underpass, and from the south via Maple Avenue. The intersection of Sycamore Street and Supply Avenue would be modified with pedestrian crosswalks, and the intersection of Telegraph Road and Maple Avenue would have a new signal and crosswalks to provide safe access to the new station location. All the existing station facilities, such as a transit plaza for buses, bicycle parking, vehicle parking (140 spaces), and a pick-up/drop-off area for motorists, would be replaced south of the corridor, to be accessed via Maple Avenue.

Buena Park Metrolink Station Relocation

As stated in Section 2.2.1.1, the HSR project would add and realign tracks through the existing Buena Park Metrolink Station, necessitating the relocation of the station. The Buena Park Metrolink Station would be relocated to between South Coyote Creek and Beach Boulevard, approximately 0.75 mile northwest of its current location within Buena Park. The proposed relocated Buena Park Metrolink Station would be for Metrolink trains only; no HSR trains would stop at this station.

The relocated station would have a center platform provided along the northern side of the existing rail corridor, accessible from the north via Stage Road and from the east via Beach Boulevard. A new signalized intersection is proposed at the intersection of Coyote Creek and Stage Road. All existing station facilities would be replaced, including a transit plaza for buses, bicycle parking, vehicle parking (313 spaces), and a pick-up/drop-off area for motorists.

2.2.1.6 State Highway or Local Roadway Modifications

Modifications at Roadway Crossings

Shared Passenger Track Alternative A would cross 58 federal, state, and locally controlled roadways, most of which are currently grade separated. A portion of the foregoing roadway crossings would require, in general, one of the following three types of roadway modifications:

- **New grade separations:** There are six roadway crossings where new railroad grade separations (railroad bridge crossings) would be needed. Five of the existing at-grade roadways would be fully grade separated and lowered to cross under the proposed railroad bridges. One roadway (Lakeland Road) would be partially grade separated and would not require vertical realignment, because the shared tracks would cross over the roadway on a new bridge.
- **Modified existing grade separations (roadway vertical realignment):** The alignment would use existing railroad bridges throughout the corridor, most of which would need to be widened or new bridges would need to be added adjacent to the existing bridges to accommodate new tracks. At nine of these existing grade separations, the roadways would require vertical realignments (i.e., be lowered) to provide the required clearances between the road and the railroad bridge.

- **Modified existing grade separations (new piers and abutments):** Thirteen existing grade separations would require modified piers or abutments to accommodate new or widened railroad bridges. No vertical realignment of the roadway would be required.

Eight at-grade crossings at Orangethorpe Avenue, La Palma Avenue, Sycamore Street, Broadway, Santa Ana Street, Sixth Street, Vermont Avenue, Ball Road, and Lewis Street would remain at grade and would be modified only to add OCS to the existing tracks.

Additionally, all existing roadway overcrossings that would span over the shared tracks would be modified to have protective barriers on the top to prevent people or objects from entering the HSR right-of-way from the bridge. Detailed plans of barrier type and installation details will be determined during the Preliminary Engineering for Procurement design phase and coordination with the corridor stakeholders.

Table 2-5 lists all the crossings and any modifications that would be required along the Shared Passenger Track Alternative A alignment.

Table 2-5 Modifications to Roadway Crossings (from northwest to southeast)

Roadway	City	Current Crossing Configuration	Proposed Modification
1st St	Los Angeles	Overcrossing	None
4th St	Los Angeles	Overcrossing	None
6th St/Whittier Blvd	Los Angeles	Overcrossing	None
7th St	Los Angeles	Overcrossing	None
I-10 (Santa Monica freeway)	Los Angeles	Overcrossing	None
Olympic Blvd	Los Angeles	Overcrossing	None
Washington Blvd	Los Angeles	Undercrossing	None
Soto St	Los Angeles	Undercrossing	None
Downey Rd	Vernon	Undercrossing	New pier and abutments within roadway
Private access road	Vernon	Overcrossing	None
I-710 (Long Beach freeway)	Vernon	Overcrossing	None
Atlantic Blvd	Commerce	Undercrossing	New piers and abutments within roadway
Eastern Ave	Commerce	Undercrossing	New piers and abutments within roadway
I-5 (Santa Ana freeway)	Commerce	Undercrossing	None
Telegraph Rd	Commerce	Undercrossing	None
Garfield Ave	Commerce	Undercrossing	None
Greenwood Ave	Montebello	Undercrossing	None
Paramount Blvd	Pico Rivera	Undercrossing	None
SR 19 (Rosemead Blvd)	Pico Rivera	Undercrossing	Road vertical realignment, new abutments within roadway
Passons Blvd	Pico Rivera	Undercrossing	New pier and abutments within roadway
Slauson Ave	Santa Fe Springs	Overcrossing	Pier modifications

Roadway	City	Current Crossing Configuration	Proposed Modification
I-605 (San Gabriel freeway)	Santa Fe Springs	Overcrossing	None
Pioneer Blvd	Santa Fe Springs	At grade	New grade separation; roadway lowered to cross under tracks on a new railroad bridge
Norwalk Blvd	Santa Fe Springs	At grade	New grade separation; roadway lowered to cross under tracks on a new railroad bridge
Los Nietos Rd	Santa Fe Springs	At grade	New grade separation; roadway lowered to cross under tracks on a new railroad bridge
Santa Fe Springs Rd	Santa Fe Springs	Undercrossing	New piers and abutments within roadway
Telegraph Rd	Santa Fe Springs	Undercrossing	New pier and abutments within roadway
Florence Ave	Santa Fe Springs	Undercrossing	New pier and abutments within roadway
Lakeland Rd	Santa Fe Springs	At grade	New grade separation (for HSR only); roadway remains at grade and shared tracks on elevated structure
Imperial Hwy	Santa Fe Springs, Norwalk	Undercrossing	None
Carmenita Rd	Santa Fe Springs	Undercrossing	Roadway vertical realignment, new piers and abutments within roadway
Rosecrans Ave/Marquardt Ave	Santa Fe Springs	Overcrossing	None
Valley View Ave	Santa Fe Springs, La Mirada	Undercrossing	New piers and abutments within roadway
Alondra Blvd	La Mirada	Overcrossing	Bridge replacement, roadway vertical realignment
SR 39 (Beach Blvd)	Buena Park	Undercrossing	New piers and abutments within roadway
Dale St	Buena Park	Undercrossing	Roadway vertical realignment, new piers and abutments within roadway
Gilbert St	Fullerton	Undercrossing	Roadway vertical realignment, new pier and abutments within roadway
Commonwealth Ave	Fullerton	Undercrossing	Roadway vertical realignment, new piers and abutments within roadway
Euclid St	Fullerton	Undercrossing	New pier and abutments within roadway
Highland Ave	Fullerton	Undercrossing	New abutments within roadway
Harbor Blvd	Fullerton	Undercrossing	New piers and abutments within roadway
Lemon St	Fullerton	Undercrossing	None

Roadway	City	Current Crossing Configuration	Proposed Modification
Orangethorpe Ave	Anaheim	At grade	None
SR 91 (Riverside freeway)	Anaheim	Overcrossing	None
La Palma Ave	Anaheim	At grade	None
Sycamore St	Anaheim	At grade	None
Lincoln Ave	Anaheim	Undercrossing	None
Broadway	Anaheim	At grade	None
Santa Ana St	Anaheim	At grade	None
South St	Anaheim	At grade	None
Vermont Ave	Anaheim	At grade	None
Ball Rd	Anaheim	At grade	None
Lewis St	Anaheim	Undercrossing	Roadway vertical realignment, new piers and abutments within roadway
Cerritos Ave	Anaheim	At grade	New grade separation; roadway lowered to cross under tracks on a new railroad bridge
State College Blvd	Anaheim	At grade	New grade separation; roadway lowered to cross under tracks on a new railroad bridge
Katella Ave	Anaheim	Undercrossing	Roadway vertical realignment, roadway widening, new piers and abutments within roadway
SR 57 (Orange freeway)	Anaheim	Overcrossing	None
Douglass Rd	Anaheim	Undercrossing	Roadway vertical realignment, new piers and abutments within roadway

Source: Authority 2025a
Authority = California High-Speed Rail Authority; HSR = high-speed rail; I = interstate; overcrossing = road over train tracks; SR = State Route; undercrossing = road under train tracks

New Grade Separations

As indicated in Table 2-5, five existing at-grade roadways would be grade separated for passenger rail and freight, with the roadway lowered to cross under new railroad bridges. These new grade separations are described in detail in Table 2-6, which includes references to the temporary and permanent footprints depicted on Figure 2-16 through Figure 2-19. The temporary project footprint includes areas such as utility easements and construction staging areas while the permanent project footprint includes areas that would be needed permanently for operation of HSR or areas that would permanently lose access from changes in roadway elevation. These grade separations are early action projects, which are described further in Section 2.3.1, Grade Separations.

Lakeland Avenue would be grade separated for HSR and passenger rail on a new elevated structure, but the freight tracks would remain at grade, with a minimal area of temporary and permanent impacts. Therefore, it is not included in Table 2-6.

Table 2-6 New Grade Separations with Roadway Vertical Realignments

Roadway	Grade Separation Description
Pioneer Boulevard (Figure 2-16)	▪ The existing roadway configuration at the Pioneer Blvd crossing in Santa Fe Springs consists of two northbound and two southbound traffic lanes and left-turn lanes to Rivera Rd (which is immediately adjacent and to the north of the railroad corridor) in both directions, with sidewalks on both sides of the road. ▪ The at-grade crossing would be grade separated as a roadway undercrossing, with the railroad tracks on a bridge structure. Approximately 1,275 feet of Pioneer Blvd would be lowered, with the roadway approximately 20 feet below its current elevation at the lowest point of the undercrossing. Additional excavation depths would be required for bridge footings, utilities, pump station, and roadway subbase. ▪ Direct access to Rivera Rd would be removed and a new roadway that loops west and south just north of the crossing would provide access from Pioneer Blvd to Rivera Rd.
Norwalk Boulevard (Figure 2-17)	▪ The existing roadway configuration at the Norwalk Blvd crossing in Santa Fe Springs consists of two northbound and two southbound traffic lanes and a southbound left-turn lane to eastbound Los Nietos Rd (which is immediately south of the crossing), with sidewalks on both sides of the roadway. ▪ The at-grade crossing would be grade separated as a roadway undercrossing, with the railroad tracks on a bridge structure. Approximately 1,325 feet of Norwalk Blvd would be lowered by approximately 20 feet below its current elevation at the lowest point. Roadway clearance from bottom of bridge to top of pavement would be approximately 15 to 16.5 feet. Additional excavation depths would be required for bridge footings, utilities, pump station, and roadway subbase. ▪ The intersection of Norwalk Blvd and Los Nietos Rd would also be lowered, as also described below.
Los Nietos Road (Figure 2-17)	▪ The existing roadway configuration at the Los Nietos Rd crossing in Santa Fe Springs consists of two westbound and two eastbound traffic lanes and a westbound left-turn lane to Norwalk Blvd (which is immediately west of the crossing), with sidewalks on both sides of the roadway. ▪ The at-grade crossing would be grade separated as a roadway undercrossing, with the railroad tracks on a bridge structure. Approximately 1,700 feet of Los Nietos Rd would be lowered, with the roadway elevation approximately 25 feet below its current elevation at the lowest point. Roadway clearance from bottom of bridge to top of pavement would be approximately 15 to 16.5 feet. Additional excavation depths would be required for bridge footings, utilities, pump station, and roadway subbase. ▪ The intersection of Norwalk Blvd and Los Nietos Road would also be lowered as part of this and the Norwalk Blvd grade separation.
Cerritos Avenue (Figure 2-18)	▪ The existing roadway configuration at the Cerritos Ave crossing in Anaheim consists of two westbound and two eastbound traffic lanes with sidewalks on both sides of the roadway. ▪ The at-grade crossing would be grade separated as a roadway undercrossing, with the railroad tracks on a bridge structure. Approximately 1,850 feet of Cerritos Ave would be lowered by 25 feet below its current elevation at the lowest point. Roadway clearance from bottom of bridge to top of pavement would be approximately 15 to 16.5 feet. Additional excavation depths would be required for bridge footings, utilities, pump station, and roadway subbase. ▪ In order to maintain its intersection with Cerritos Ave, Vernon St would need to be lowered about 5 feet below its existing elevation. Similarly, Lewis St would need to be lowered to maintain the intersection with Cerritos Ave.

Roadway	Grade Separation Description
State College Boulevard (Figure 2-19)	▪ The existing roadway configuration at the State College Blvd crossing in Anaheim consists of three northbound and three southbound traffic lanes with sidewalks on both sides of the roadway. ▪ The at-grade crossing would be grade separated as a roadway undercrossing, with the railroad tracks on a bridge structure. Approximately 1,660 feet of State College Blvd would be lowered below its current elevation, up to 25 feet at the lowest point. Roadway clearance from bottom of bridge to top of pavement would be approximately 17.5 feet. Additional excavation depths would be required for bridge footings, utilities, pump station, and roadway subbase. ▪ In order to maintain its intersections with State College Blvd, Howell Ave and Wright Circle would also need to be lowered below its existing elevation, along with multiple driveways and access roads along State College Blvd.



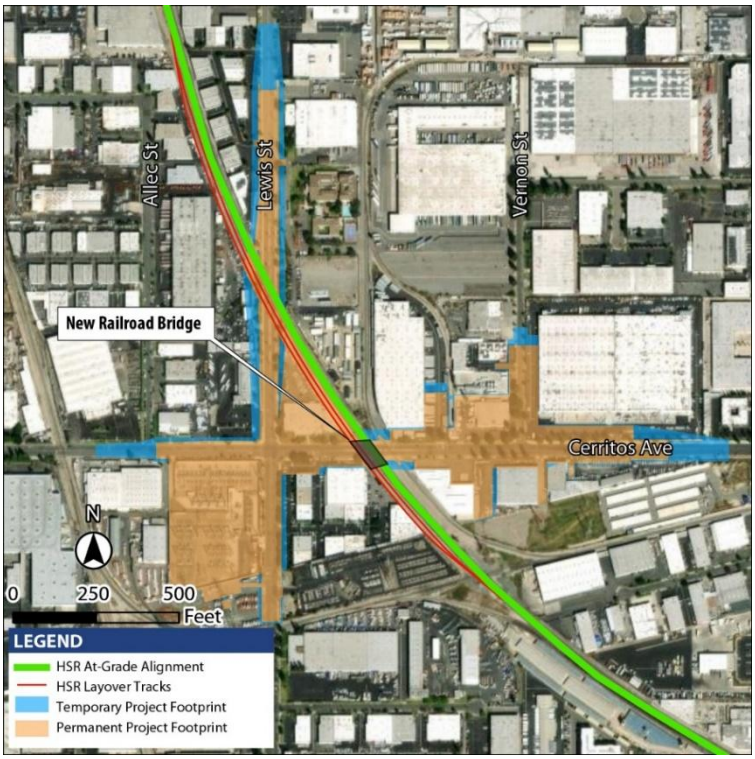
Sources: Authority 2025a; ESRI 2020

Figure 2-16 Pioneer Boulevard Grade Separation



Sources: Authority 2025a; ESRI 2020

Figure 2-17 Norwalk Boulevard and Los Nietos Road Grade Separations



Sources: Authority 2025a; ESRI 2020

Figure 2-18 Cerritos Avenue Grade Separation



Sources: Authority 2025a; ESRI 2020

Figure 2-19 State College Boulevard Grade Separation

Modifications to Other Roadways

In addition to modifications to roadway crossings described above for the railway alignment, several other roadways along the alignment would require modifications as a result of other project elements.

Roadway Modifications by Hobart Yard

The addition of new storage tracks and realignment of existing tracks throughout the Hobart Yard area would require 26th Street to be realigned. The roadway currently forms the southern boundary of Hobart Yard. At the eastern end of the yard, at Atlantic Boulevard, 26th Street connects to Pennington Way. From the UPRR San Pedro Subdivision track to Atlantic Boulevard, 26th Street would be realigned about 500 feet south from its existing location, at the farthest point. The realigned 26th Street would provide access to the 26th Street LMF, just north of the street. Currently, 26th Street intersects with Indiana Avenue, Bonnie Beach Place, and Ayers Avenue. Indiana Avenue and Bonnie Beach Place would connect with the realigned 26th Street, and the segments north of the realigned 26th Street would be closed. The realigned 26th Street would not connect to Pennington Way; it would end at Ayers Avenue, and Pennington Way would end in a cul-de-sac west of Atlantic Boulevard, accessible only from Bandini Boulevard. The existing segment of 26th Street between Ayers Avenue and Pennington Way would be closed.

Several roads between Sheila Street and Washington Boulevard are proposed to be closed because of the relocated BNSF truck parking. These roadway closures include the following, and are depicted on Figure 2-12 in yellow:

- Indiana Street
- S Pine Street
- Pacific Way
- Oak Street

- Ash Street
- Arrowmill Avenue
- Ayers Avenue
- Bedessen Avenue
- Connor Avenue
- Dennis Avenue

Roadway Modifications by Commerce Yard

Access is provided by 26th Street to BNSF's Commerce Yard from the east, but the yard improvements would require the entrance to the yard to be relocated approximately 1,300 feet to the east. This segment of 26th Street, within BNSF property, would be closed, and a new cul-de-sac would be provided at the end of the road.

Roadway Modifications by the Fullerton Braced Trench

The braced trench in Fullerton would be located partially outside the existing railroad right-of-way along the south side of the corridor, within the existing Artesia Boulevard right-of-way. Artesia Boulevard would be realigned slightly south, from approximately Pritchard Avenue to Gilbert Street. The intersection of Artesia Avenue and Gilbert Street would be reconfigured.

Roadway Modifications by Fullerton Metrolink/Amtrak Station

The changes at the Fullerton Metrolink/Amtrak Station would require Walnut Avenue to be realigned. Walnut Avenue currently runs east to west from Richman Avenue to Lawrence Avenue, south of and adjacent to the existing railroad corridor. With the addition of a fourth mainline track, Walnut Street would be slightly realigned south, from Richman Avenue to Lemon Street. All existing lanes and sidewalks would be maintained. At Highland Avenue, Walnut Street would be lowered slightly to meet the new, lowered grade of Highland Avenue, and the intersection would be reconfigured.

2.2.2 Shared Passenger Track Alternative B

Shared Passenger Track Alternative B would follow the same alignment and share the same project features and operational assumptions as Shared Passenger Track Alternative A, except for the location of the LMF as discussed below.

2.2.2.1 Alignment

The BNSF mainline and shared tracks for Shared Passenger Track Alternative B would be the same as those discussed for Shared Passenger Track Alternative A, as described in Section 2.2.1.1, because the LMF location would not affect the BNSF mainline and shared tracks.

2.2.2.2 Ancillary Facilities

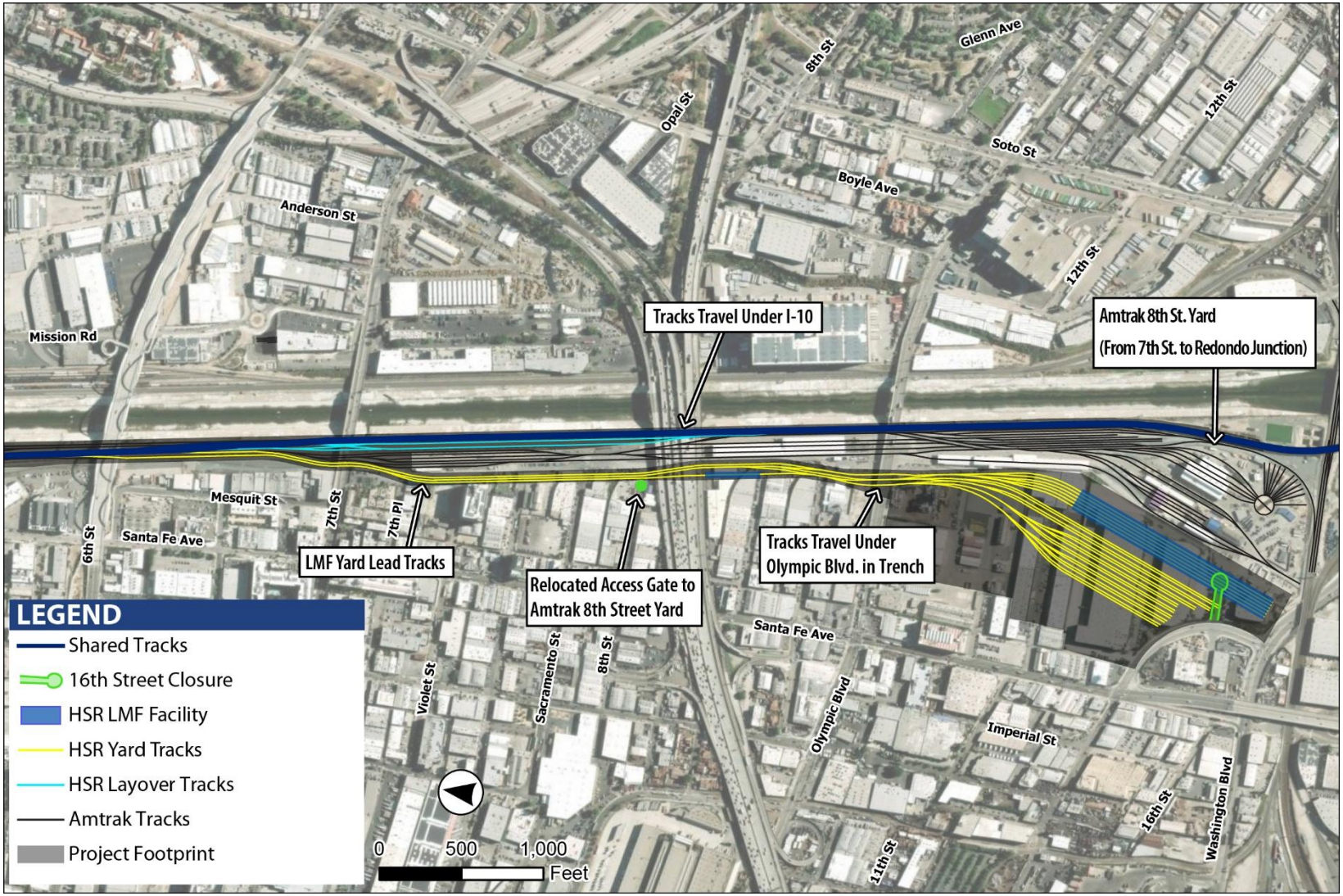
The proposed ancillary facilities for Shared Passenger Track Alternative B would be the same as those discussed for Shared Passenger Track Alternative A. Refer to Section 2.2.1.2 for more information on proposed ancillary facilities.

2.2.2.3 High-Speed Rail Station Facilities

Under Shared Passenger Track Alternative B, the proposed HSR station facilities at ARTIC would be the same as for Shared Passenger Track Alternative A. Refer to Section 2.2.1.3 for more information on proposed station sites.

2.2.2.4 Light Maintenance Facility

Shared Passenger Track Alternative B proposes an LMF between Olympic Boulevard and 15th Street, immediately adjacent to the existing Amtrak Eighth Street Yard. The 15th Street LMF would include the same maintenance operation facilities as the 26th Street LMF under Shared Passenger Track Alternative A, described in Section 2.2.1.4. Refer to Figure 2-20 for an overview of the 15th Street LMF.



Source: Authority 2025a

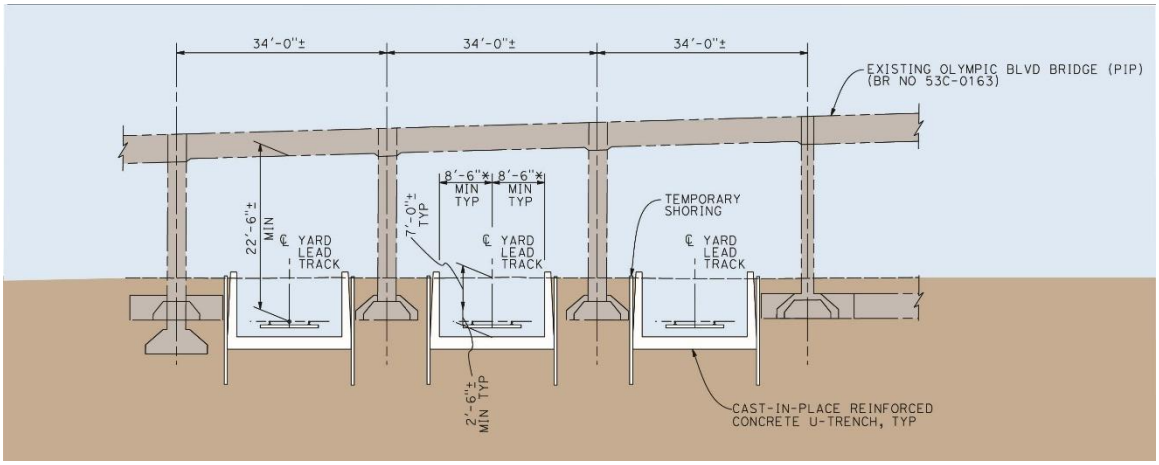
Figure 2-20 Shared Passenger Track Alternative B: 15th Street Light Maintenance Facility

The 15th Street LMF would have an overall size of 52 acres and would include a six-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, with access to and from the mainline tracks provided only from one side, at the northern end.

Primary roadway access to the 15th Street LMF would be from Washington Boulevard and 15th Street. HSR trains would access the yard via new yard lead tracks, which would start north of Seventh Street; the HSR project has been designed in coordination with the Los Angeles County Metropolitan Transportation Authority so that it would not conflict with the planned Metro Arts District Station, proposed north of Seventh Street. Two yard lead tracks would diverge from the mainline tracks out of the existing railroad right-of-way, cross under Seventh Street, and then branch into three tracks. Continuing south, the tracks would cross through part of Amtrak's existing primary access road to its Eighth Street Yard, which is currently gated at Eighth Street; these gates would need to be relocated to the west, but Amtrak would still be able to use the road to access its Eighth Street Yard. The three 15th Street LMF yard lead tracks would continue south to cross under I-10.

Approaching Olympic Boulevard, the tracks would descend to provide the minimum required 24-foot clearance between the OCS and the historic Olympic Boulevard overpass. Only one track would fit between each of the Olympic Boulevard overpass' four piers. As depicted on Figure 2-21, each track would pass through the piers within a separate trench at a finished depth of 7 feet. The Olympic Boulevard piers would not be altered during construction and would remain in place during HSR operations.

South of Olympic Boulevard, the 15th Street LMF yard lead tracks would connect to the yard on a curve, which requires special trackwork (turnout tracks). To make this connection, the LMF site would be lowered to meet the yard lead tracks. This is because the yard lead tracks would still be below grade as they come out of the Olympic Boulevard trenches, and there would not be enough room to transition the tracks back up to the existing elevation of the LMF site. Additionally, the special trackwork to connect the yard leads to the LMF tracks needs to be located on flat sections of track, not on a slope. Therefore, to make the connection between the below-grade yard lead tracks and the yard tracks, the northern portion of the LMF site (approximately 25 acres) would be excavated up to an approximate depth of 8 feet and regraded at a finished depth of approximately 5 feet to match the grade of the yard lead tracks.



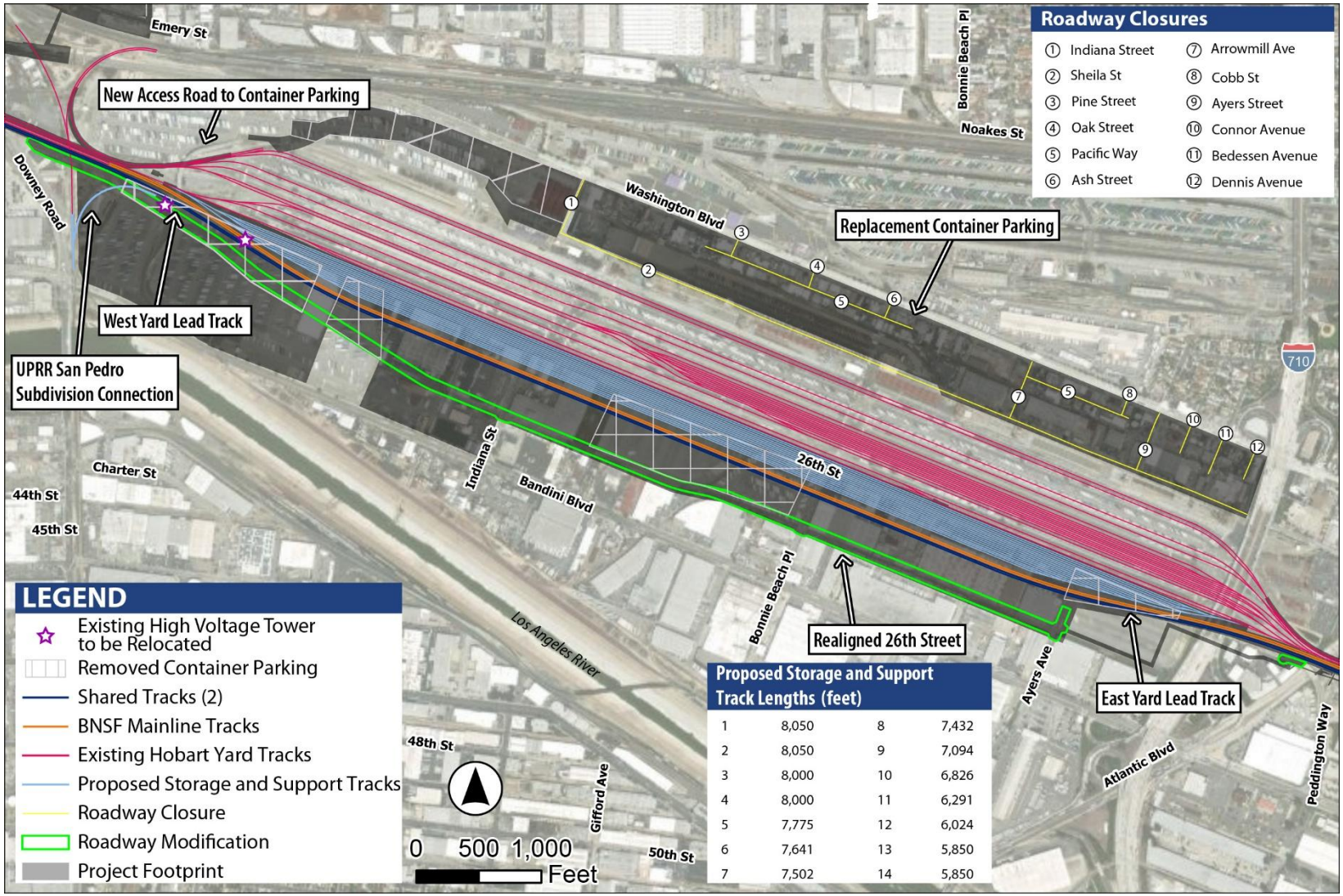
Source: Authority 2025a

Figure 2-21 Trenches for 15th Street Light Maintenance Facility Yard Lead Tracks Under Olympic Boulevard

2.2.2.5 Freight or Passenger Railroad Modifications

Freight and passenger railroad modifications for Shared Passenger Track Alternative B would be the same as for Shared Passenger Track Alternative A, except for one difference at Hobart Yard. Figure 2-22 illustrates Hobart Yard without the 26th Street LMF. Because there would not be LMF lead tracks or yard tracks running through BNSF's existing container parking areas, Shared Passenger Track Alternative B would displace slightly less container parking compared to Shared Passenger Track Alternative A.

The two passenger rail station modifications (Norwalk/Santa Fe Springs and Fullerton) and two Metrolink station relocations (Buena Park and Commerce) would be the same for Shared Passenger Track Alternative B as described for Shared Passenger Track Alternative A.



Sources: Authority 2025a; ESRI 2020

Figure 2-22 Shared Passenger Track Alternative B: Hobart Yard

2.2.2.6 State Highway or Local Roadway Modifications

The proposed modifications to roadways for Shared Passenger Track Alternative B would be the same as for Shared Passenger Track Alternative A, described in Section 2.2.1.6, except for the area around the 15th Street LMF site. Note that although the 26th Street LMF would not be included under Shared Passenger Track Alternative B, the realignment of 26th Street would still occur.

At the 15th Street LMF, Shared Passenger Track Alternative B would cross through part of Amtrak's access road to its Eighth Street Yard and through its existing access gate at Eighth Street. The access gate would be shifted to the west, and Amtrak would still be able to use its access road, but it would have to cross the three HSR yard lead tracks at grade to reach the road. The 15th Street LMF would also require the closure of a small portion of 16th Street, and the intersection of 15th Street and 16th Street would be reconfigured as a T-intersection. This portion of 16th Street, which is an existing cul-de-sac, serves the properties that would be acquired for construction of the 15th Street LMF. Refer to Figure 2-20, which depicts the portion of 16th Street that would be closed in green.

2.3 Early Action Projects

As described in the 2023 Project Update Report, the Authority has committed to investing in regionally important early action projects to provide early benefits to transit riders and local communities in Southern California, while laying a solid foundation for implementation of the HSR system. These early investments would be made by the Authority in collaboration with local and regional agencies. The types of projects include grade separations, track enhancements, and improvements at passenger rail stations, which would increase capacity, improve safety and air quality, and provide immediate mobility and reliability benefits for existing freight and passenger rail operations. The potential temporary construction and permanent operational environmental effects associated with these early action projects are included in the total evaluation of the Shared Passenger Track Alternatives. These early action projects may be implemented as standalone projects by other local agencies relying on the environmental analyses and conclusions of the Los Angeles to Anaheim Project Section in advance of the HSR system. The early action projects described below would be the same for both Shared Passenger Track Alternatives.

2.3.1 Grade Separations

The following five new railroad/roadway grade separations would be built as part of buildout of the project section and are identified as early action projects:

- Pioneer Boulevard
- Norwalk Boulevard and Los Nietos Road (considered a single early action project because of the adjacency of the two crossings)
- Cerritos Avenue
- State College Boulevard

The potential temporary construction and permanent operational environmental effects associated with these early action projects are analyzed in site-specific detail and included in the total evaluation of the project. Refer to Section 2.2.1.6 for more information.

2.3.2 Metrolink Station Relocations

Passenger rail currently operates within the LOSSAN Corridor and would continue to do so with the introduction of HSR service. The relocations of the existing Commerce and Buena Park Metrolink Stations are necessary for implementation of either of the Shared Passenger Track Alternatives for reasons described in more detail in Section 2.2.1.5.

Existing transit service to the current Metrolink station locations would need to be modified to serve the relocated Metrolink station locations. Future coordination with Metrolink, Amtrak, and transit service providers would be necessary to determine bus routes and schedules for the relocated Metrolink station locations and to inform final design of bus facilities at and near the

station. Access roads, curb space, and passenger and operations facilities for buses have been included in the footprint in anticipation of this reconfigured service.

2.3.3 Fullerton Metrolink/Amtrak Modifications (Fullerton Interlocker)

The Shared Passenger Track Alternatives would modify the tracks and platforms throughout the Fullerton Metrolink/Amtrak Station, as well as the tracks east to Fullerton Junction, as described in Section 2.2.1.1. However, some of these proposed HSR modifications could be completed as an early action project to support the Metrolink Fullerton Interlocker Project, which is being planned by BNSF in coordination with Metrolink and the Authority. This project is critical to Metrolink's Southern California Optimized Rail Expansion Program and will allow for more frequent and regular service in Southern California. The Authority has incorporated the Fullerton Interlocker Project design as part of HSR's Fullerton/Metrolink Amtrak modifications, based on coordination with BNSF and Metrolink and on the anticipated timelines of the two projects.

If the Fullerton Interlocker Project occurs prior to HSR implementation, the early action project would consist of the same modifications described in Section 2.2.1.3 to the Fullerton Metrolink/Amtrak Station, with one exception. The fourth mainline track on the southern side of the corridor would only extend from east of Highland Avenue to Fullerton Junction because, in the absence of HSR, a fourth mainline track would not be added throughout the entire segment between LAUS and Fullerton Junction. All other modifications would be included: the removal of the southern side platforms, addition of a new center platform over Harbor Boulevard, new pedestrian underpass, and realignment and modifications to Walnut Avenue. If the HSR project is implemented later, the southern track would be extended west past Highland Avenue to connect to the fourth mainline track of the HSR alternatives.

2.3.4 Reconfiguration of Freight Rail Facilities

As discussed in Section 2.2.1.5, the project requires new or modified BNSF facilities to add and electrify tracks in the existing BNSF right-of-way between Los Angeles and Fullerton. The Hobart Yard modifications and Commerce Yard modifications (including the Commerce Flyover) could be implemented as early action projects to allow for improvements to existing Amtrak and Metrolink service in the LOSSAN Corridor.

2.4 Optional High-Speed Rail Station

HSR trains would not stop at the Norwalk/Santa Fe Springs Metrolink Station or Fullerton Metrolink/Amtrak Station under either Shared Passenger Track Alternative A or Shared Passenger Track Alternative B. However, an option for a full-stop HSR station is considered, at either Norwalk/Santa Fe Springs or Fullerton. The inclusion of the HSR station option would require additional elements to support full-stop HSR service, in addition to the modifications described in Section 2.2.1.5. These HSR station elements are described in detail below.

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

If the Norwalk/Santa Fe Springs Metrolink Station HSR Station Option is included, several additional elements would be included along with the station modifications described above for Shared Passenger Track Alternative A. An overview of the HSR station option elements is depicted on Figure 2-23, with the additional HSR station elements highlighted in green. The other elements depicted on Figure 2-23 would be completed as part of Shared Passenger Track Alternative A.

The Norwalk/Santa Fe Springs HSR Station Option would add two more electrified passenger rail tracks, for a total of four tracks through the station. The two tracks described under Section 2.2.1.1, Alignment, would serve the modified Metrolink side platforms; the two tracks added as part of the HSR station option would serve an HSR center platform in between the modified Metrolink side platforms. The HSR platform would be 1,000 feet long and capable of future extension to 1,410 feet.

The HSR station option would also require more parking to be added to serve HSR passengers. Parking and pick-up/drop-off for HSR and Norwalk/Santa Fe Springs Metrolink passengers would

be combined within new surface parking lots. The HSR station option at Norwalk/Santa Fe Springs would provide 640 more parking spaces compared to what Shared Passenger Track Alternative A would otherwise provide, for a total of 1,248 parking spaces. A new access road would be provided from Imperial Highway, along the east side of the site, to the Shoemaker Avenue/Adler Drive intersection, with new signalized intersections.

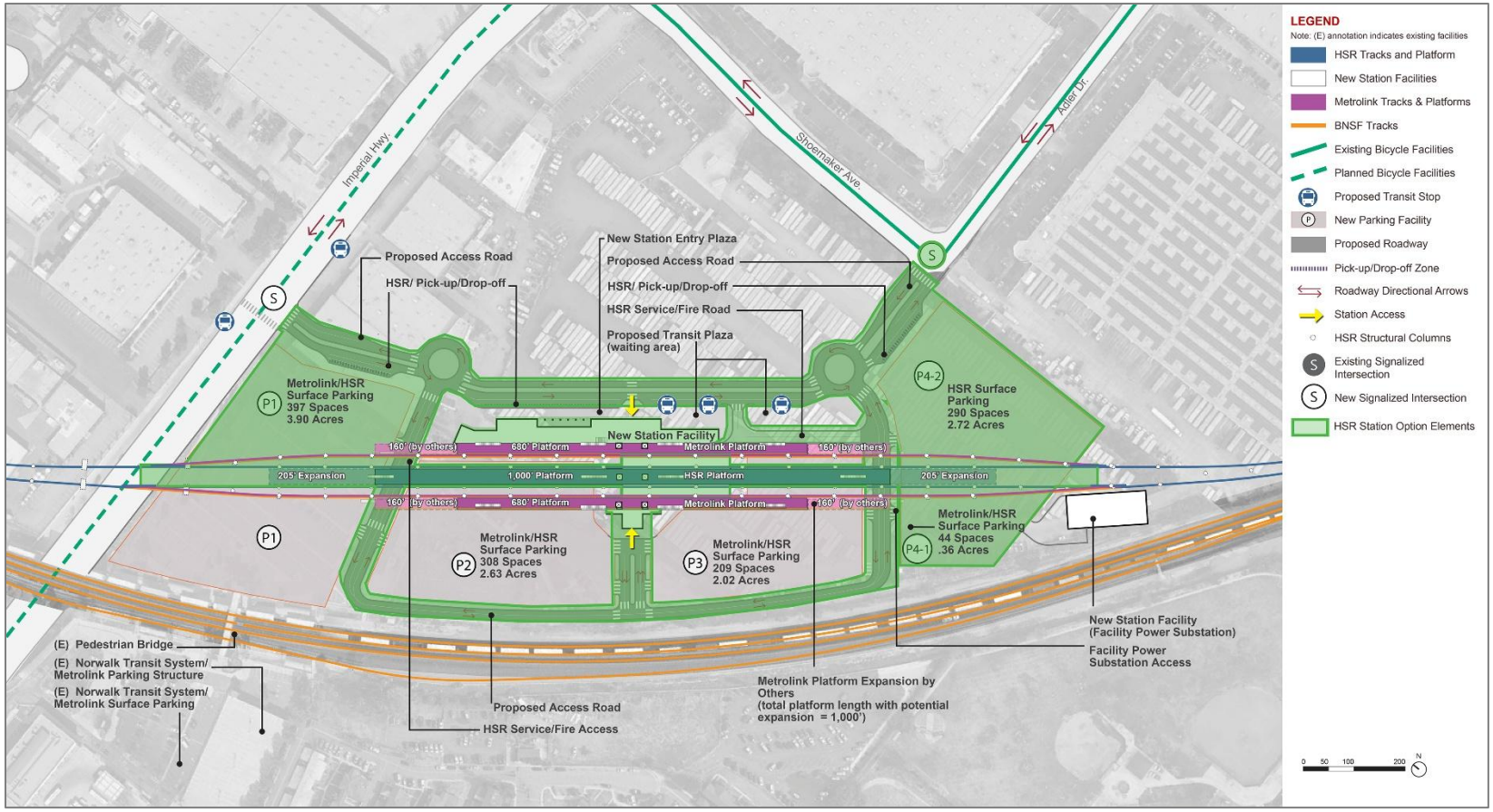
2.4.2 High-Speed Rail Station Option: Fullerton

If the Fullerton HSR Station Option is included, several additional elements would be included along with the station modifications described above for Shared Passenger Track Alternative A. An overview of the HSR station option elements is depicted on Figure 2-24, with the additional HSR station elements highlighted in green. The other elements depicted on Figure 2-24 would be completed as part of Shared Passenger Track Alternative A.

The overall track configuration would be the same as described in Section 2.2.1.1, but the southernmost shared track would be shifted south to accommodate a 1,000-foot HSR platform extending over Highland Avenue. The platform would be 48 inches above the rail on retained fill, at 10 feet at the highest point. A pedestrian ramp would connect the HSR platform to the Metrolink/Amtrak platform.

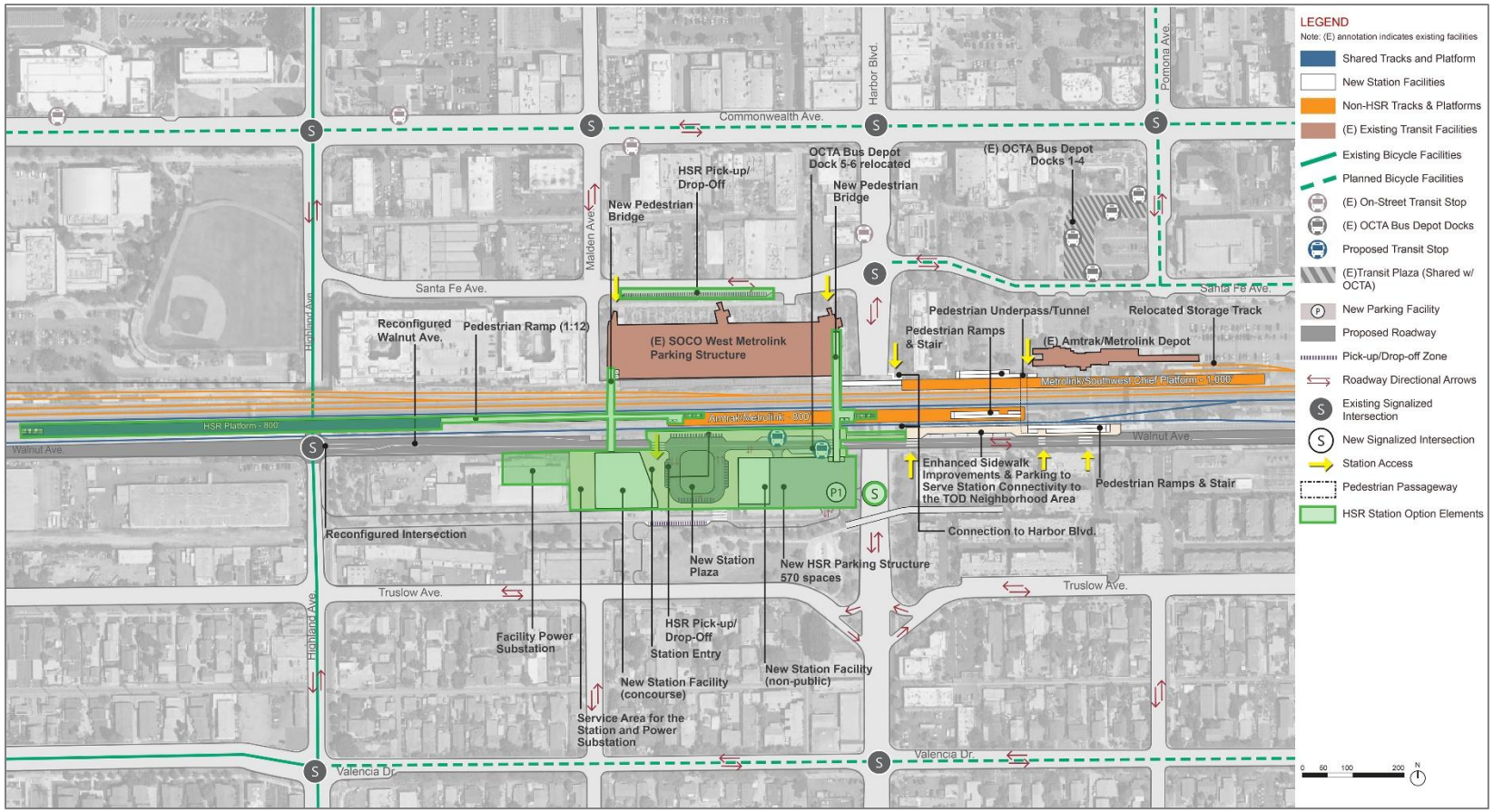
South of Walnut Avenue, the HSR station option would add HSR station buildings, a facility power substation, and a new multilevel parking structure that would provide a total of 570 new HSR parking spaces. The intersection of Highland Avenue and Walnut Avenue would be reconfigured to accommodate the new track and the Highland Avenue railroad bridge, along with improvements for transit stops and pedestrian crossings.

The HSR station option would add two pedestrian bridges: one west of Harbor Boulevard to connect the existing Metrolink parking structure to the HSR parking structure, and another east of Malden Avenue to connect the existing Metrolink parking structure to the HSR station building. A new signalized intersection on Harbor Boulevard would also be required to provide access to the HSR parking garage.



Source: Authority 2025a
Future platform extension not included in project definition for the environmental impact report/environmental impact statement.

Figure 2-23 Norwalk/Santa Fe Springs High-Speed Rail Station Option



Source: Authority 2025a

Figure 2-24 Fullerton High-Speed Rail Station Option

2.5 Project Construction

For the Los Angeles to Anaheim Project Section of the California HSR System, specific construction elements would include surface and elevated track; track work; grade-separated roadway crossings; and installation of a Positive Train Control system, as summarized in Table 2-7. Construction would take approximately 7.5 to 8 years.

Surface track sections would be built using conventional railroad construction techniques. A typical construction sequence includes clearing, grubbing, grading, and compacting the railbed; applying crushed rock ballast; laying track; and installing electrical and communications systems.

Elevated track sections would use the precast, segmented construction method. In this construction method, large concrete bridge segments are mass-produced at an on-site, temporary casting yard. Precast segments are then elevated atop the already completed portions of the elevated viaduct or embankment, and installed using a special gantry crane positioned on the aerial structure. Although the precast segmental method is the favored technique for aerial structure construction, other methods may be used, including cast-in-place, box girder, or precast, span-by-span techniques.

Preconstruction activities would occur during final design and would include geotechnical investigations, identification of staging areas, initiation of site preparation and demolition, relocation of utilities, and implementation of temporary, long-term, and permanent road closures. Additional studies and investigations to develop construction requirements and worksite traffic control plans would occur as needed.

Major construction activities for the project section would include earthwork and excavation support, systems construction, bridge and aerial structure construction, and railway systems construction (including trackwork, traction electrification, signaling, and communications).

During peak construction periods, work would be under way at several locations along the route simultaneously, with overlapping construction of various project elements. Working hours and the number of workers present at any time would vary depending on the activities being performed.

Table 2-7 Los Angeles to Anaheim Project Section Construction Schedule

Activity	Tasks	Schedule[7]
Right-of-way acquisition	Commencement of right-of-way acquisitions once State Legislature appropriates funds in annual budget, environmental due diligence	Prior to construction
Survey and preconstruction	Location of utilities, establishment of right-of-way and project control points and centerlines, establishment/relocation of survey monuments	Prior to construction
Mobilization	Safety devices and special construction equipment mobilization	Prior to construction
Site preparation	Utilities relocation; clearing/grubbing right-of-way; establishment of detours and haul routes; preparation of construction equipment yards, stockpile materials, and precast concrete segment casting yard	January 2031–January 2034
Earth moving	Excavation and earth support structures	April 2031–October 2036

[7] Schedule as of September 2023.

Activity	Tasks	Schedule[7]
Construction of road crossings	Surface street modifications, grade separations	July 2031–July 2037
Construction of aerial structures	Aerial structure and bridge foundations, substructure, and superstructure	July 2032–July 2036
Construction of underground structures	Straddle bent trench	October 2032–April 2036
Track laying	Includes backfilling operations and drainage facilities	July 2033–December 2037
Systems	Train control systems, OCS, communication system, signaling equipment	October 2035–October 2037
Demobilization	Includes site cleanup	At completion of construction
HSR stations and station relocations	Demolition, site preparation, foundations, structural frame, electrical and mechanical systems, finishes	Commerce Metrolink Station relocation: January 2031–January 2032
		Buena Park Metrolink Station Relocation: January 2034–March 2035
		Norwalk/Santa Fe Springs HSR/Metrolink Station: July 2033–July 2036[1]
		Fullerton HSR/Metrolink Station: January 2033–June 2035[1]
		Anaheim HSR platform and facilities: November October 2034–September 2037

Source: Authority 2024
[1] Construction schedule for Norwalk/Santa Fe Springs and Fullerton Station dependent on station selection.
OCS = overhead contact system; HSR = high-speed rail

2.6 Independent Utility of the Los Angeles to Anaheim Project Section

The Authority and FRA divided the HSR system they established with Tier 1 process into individual project sections for Tier 2 planning, environmental review, and decision making. The FRA, consistent with regulations issued by the Federal Highway Administration, considers three criteria when determining the scope of a project to be considered in an EIS: (1) whether it connects "logical termini" and has "sufficient length to address environmental matters on a broad scope"; (2) whether it has "independent utility or independent significance," meaning that it will "be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made"; and (3) whether it will "restrict consideration of alternatives for other reasonably foreseeable transportation improvements" (23 Code of Federal Regulations Part 771.111(f)). *Logical termini* is defined by the Federal Highway Administration as the rational starting and ending points for a transportation improvement project and for review of the environmental impacts of the project (FHWA 1993).[8] The project section connects logical termini

[8] The Federal Highway Administration criteria for determining project scope, as established in 23 Code of Federal Regulations Part 771.11(f), do not specifically address the scope of individual projects considered in the second tier of a tiered National Environmental Policy Act process. With the tiered National Environmental Policy Act process, the same general principles apply, but they are applied in the context of the decisions made in Tier 1—in this case, the decision to build the HSR system as a whole. Therefore, in determining the scope of individual project sections for Tier 2 studies, the Authority and FRA focused primarily on determining whether each project section could serve a useful transportation

at planned passenger stations where HSR service would be provided, at LAUS to the north and at ARTIC to the south. If other sections of the HSR system are not completed, the infrastructure could be used by regional and intercity services to improve their capacity, reliability, and performance (Authority 2009).

2.7 Operation of the Los Angeles to Anaheim Project Section

The conceptual HSR service plan for Phase 1 begins with service between Los Angeles/Anaheim running through the Central Valley from Bakersfield to Merced, and traveling northwest into the Bay Area. Subsequent sections in Phase 2 of the HSR system include a southern extension from Los Angeles to San Diego and an extension from Merced to Sacramento, which do not have an anticipated implementation date.

The Shared Passenger Track Alternatives would be within an active passenger and freight rail corridor, which would require a change in operational patterns and frequency for users. Because the project proposes new and realigned tracks throughout the corridor shared by other passenger rail and freight operators, implementation would change the tracks on which the various users operate. Currently, the Metrolink Orange County line and 91 line, Amtrak Pacific Surfliner, BNSF, and UPRR freight trains operate within the project section. The introduction of HSR service between Los Angeles and Anaheim would not conflict with the California State Rail Plan (Caltrans 2023).

Under the Shared Passenger Track Alternatives, there would be up to two HSR passenger trains per hour (peak) in each direction. Up to 10 freight trains per day could operate on the passenger tracks. The Shared Passenger Track Alternatives would maintain current and projected freight train volume within the corridor.

purpose on its own, and ensuring that a decision in one project section does not limit consideration of reasonable alternatives for completing the HSR system in an adjacent section for which the National Environmental Policy Act process has not yet been completed.

3 LAWS, REGULATIONS, ORDERS

Federal, state, and local laws, regulations, orders, and plans applicable to this report are presented below.

The analysis performed for this chapter was completed prior to the issuance of recent federal U.S. Presidential Executive Orders (USEO) and regulatory directions. This section summarizes guidance, but some of it may not apply to this project.

3.1 Federal

3.1.1 Federal Railroad Administration, Procedures for Considering Environmental Impacts (64 *Federal Register* 28545)

The FRA Procedures for Considering Environmental Impacts Section 14(n)(14) requires an Environmental Impact Statement to assess the impacts of the alternatives on the transportation and general mobility of the elderly and handicapped.

3.1.2 Improving Access to Services for Persons with Limited English Proficiency (United States Presidential Executive Order 13166)

USEO 13166 requires each federal agency to ensure that recipients of federal financial assistance provide meaningful access to their programs and activities by Limited English Proficiency (LEP) applicants and beneficiaries.

On March 1, 2025, USEO, 14224 Designating English as the Official Language of the United States, rescinded USEO 13166, Improving Access to Services for Persons with Limited English Proficiency.

3.1.3 Protection of Children from Environmental Health Risks and Safety Risks (United States Presidential Executive Order 13045)

USEO 13045 requires federal agencies to make it a high priority to identify and assess environmental health risks and safety risks that may disproportionately affect children and ensure that their regulatory actions address disproportionate risks to children that result from environmental health risks or safety risks.

3.1.4 American with Disabilities Act (42 U.S. Code [U.S.C.] 12101–12213)

The Americans with Disabilities Act prohibits discrimination of persons with disability and requires equal opportunity in employment, state and local government services, public accommodations, commercial facilities, and transportation.

3.1.5 Uniform Relocation Assistance and Real Property Acquisition Policies Act (42 U.S.C. 61)

The Uniform Relocation Assistance and Real Property Program ensures that persons displaced as a result of a federal action or by an undertaking involving federal funds are treated fairly, consistently, and equitably. This helps to ensure persons will not suffer disproportionate injuries as a result of projects designed for the benefit of the public as a whole. The objectives of the act are to:

- Provide uniform, fair, and equitable treatment of persons whose real property is acquired or who are displaced in connection with federally funded projects.
- Make certain relocation assistance is provided to displaced persons to lessen the emotional and financial effects of displacement.
- Make certain that no individual or family is displaced unless decent, safe, and sanitary housing is available within the displaced person’s financial means.
- Help improve the housing conditions of displaced persons living in substandard housing.

- Encourage and expedite acquisition by agreement and without coercion.

3.1.6 United States Environmental Protection Agency School Siting Guidelines

In December 2007, the Energy Independence and Security Act was enacted by Congress and included a requirement for the U.S. Environmental Protection Agency (USEPA) to develop guidelines for the siting of school facilities with the following considerations: (1) special vulnerabilities of children to hazardous substances or pollution exposures in any case in which the potential for contamination at a potential school site exists; (2) modes of transportation available to students and staff; (3) efficient use of energy; and (4) potential use of a school at the site as an emergency shelter (currently available at www.epa.gov/schools/siting/downloads/School_Siting_Guidelines.pdf). These guidelines are intended to assist local school districts and community members with understanding environmental factors in making school siting decisions. Although state agencies, such as the Authority, are not subject to local plans, regulations, and requirements, the Authority may choose to consider factors set in the USEPA guidelines when assessing the mitigation measures developed to minimize effects on existing or planned schools adjacent to the HSR project.

3.1.7 Farmland Protection Policy Act of 1981 (7 U.S.C. 4201–4209 and 7 CFR Part 658)

The Farmland Protection Policy Act (FPPA) (7 U.S.C. 4201 et seq.) is intended to protect farmland and requires federal agencies to coordinate with the U.S. Department of Agriculture, Natural Resources Conservation Service, if their activities may irreversibly convert farmland to nonagricultural use, either directly or indirectly. The stated purpose of the FPPA is to "minimize the extent to which federal programs contribute to the unnecessary conversion of farmland to nonagricultural uses." The FPPA requires federal agencies to examine potential direct and indirect effects on farmland of a proposed action and its alternatives before approving an activity that would convert farmland to nonagricultural use. The U.S. Department of Agriculture issues regulations to implement the FPPA (7 CFR Part 658).

For the purpose of the FPPA, "Important Farmland" includes prime farmland, unique farmland, and farmland of statewide or local importance, as defined by Section 1540(c)(1) of the FPPA. Classification standards differ from state to state; each state may set its own criteria for classification in each category. Federal farmland classification criteria may differ from those developed by the California Department of Conservation, which are described in Section 3.2, State. Farmland subject to FPPA requirements includes forestland, pastureland, cropland, or other land but does not include water or urban built-up land.

The FPPA exempts the following land types:

- Soil types not suitable for crops, such as rocky terrain or sand dunes
- Sites where the project's right-of-way is entirely within a delineated urban area and the project requires no prime or unique farmland, nor farmland of statewide or local importance
- Farmland that has already been converted to industrial, residential, or commercial or is used for recreational activity

The FPPA applies to projects and programs sponsored or financed in whole or in part by the federal government. FPPA implementing regulations spell out requirements to ensure that federal programs, to the extent practicable, are compatible with state, local, and private programs and policies to protect farmland. The FPPA requires a rating of farmland conversion impacts based on land evaluation and site assessment criteria identified in 7 CFR Part 658.5. These criteria are addressed through completion of a Farmland Conversion Impact Rating for Corridor Type Projects (NRCS-CPA-106) form, which requires input from both the federal agency involved and the Natural Resources Conservation Service.

3.1.8 Title VI of the Civil Rights Act (42 U.S.C. 2000(d) et seq.)

Title VI of the Civil Rights Act prohibits discrimination on the basis of race, color, national origin, age, sex, or disability in programs and activities receiving federal financial assistance. Under Title VI, each federal agency is required to ensure that no person, on the grounds of race, color, or national origin, is excluded from participation in, denied the benefits of, or subjected to discrimination under any program or activity receiving federal financial assistance.

3.1.9 Federal Transit Administration Circular C 4702.1B, Title VI Requirements and Guidelines for Federal Transit Administration Recipients

Federal Transit Administration Circular C 4702.1B provides guidance on the development and implementation of a Title VI plan, including inclusive public participation requirements and LEP assistance. The guidelines provide instructions for a Four Factor Analysis to determine language services that should be provided and how to develop a Language Assistance Plan.

3.1.10 Federal Transit Administration Circular C 4703.1B, Environmental Justice Policy Guidance for Federal Transit Administration Recipients

Federal Transit Administration Circular C 4703.1 was issued to provide federal grant recipients with guidance for incorporating environmental justice (EJ) principles into projects and activities that receive funding from the Federal Transit Administration. Circular 4703.1 defines *low-income* as person whose household is at or below the Department of Health and Human Services poverty guidelines. The circular further encourages recipients to use a locally developed threshold, such as that used for the Federal Transit Administration grant program, which is 150 percent of the poverty line.

3.1.11 Initial Rescissions of Harmful Executive Orders and Actions (United States Presidential Executive Order 14148)

USEO 14148 was signed by President Donald J. Trump on January 20, 2025. USEO 14148 revoked 78 executive orders with the purpose to “restore common sense to the Federal Government and unleash the potential of the American citizen.” USEO 14148 ordered agencies to end federal implementation of “unlawful and radical Diversity, Equity, and Inclusion ideology.”

3.1.12 Ending Illegal Discrimination and Restoring Merit-Based Opportunity (United States Presidential Executive Order 14173)

USEO 14173 was signed by President Donald J. Trump on January 21, 2025, and aims to terminate federal programs and policies that promote diversity, equity, inclusion, and accessibility. USEO 14173 orders all executive departments and agencies to terminate all related preferences, mandates, policies, programs, activities, guidance, regulations, enforcement actions, consent orders, and requirements. USEO 14173 orders all agencies to enforce longstanding civil-rights laws and combat private-sector diversity, equity, and inclusion preferences, mandates, policies, programs, and activities. USEO 14173 revoked USEO 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations.

3.1.13 Designating English as the Official Language of the United States (United States Presidential Executive Order 14224)

USEO 14224 was signed by President Donald J. Trump on March 1, 2025. USEO 14224 formally designates English as the official language of the United States and revokes USEO 13166, which had aimed to improve access to services for LEP individuals.

3.1.14 Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (United States Presidential Executive Order 12898)

USEO 12898 outlined the federal government’s EJ policy. The USEO required federal agencies to identify and address to the greatest extent practicable and permitted by law the

disproportionately high adverse human health and environmental effects of their programs, policies, and activities on minority and low-income populations in the United States.

On January 21, 2025, USEO 14173, Ending Illegal Discrimination and Restoring Merit-Based Opportunity, rescinded USEO 12898, Federal Actions To Address Environmental Justice in Minority Populations and Low-Income Populations.

3.1.15 Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (United States Department of Transportation Order 5610.2(c))

In 1997, the U.S. Department of Transportation (U.S. DOT) issued the Order to Address Environmental Justice in Minority Populations and Low-Income Populations (U.S. DOT Order 5610.2(a)), which sets guidelines to ensure that all federally funded transportation-related programs, policies, or activities that have the potential to adversely affect human health or the environment involve a planning and programming process that explicitly considers effects on minority and low-income populations.

U.S. DOT Order 5610.2(a) defines *low-income* as a person whose median household income is at or below the Department of Health and Human Services poverty guidelines. *Minority* is defined as a person who is Black; Hispanic or Latino, regardless of race; Asian American; American Indian and Alaska Native; or Native Hawaiian and Other Pacific Islander.

On May 16, 2021, U.S. DOT issued U.S. DOT Order 5610.2(c), which is an update to the 1997 order and subsequent U.S. DOT Order 5610.2(b), which had removed many requirements from the 1997 order. U.S. DOT Order 5610(c) rescinded the changes in U.S. DOT Order 5610.2(b) in full. U.S. DOT Order 5610.2(c) (2021) defines *low-income population* as any readily identifiable group of low-income persons who live in geographic proximity, and, if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed U.S. DOT program, policy, or activity. The order defines *minority population* as any readily identifiable groups of minority persons who live in geographic proximity, and, if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed U.S. DOT program, policy, or activity. The order defines *a disproportionately high and adverse effect* (DHAE) as an adverse impact that is predominantly borne by a minority population or a low-income population, or that would be suffered by the minority population or low-income population, and that is appreciably more severe or greater in magnitude than would be suffered by the nonminority population or non-low-income population.

On January 29, 2025, the Secretary of Transportation issued a memo canceling Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (U.S. DOT Order 5610.2(c)) in response to the January 2025 USEOs.

3.1.16 Presidential Memorandum Accompanying United States Presidential Executive Order 12898

The Presidential Memorandum accompanying USEO 12898 emphasizes the importance of existing laws, such as Title VI of the Civil Rights Act of 1964 and the National Environmental Policy Act (NEPA), that can assist with implementation of the principles of the order. The memorandum provides that, in accordance with Title VI, “each Federal agency shall ensure that all programs or activities receiving Federal assistance that affect human health or the environment do not directly, or through contractual or other arrangements, use criteria, methods, or practices that discriminate on the basis of race, color, or national origin.” The Presidential Memorandum accompanying USEO 12898 calls for specific actions to be directed in NEPA-related activities. They include:

- Analyzing environmental effects, including human health, economic, and social effects on minority populations and low-income populations when such analysis is required by NEPA

- Ensuring that mitigation measures outlined or analyzed in environmental assessments, EISs, and records of decision, whenever feasible, address disproportionately high and adverse environmental effects or proposed actions on minority populations and low-income populations
- Providing opportunities for community input in the NEPA process, including identifying potential effects and mitigation measures in consultation with affected communities and improving accessibility to public meetings, official documents, and notices to affected communities

On January 21, 2025, USEO 14173 rescinded USEO 12898 and the associated Presidential Memorandum.

3.1.17 Executive Order 14008, Tackling the Climate Crisis at Home and Abroad

USEO 14008, Tackling the Climate Crisis at Home and Abroad, was signed into law by President Joseph R. Biden on January 27, 2021, and published in the *Federal Register* on February 1, 2021 (86 *Federal Register* 7619). USEO 14008 launched the Justice40 Initiative, which directed federal agencies to ensure that at least 40 percent of the overall benefits from key infrastructure investments would benefit disadvantaged communities.

On January 20, 2025, USEO 14148 rescinded USEO 14008.

3.1.18 Executive Order 14096, Revitalizing Our Nation's Commitment to Environmental Justice for All

USEO 14096, Revitalizing Our Nation's Commitment to Environmental Justice for All, was signed into law by President Joseph R. Biden on April 21, 2023, and published in the *Federal Register* on April 26, 2023 (88 *Federal Register* 25251). The order seeks to address environmental disparities, promote equitable access to environmental benefits, and ensure that all communities have a voice in environmental decision making. This order emphasizes that federal agencies are directed to consider EJ in their decision-making processes. In addition, agencies must identify and address any disproportionately high and adverse environmental effects on vulnerable communities, improve data collection and transparency related to EJ issues, and report on their progress in implementing EJ policies. This order established an Environmental Justice Interagency Council to coordinate efforts across agencies and an Environmental Justice Advisory Council to provide recommendations on these directions.

On January 20, 2025, USEO 14148 rescinded 14096.

3.1.19 Executive Order 13985, Advancing Racial Equity and Support for Underserved Communities Through the Federal Government

USEO 13985, Advancing Racial Equity and Support for Underserved Communities Through the Federal Government, was signed into law by President Joseph R. Biden on January 20, 2021, and published in the *Federal Register* on January 25, 2021 (86 *Federal Register* 7009). The order emphasizes the importance of addressing systemic racism and persistent poverty, with the aim to ensure that federal programs serve all Americans in an equitable and just manner. The order requires agencies to evaluate their policies for racially inequitable outcomes and make necessary changes to support underserved communities.

On January 20, 2025, USEO 14148 rescinded USEO 13985.

3.1.20 Executive Order 13990, Protecting Public Health and the Environment and Restoring Science To Tackle the Climate Crisis

USEO 13990, Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis, was signed by President Joseph R. Biden on January 20, 2021, and published in the *Federal Register* on January 25, 2021 (86 *Federal Register* 7037). This order aims to improve public health and protect the environment by ensuring access to clean air and water, limit exposure to dangerous chemicals and pesticides, and hold polluters accountable, especially

those harming communities of color and low-income communities. In addition, this order aims to reduce greenhouse gas (GHG) emissions and bolster resilience to climate change impacts, restore and expand national treasures and monuments, prioritize EJ, and create well-paying union jobs.

On January 20, 2025, USEO 14148 rescinded USEO 13990.

3.1.21 Unleashing American Energy (U.S. Presidential Executive Order 14154)

USEO 14154 recognized that the United States is blessed with an abundance of energy and natural resources that have historically powered our Nation's economic prosperity. It aimed to guarantee that all executive departments and agencies provide opportunity for public comment and rigorous, peer-reviewed scientific analysis while expediting and simplifying the permitting process. It revoked a list of executive orders, and it directed federal agencies to undertake all available efforts to eliminate all delays within their respective permitting processes.

3.2 State

3.2.1 California Relocation Act (California Government Code Section 7260 et seq.)

In parallel with the federal law, the act requires state and local governments to provide relocation assistance and benefits to displaced persons as a result of projects undertaken by state or local governments that do not involve federal funds. However, because the project would receive federal funding, the Uniform Act takes precedence.

3.2.2 California Government Code Section 11135(a), 11136

Section 11135(a) of the California Government Code prohibits discrimination or the denial of full and equal access to benefits of any program or activity operated or funded by the state or a state agency on the basis of race, national origin, ethnic group identification, religion, age, sexual orientation, color, or disability. This provision requires public agencies to consider fairness in the distribution of environmental benefits and burdens.

3.2.3 California Government Code 65040.12(e)

Section 65040.12(e) defines *environmental justice* as "the fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies." It does not, however, require an analysis of impacts on these populations as part of the California Environmental Quality Act (CEQA) process.

3.2.4 California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund (Senate Bill 535, De León)

This bill requires the California Environmental Protection Agency to identify disadvantaged communities for investment opportunities, as specified. The bill requires the California Department of Finance, when developing a specified 3-year investment plan, to allocate 25 percent of the available moneys in the Greenhouse Gas Reduction Fund to projects that provide benefits to disadvantaged communities, as specified, and to allocate a minimum of 10 percent of the available moneys in the Greenhouse Gas Reduction Fund to projects within disadvantaged communities, as specified. The bill requires the California Department of Finance, when developing funding guidelines, to include guidelines for how administering agencies should maximize benefits for disadvantaged communities. The bill requires administering agencies to report to the California Department of Finance, and the California Department of Finance to include in a specified report to the Legislature, a description of how administering agencies have fulfilled specified requirements relating to projects providing benefits to, or located in, disadvantaged communities.

3.2.5 California High-Speed Rail Authority Limited English Proficiency Policy and Plan

In August 2021, the Authority updated a policy and plan to ensure the California HSR Program complies with the requirements of USEO 13166. The policy states:

- It is the policy of the Authority to communicate effectively and provide meaningful access to LEP individuals to the Authority's programs, services, and activities. Where appropriate, the Authority may provide free language assistance services to LEP individuals encountered or whenever an LEP individual requests language assistance services.
- Language assistance will be provided through a variety of methods, including staff interpreters, translation and interpreter service contracts, and formal arrangements with local organizations providing interpretation or translation services or telephonic interpreter services.

The LEP Policy and Plan supplements the Title VI Plan (Limited English Proficiency Plan), Resolution 12-15.

3.2.6 California High-Speed Rail Authority Title VI Plan

In August 2021, the Authority updated a policy and plan to ensure that the California HSR System complies with Title VI. The policy states:

- It is the policy of the Authority to ensure that no person shall, on the grounds of race, color, or national origin be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity of the HSR system, as afforded by Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d et seq.) and related regulations. The Authority, as a federal grant recipient, is required by the FRA to conform to Title VI of the Civil Rights Act of 1964 and related statutes. The Authority's sub-recipients and contractors are required to prevent discrimination and ensure nondiscrimination in their programs, activities, and services.

The Title VI Plan includes a commitment to inclusive public involvement of persons affected by the HSR project.

3.2.7 California High-Speed Rail Authority Environmental Justice Policy

In August 2021, the Authority updated the *Environmental Justice Policy*. The policy states:

- The Authority will promote EJ in its programs, policies, and activities. As part of existing planning and project delivery processes, the Authority effectuates EJ through conducting NEPA EJ analysis and identifying and addressing, as appropriate and when practicable, disproportionately high human health and environmental effects on minority or low-income populations.
- The Authority is committed to the fair and meaningful involvement of all affected populations, regardless of race, color, national origin, or income, with respect to the planning and development of the HSR project. Through outreach and engagement activities, the Authority gathers information and input from affected minority and low-income populations to inform key agency-wide environmental decisions.
- Consistent with applicable California Air Resources Board Greenhouse Gas Reporting Fund requirements, the Authority identifies disadvantaged communities that are affected by the HSR system and determines ways to maximize benefits to such communities through its delivery activities. The Authority uses the California Environmental Protection Agency's CalEnviroScreen Program to identify disadvantaged communities as directed by California Senate Bill 535.

3.2.8 California Land Conservation Act of 1965 (California Government Code Section 51200 et seq.)

The California Land Conservation Act of 1965, commonly known as the Williamson Act, provides a property tax incentive for the voluntary enrollment of agricultural and open space lands in contracts between local government and landowners. The contract restricts the land to agricultural and open space uses, and compatible uses defined in state law and local ordinances. Local government establishes an agricultural preserve defining the boundary within which a city or county will enter into contracts with landowners. Local governments calculate the property tax assessment based on the actual land use instead of the potential land value assuming full development, thereby providing a financial incentive to conserve agricultural or open space uses.

Williamson Act contracts are for 10 years and longer. The contract is renewed automatically each year, maintaining a constant, 10-year contract, unless the landowner or local government files to initiate nonrenewal. Should that occur, the Williamson Act would terminate 9 years after the filing of a notice of nonrenewal. Only a landowner can petition for a contract cancellation. Tentative contract cancellations can be approved only after a local government approves, and the landowner pays a cancellation fee.

California has the following policies regarding public acquisition of and locating public improvements on lands in agricultural preserves and on lands under Williamson Act contracts (Cal. Gov. Code Sections 51290–51295):

- State policy is to avoid locating federal, state, or local public improvements and improvements of public utilities, and the acquisition of land, in agricultural preserves.
- State policy is to locate public improvements that are in agricultural preserves on land other than land under Williamson Act contract.
- State policy is that an agency or entity proposing to locate such an improvement, in considering the relative costs of parcels of land and the development of improvements, give consideration of the value to the public of land, particularly prime agricultural land, in an agricultural preserve.

3.3 Regional and Local

3.3.1 General Plan Policies

An assessment of potential community effects touches on many topical issues, including land use, population growth, aesthetics, parks and recreation, housing, transportation, public services and facilities, and communities. Cities' and counties' general plans contain numerous policies that relate to these topical areas. Pursuant to U.S.C. Title 23 Section 327, under the NEPA Assignment Memorandum of Understanding between the FRA and the State of California, effective July 23, 2019, the Authority is the federal lead agency for environmental reviews and approvals for Authority Phase 1 and Phase 2 California HSR System projects. The Authority, as the lead agency proposing to build and operate the HSR system, is required to comply with federal and state laws and to secure applicable federal and state permits prior to initiating construction of the project. Therefore, there would be no inconsistencies between the project and these federal and state laws and regulations. Table 3-1 lists the general plans in the jurisdictions along the project section. An analysis of project consistency with regional and local plans and policies is included in Appendix A, Consistency with Regional and Local Plans and Policies.

Table 3-1 General Plans

Jurisdiction	General Plan
Southern California	Southern California Association of Governments *2024–2050 Regional Transportation Plan/Sustainable Communities Strategy* (2024)
Los Angeles County	*Los Angeles County 2035 General Plan* (2025)

Jurisdiction	General Plan
City of Los Angeles	*City of Los Angeles General Plan* (2024), Framework Element, Mobility Element *Downtown Community Plan* (2024) *Boyle Heights Community Plan* (2024)[1]
City of Vernon	*City of Vernon General Plan* (2023), Land Use Element, Circulation and Infrastructure Element, Housing Element
City of Bell	*City of Bell 2030 General Plan* (2022), Land Use and Sustainability Element, Health and Safety Element, Mobility and Circulation Element
City of Commerce	*City of Commerce 2020 General Plan* (2008), Community Development Element, Transportation Element, Air Quality Element
City of Montebello	*City of Montebello General Plan* (2024)
City of Pico Rivera	*City of Pico Rivera General Plan* (2014), Circulation Element, Community Facilities Element, Economic Prosperity Element, Environmental Resource Element
City of Santa Fe Springs	*Re-Imagine Santa Fe Springs: 2040 General Plan* (2022), Land Use Element, Circulation Element
City of Norwalk	*Vision Norwalk – The City of Norwalk General Plan* (2023), Land Use Element, Circulation Element
City of La Mirada	*City of La Mirada General Plan* (2003), Circulation Element, Open Space and Conservation Element
Orange County	*County of Orange General Plan* (2025), Land Use Element, Growth Management Element
City of Buena Park	*Buena Park 2035 General Plan* (2022), Land Use Element, Mobility Element, Open Space and Recreation Element, Environmental Justice Element
City of Fullerton	*The Fullerton Plan* (2025), Built Environment Element and Economy Element *Fullerton Transportation Center Specific Plan* (2015) *Fullerton Transit Village Specific Plan* (2004)
City of Anaheim	*City of Anaheim General Plan* (2025), Land Use Element, Economic Development Element, Circulation Element, and Growth Management Element *Platinum Triangle Master Land Use Plan* (2017)
City of Orange	*Orange General Plan* (2025)

Per California Government Code Section 65302A, a general plan must contain written text describing the community's goals, objectives, and policies for development. The following discussion describes the relevant general plan policies.

3.3.1.1 Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy

The Southern California Association of Governments *2024–2050 Regional Transportation Plan/Sustainable Communities Strategy* (SCAG 2024) includes policies to "encourage the development of transportation projects that provide convenient, cost-effective and safe alternatives to single-occupancy vehicle travel" (Policy 14); "support the implementation of technology designed to provide equal access to mobility, employment, economic opportunity, education, health and other quality-of-life opportunities for all residents within the SCAG region" (Policy 17); and "encourage efforts that elevate innovative approaches to increasing access to neighborhood destinations and amenities through an array of people-centered mobility options" (Policy 44).

3.3.1.2 Los Angeles County General Plan

The *Los Angeles County General Plan 2035* (County of Los Angeles 2025) includes policies addressing public transportation systems and land use. Goal LU 7 calls for the County of Los Angeles to implement "Compatible land uses that complement neighborhood character and the natural environment." Goal M 4 calls for the county to create "An efficient multimodal transportation system that serves the needs of all residents" and Goal M 7 calls for "Transportation networks that minimize negative impacts to the environment and communities." The *Los Angeles County General Plan* also includes policies that pertain to economic development. Policy ED 2.3 states, "Ensure environmental justice in economic development activities." Goal ED 3 calls for "An expanded and improved infrastructure system to support economic growth and development."

3.3.1.3 City of Los Angeles General Plan

The *City of Los Angeles General Plan* (City of Los Angeles 2024a) is composed of a Framework Element, topical general plan elements, and 34 community plans that collectively compose the city's Land Use Element. Three of the 34 community plans overlap with the RSA. The following portions of the general plan are particularly relevant to this community impact assessment:

- *The Citywide General Plan Framework, an Element of the City of Los Angeles General Plan* (re-adopted August 2001 and updated May 2023)*:* The Framework Element includes Objective 3.3, which calls for the City of Los Angeles to "accommodate projected population and employment growth within the City and each community plan area and plan for the provision of adequate supporting transportation and utility infrastructure and public services." Furthermore, Policy 3.3.1 calls for the City of Los Angeles to "Accommodate projected population and employment growth in accordance with the Long-Range Land Use Diagram and forecasts in Table 2-2 [of the City of Los Angeles General Plan Land Use Element], using these in the formulation of the community plans and as the basis for the planning for and implementation of infrastructure improvements and public services."
- *Mobility Plan 2035, An Element of the General Plan* (September 2016): Policy 1.5 of the Mobility Plan 2035 calls for the City of Los Angeles to "reduce conflicts and improve safety at railroad crossings through design, planning, and operation" of features such as bridges or underpasses. Policy 3.6 calls for the City of Los Angeles to "continue to promote Union Station as the major regional transportation hub linking Amtrak, Metrolink, Metro Rail, and high-speed rail service." Policy 5 calls for the City of Los Angeles to "encourage the development of a sustainable transportation system that promotes environmental and public health."
- *Downtown Community Plan* (2024): The Downtown Community Plan includes Land Use Goal 1, which calls for "a safe, secure, and high quality residential environment for all economic, age, and ethnic segments of the community." Additionally, Policy 22.16 calls for the City of Los Angeles to "Advance efforts to plan for the future integration of high speed rail and other transit projects, such as the Southeast Gateway line and Link US, to reinforce Union Station and Downtown as a hub of regional transit."
- *Boyle Heights Community Plan* (April 2024): The Boyle Heights Community Plan includes three relevant objectives regarding commercial development. Objective 1 calls for the City of Los Angeles "to conserve and strengthen viable commercial development in the Community and to provide additional opportunities for new commercial development and services." Objective 2 encourages the City of Los Angeles "to provide a range of commercial facilities at various locations to accommodate the shopping needs of residents, including persons of restricted mobility, and to provide increased employment opportunities within the Community." Objective 3 requires the City of Los Angeles "to encourage investment in all community and neighborhood commercial centers." The Boyle Heights Community Plan also includes objectives regarding industrial development. Objective 2 encourages the City of Los Angeles "to conserve the existing industry in order to contribute to the tax base for the City and as a potential employment resource for community residents," and Objective 3 calls for

the City of Los Angeles "to encourage and provide opportunities for new industrial uses that generate intensive employment."

3.3.1.4 City of Vernon General Plan

The *City of Vernon General Plan* Land Use Element Goal LU-1 (City of Vernon 2023) is to "promote and maintain manufacturing and other industrial uses as the primary land use within the City." Under Goal LU-1, Policy LU-1.1 requires the City of Vernon to "designate all properties in Vernon for manufacturing and industrial use, and permit other uses only with a Conditional Use Permit, and permit certain uses only in specified Overlay Districts with a Conditional Use Permit." Goal LU-3 is to "Maintain Vernon as a highly desirable location for industry, and continue to attract the types of industry the City is well positioned to serve." Under Goal LU-3, Policy LU-3.4 aims to "Invest in activities and programs that advertise and promote Vernon as a quality and desirable location for industry."

Circulation Element Goal CI-1 is to "provide a balanced transportation system for the safe and efficient movement of people, goods, and emergency services throughout the City." Under Goal CI-1, Policy CI-1.1 requires the City of Vernon to "continue to improve the street system to meet the minimum standards contained in this Element" and Policy CI-1.7 calls for the City of Vernon to "encourage the use of ride sharing and public transit for persons employed in the City to reduce traffic congestion and the need for off-street parking in the City."

Housing Element Goal H-2 calls for the City of Vernon to "maintain all existing dwelling units within the City." Policy H-2.1 requires the City of Vernon to "provide for the retention of existing residential units in the City that are economically and physically sound."

3.3.1.5 City of Bell General Plan

The *City of Bell 2030 General Plan* hopes to provide a master long-range plan that will guide the city toward economic reform, increased public participation, and renewed confidence in the future (City of Bell 2022a). Land Use and Sustainability Element Policy 10 calls for the City of Bell to "ensure that land use and development plans of other agencies…do not adversely impact the community."

3.3.1.6 City of Commerce General Plan

The Community Development Element of the *City of Commerce 2020 General Plan* (City of Commerce 2008) includes numerous policies regarding the economic and business development in the city. The most relevant policies include Community Development Policy 3.1, which states, "The City of Commerce will continue to promote the maintenance and preservation of industrial activities and business that contribute to the City's economic and employment base"; and Community Development Policy 3.3, which states, "The City of Commerce will encourage the continued revitalization of the City's industrial districts to accommodate economic development and growth." The Transportation Element includes Policy 1.6, which states, "The City of Commerce will continue to support the operation of, and further the enhancement of, a safe and efficient regional and inter-city transit system."

Each element of the City of Commerce's general plan includes policies that relate to community effects. The *City of Commerce 2020 General Plan* Community Development Element includes Policy 7.1, which states, "The City of Commerce will ensure that all future public facilities and improvements do not have a significant adverse impact on the community and that any such impacts must be mitigated to the fullest extent possible"; and Policy 7.2, which states, "The City of Commerce will oppose the over-concentration of public facilities and improvements that provide benefits to the region at large while adversely impacting the local community. The region at large must share both the benefits and the disadvantages of such uses and facilities." The Transportation Element includes Policy 6.1, which states, "The City of Commerce will ensure that all future transportation facilities that will provide a regional benefit do not have a significant adverse impact on the community and that any such impacts must be mitigated to the fullest extent possible." The Air Quality Element includes Air Quality Policy 1.1, which states, "The City of Commerce will consider EJ issues as they are related to potential health impacts associated

with air pollution and ensure that all land use decisions, including enforcement actions, are made in an equitable fashion to protect residents, regardless of age, culture, ethnicity, gender, race, socioeconomic status, or geographic location from the health effects of air pollution."

3.3.1.7 City of Montebello General Plan

The *City of Montebello General Plan* (City of Montebello 2024a) includes Element 3, Our Well Planned Community, which has a "preferred land use plan that directs new growth by reinvesting in key opportunity areas...while protecting natural resources." Key areas identified included corridors and large parcels along the highway. In addition, Element 4, Our Accessible Community, "Addresses transportation choices advocated by [Senate Bill] 375 and [Assembly Bill] 1358 by strengthening and balancing pedestrian, bike, and transit connections in the City and surrounding region."

3.3.1.8 City of Pico Rivera General Plan

The *City of Pico Rivera General Plan*, Circulation Element (City of Pico Rivera 2014) includes Goal 5.1, which calls for the City of Pico Rivera to "Promote active living, improve local air quality, and enhance the livability of the community through an integrated multimodal network that serves all users within the City and offers convenient mobility options, including vehicular travel, transit services, bicycle routes, and pedestrian paths." Community Facilities Element Policy 6.1-1 calls for the City of Pico Rivera to "Provide for the full inclusion of people of diverse backgrounds, ages, genders, interests, lifestyles, and socioeconomic status in governmental decision-making through a variety of community outreach and information programs." Furthermore, Goal 7.5 of the Economic Prosperity Element, which states, "A community that looks successful and is attractive to existing and potential businesses and employees"; and Goal 8.1 of the Environmental Resources Element, which states, "A sustainable community where land use and transportation improvements are compatible with regional planning efforts and adopted plans to reduce dependence on the use of fossil fuels and decrease greenhouse gas emissions" both pertain to socioeconomics.

3.3.1.9 City of Santa Fe Springs General Plan

Re-Imagine Santa Fe Springs: 2040 General Plan (City of Santa Fe Springs 2022a), Land Use Element, includes a number of goals and policies relating to industrial and commercial development. Goal 8 calls for the City of Santa Fe Springs to implement "vibrant mixed-use, pedestrian-friendly districts around transit stations." The Circulation Element, Goal 4, calls for the City of Santa Fe Springs to provide "a comprehensive transit system that provides convenient and reliable transit access to residential neighborhoods and activity destinations."

3.3.1.10 City of Norwalk General Plan

Vision Norwalk: the City of General Plan, Citywide Elements-Land Use (City of Norwalk 2023), includes Objective 2, which encourages the City of Norwalk "to coordinate land use with newly developed as well as future planned transportation facilities and infrastructure; to develop an integrated transportation system, utilizing existing and future public and private transportation modes to meet the City's and regional transportation needs in a more efficient manner; and to provide for upgraded infrastructure and services to support the City's physical and economic growth and development." In addition, Objective 3 encourages the City of Norwalk to "To develop an integrated transportation system, utilizing existing and future public and private transportation modes to meet the City's and regional transportation needs in a more efficient manner."

The Circulation Element includes Goal 1, which calls for "An adequate transportation/circulation system that supports regional and local land uses at adopted level of service (LOS) standards and complies with requirements of the County Transportation Management Program (CMP)" and Goal 2, which states the City of Norwalk shall strive for "A network of regional transportation facilities which ensures the safe and efficient movement of people and goods from within the City to areas outside its boundaries and which accommodates the regional travel demands of developing areas outside the city."

3.3.1.11 City of La Mirada General Plan

The *City of La Mirada General Plan* (City of La Mirada 2003), Circulation Element, includes Goal 3.0, which calls for the City of La Mirada to "make alternative transportation convenient, safe, and responsive to changing transit demands." Policy 3.2 of Goal 3.0 calls for the City of La Mirada to "work with regional and local transit service providers to improve the connectivity of transit service to other regional transportation service." The Open Space and Conservation Element includes Policy 3.2, which calls for the City of La Mirada to "support local and regional projects that improve mobility, reduce congestion on freeways, and improve air quality."

3.3.1.12 County of Orange General Plan

Relevant policies and goals in the *County of Orange General Plan* (County of Orange 2025) include Land Use Policy 5 (to plan an integrated land use and transportation system that accommodates travel demand for all modes of transit); Land Use Policy 7 (to require new development to be compatible with adjacent areas); and Land Use Policy 9 (to guide development so that the quality of the physical environment is enhanced). Noise Policy 3 encourages the control of noise from transportation systems as the most efficient and effective means of reducing noise at the source. Growth Management Goal 1 calls for the reduction in traffic congestion, and Growth Management Goal 2: calls for ensuring that adequate transportation facilities, public facilities, equipment, and services are provided for existing and future residents.

3.3.1.13 Buena Park 2035 General Plan

The *Buena Park 2035 General Plan* (City of Buena Park 2022a), Land Use Element, Mobility Element, Open Space and Recreation Element, and Environmental Justice Element, includes goals and policies related to commercial and industrial development. Land Use Policy LU-3.1 calls for the City of Buena Park to "ensure that development activities acknowledge the protection and enhancement of quality of life in the City's neighborhoods."

Mobility Goal M-1 calls for "a comprehensive circulation system that supports the policies of the General Plan and facilitates the efficient movement of people and goods through the City." Goal M-7 calls for the City of Buena Park to "reduce traffic congestion within the City and surrounding area." Open Space and Recreation Goal OSR-1 calls for the city to maintain "availability of and access to open space resources." Environmental Justice goal EJ-1 calls for the city to "reduce pollution and exposure to improve air quality." Goal EJ-1, Policy EJ-1.3 calls for the city to "mitigate the impacts of pollution on existing sensitive land uses and prevent the development of new pollution generating sources by requiring adequate mitigation of air contaminant exposure in any new sensitive land-use developments that are close to mobile or stationary sources of pollution."

3.3.1.14 The Fullerton Plan

Master Element A: The Fullerton Built Environment (City of Fullerton 2025), Built Environment Element, Policy P1.7 calls for the city to "Support projects, programs, policies and regulations to promote a development pattern that encourages a network of multi-modal transportation options." The Fullerton Built Environment, Mobility, seeks to link Fullerton's system of roadways, bicycle and pedestrian facilities, bus and rail transit systems, and airport. Goal 5 is to create "A balances system promoting transportation alternatives that enable mobility and an enhanced quality of life." Under Mobility Goal 5 are specific policies targeting certain areas of the City of Fullerton; policies targeting the Fullerton Transportation Center include Policy 5.5: "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." The Fullerton Transportation Center Specific Plan Goal 2 calls for the city to "create a mixed-use neighborhood that contributes toward a sustainable Downtown economy." The Fullerton Transit Village Specific Plan Goals 2 and 5 call for the city "to reclaim the currently blighted site and transform it into an aesthetic living environment, integral with downtown Fullerton" and "to provide a desirable community where people want to live."

3.3.1.15 City of Anaheim General Plan

The Land Use Element of the *City of Anaheim General Plan* (City of Anaheim 2025) includes goals aimed at encouraging development along transportation corridors. Goal 3.1 calls for the City to "pursue land uses along major corridors that enhance the city's image and stimulate appropriate development at strategic locations." The Economic Development Element (City of Anaheim 2025) includes Goal 6.3, which is specifically aimed at economic development in the Platinum Triangle, where the planned ARTIC station would be located. Goal 6.3 calls for the City of Anaheim to "Create a major, mixed-use regional center in The Platinum Triangle providing employment, shopping, entertainment, and housing for residents, employees and visitors." The Platinum Triangle Master Land Use Plan has principles that guide the city concurrently with the General Plan. Principle 2.1.2 of the Platinum Triangle Master Land Use Plan states that "the Master Land Use Plan is intended to encourage and facilitate and encourage new development within the Platinum Triangle. The [Platinum Triangle Mixed Use] 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." The Circulation Element includes Goal 1.1, which calls for the city to "provide a comprehensive multimodal transportation system that facilitates current and long-term circulation of people and goods in and through the City."

3.3.1.16 City of Orange General Plan

The Land Use Element of the *Orange General Plan* (City of Orange 2025) includes goals aimed at encouraging development along transportation corridors. The Land Use Element, updated in 2015, includes Policy 2.6, which calls for the City of Orange to "Encourage linkage in and around mixed-use areas using a multi-modal circulation network, particularly transit, pedestrian sidewalks, paths and paseos, and bicycle and trail systems." Goal 2.0 of the Circulation Element of the general plan calls for the city to "Provide an effective regional transportation network." Policy 2.6 calls for the City of Orange to "Encourage the use of regional rail, transit, bicycling, carpools, and vanpools for work trips to relieve congestion." Policy 6.0 of the Economic Development element encourages the City of Orange to "Provide sufficient infrastructure to support anticipated economic development and growth."

3.3.2 Ordinances and Codes

A zoning ordinance identifies the allowable uses of a property and specifies development standards such as height limits, setbacks, and lot size. Zoning ordinances are a mechanism by which policies identified in the general plan are implemented, and are adopted to promote the public health, safety, general welfare, and economic viability of cities and their residents. Table 3-2 lists the zoning codes for the jurisdictions within the RSA.

Table 3-2 Zoning Codes

Jurisdiction	Code
Los Angeles County	Los Angeles County Code of Ordinances, Title 22, Planning and Zoning
City of Los Angeles	Los Angeles Municipal Code, Chapter IV, Public Welfare; Chapter V, Public Safety and Protection; Chapter VII, Transportation; Chapter XI, Noise Regulation; and Chapter XVI, Housing Regulations
City of Vernon	The Code of the City of Vernon, Chapter 21, Storm Sewer System Ordinance; Chapter 22, Streets and Sidewalks; Chapter 24, Building and Construction; Chapter 26, Zoning; and Chapter 27, Community Development
City of Bell	City of Bell Municipal Code, Title 10, Vehicles and Traffic; Title 12, Streets, Sidewalks, and Public Places; Title 13, Public Services; Title 15, Buildings and Construction; and Title 17, Zoning

Jurisdiction	Code
City of Commerce	Commerce Municipal Code, 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, 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 Pico Rivera	Pico Rivera Municipal Code, Title 10, Vehicles and Traffic; Title 12, Streets and Sidewalks; Title 13, Public Utilities; Title 15, Buildings and Construction; and Title 18, Zoning
City of Santa Fe Springs	Code of Santa Fe Springs, Chapter 73, Bicycles; Chapter 96, Streets and Sidewalks; Chapter 150, Building Regulations; and Chapter 155, Zoning
City of Norwalk	Norwalk Municipal Code, 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, 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, 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 Municipal Code, 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.
City of Fullerton	Fullerton Municipal Code, Title 9, Parks; Title 12, Water and Sewers; and Title 15, Zoning.
City of Anaheim	Anaheim Municipal Code, Title 6, Public Health and Safety; Title 10, Public Service and Utilities; Title 12, Streets and Sidewalks; Title 13, Parks and Boulevards; Title 14, Traffic; Title 15, Buildings and Housing; and Title 18, Zoning.
City of Orange	Orange Municipal Code, Title 3, Revenue and Finance; Title 7, Environment; Title 10, Vehicles and Traffic; and Title 17, Zoning

4 METHODS FOR EVALUATING IMPACTS

4.1 Definition of Resource Study Areas

The RSA is the area in which environmental investigations specific to each Draft EIR/EIS resource are conducted in order to determine the resource characteristics and potential effects of the project section. The RSAs are defined in detail in the following sections.

Table 4-1 Definition of Resource Study Areas

Resource Study Area	Definition
Communities and Neighborhoods	
RSA for direct impacts	The area within 0.5 mile of the project centerline
RSA for indirect impacts	Direct impact RSA, plus the entirety of the census tracts at least partially included in the direct impact RSA
RSA for children's health	The area within approximately 1,000 feet of the project footprint
Community Analysis	
Transportation RSA	Direct impacts: BGs that overlap footprint Indirect impacts: BGs that overlap major state routes, critical intersections between stations/LMF and adjacent highways
Air quality RSA	Local: BGs that overlap a 1,000-foot buffer from footprint Regional and State RSA: South Coast Air Basin and entire state
Noise and vibration RSA	Construction: *Daytime*: BGs that overlap a 645-foot buffer from footprint *Nighttime*: BGs that overlap a 2,038-foot buffer from footprint Operation: *Alignment*: BGs that overlap a 700-foot buffer from footprint *Station*: BGs that overlap a 250-foot buffer from station boundary *LMF*: BGs that overlap a 1,000-foot buffer from facility boundary
Socioeconomics and communities RSA	Direct: BGs that overlap the project footprint and the area within 0.5-mile radius of the project centerline Indirect: The direct RSA, plus the entirety of the census tracts at least partially included in the direct impact RSA
Aesthetics and visual quality RSA	BGs that overlap a 0.25-mile buffer from footprint
Economics	
The combined areas of Los Angeles and Orange Counties	The combined areas of Los Angeles and Orange Counties

BG = block group; LMF = light maintenance facility; RSA = resource study area

4.1.1 Communities and Neighborhoods

Per the *Project Environmental Impact Report/Environmental Impact Statement Environmental Methodology Guidelines*, Versions 5.9 and 5.11 (Authority 2017, 2022), the socioeconomics and communities Draft EIR/EIS section considers two RSAs: communities and neighborhoods RSA and economics RSA. The communities and neighborhoods RSAs for direct and indirect impacts

encompass the areas where impacts related to property relocation; transportation; noise and vibration; public utilities and energy; safety and security; station planning; aesthetics and visual resources; parks, recreation, and open space; and regional growth could disrupt or divide communities.

Impacts typically decrease in magnitude as the distance from the project increases. Given the scope and scale of the project section, as well as the highly urbanized nature of the corridor, it was determined that a 0.5-mile buffer would be appropriate in capturing most of the direct and indirect impacts associated with the Shared Passenger Track Alternatives. Therefore, for the purposes of this analysis, the RSA for direct impacts encompasses a 0.5-mile buffer from the track centerline, which includes the entire project footprint on or across established communities in the area. The RSA for indirect impacts includes the direct impact RSA plus the entirety of the census tracts at least partially included in the direct impact RSA. The economics RSA encompasses the combined areas of Los Angeles and Orange Counties.

Figure 4-1 depicts the RSAs used for evaluating direct and indirect effects on communities and neighborhoods. In Section 5.1, Population Characteristics, Section 5.2, Housing, Section 5.4, Local Economy, and Section 5.5, Public Services and Facilities, city- and county-level demographic data are summarized, in addition to demographic data for the communities and neighborhoods RSA, to provide regional context for the analysis.



Sources: Los Angeles City Bureau of Engineering 2015; Los Angeles County Assessor 2023; Orange County Assessor 2023; ESRI 2014a, 2014b

Figure 4-1 Direct and Indirect Impacts Communities and Neighborhoods Resource Study Areas

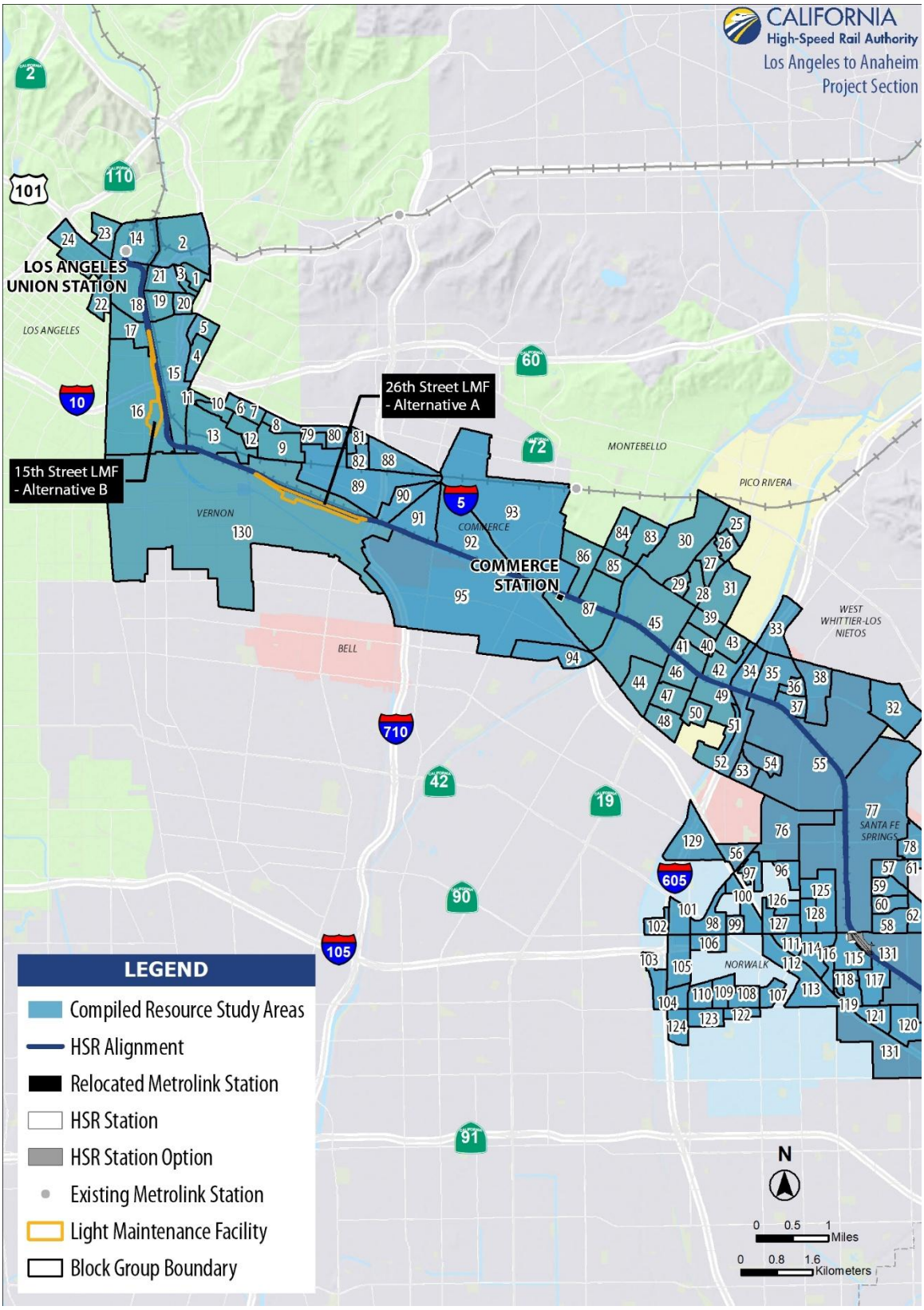
4.1.2 Community Analysis

To ensure the proper consideration of impacts on minority and low-income communities, this analysis uses distinct RSAs for resources as presented in Table 4-1. These RSAs are the RSAs used for each resource topic in the Draft EIR/EIS, and are compiled on Figure 4-2, sheets 1 and 2. For the community analysis, RSAs must consider census block groups (BG) as the smallest units in which demographic information is available. For the purpose of this community analysis, the RSAs composed of any BG that has 10 percent or more of its total area in the resource topic RSA. Where the population density is low, BGs may be larger. In some cases, only small portions of a BG fell within the resource topic RSA. The RSAs exclude these BGs if less than 10 percent of the BG area fell within the resource topic RSA. Minority and low-income populations were identified at the BG level.

The reference community for this community analysis includes the region generally defined as Los Angeles and Orange Counties. It provides context and allows for comparison and contrast between communities within the RSAs and the surrounding areas. To effectively compare the RSA demographics to the reference community, census BGs were compared to the demographic characteristics of the county where the BG is located. Demographics for Los Angeles County are used as a point of comparison for census BGs in Los Angeles County, and demographics for Orange County are used as a point of comparison for census BGs in Orange County. This approach was used because using a two-county weighted average for the reference community would skew demographics for the two-county region toward Los Angeles County, because of the greater population in Los Angeles County compared to Orange County.

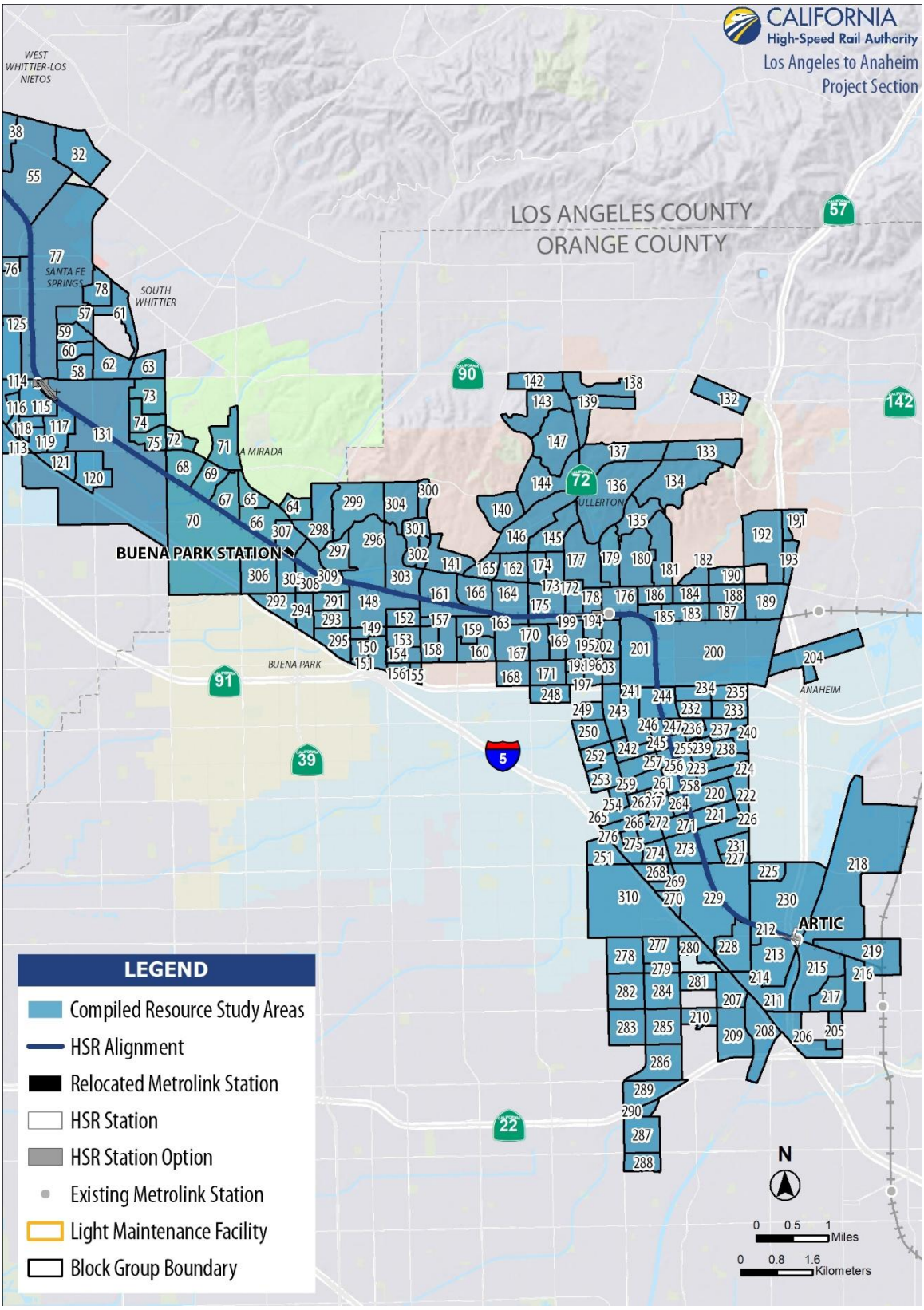
4.1.3 Economic

The RSA for economic impacts is the two-county region of Los Angeles and Orange Counties. This RSA was chosen because the economic impacts related to fiscal revenues, job creation, and school district funding would have economic implications for the region, not only the area within the 0.5-mile radius of the project section's footprint. Figure 4-3 depicts the RSA for economic effects.



Sources: Los Angeles City Bureau of Engineering 2015; U.S. Census Bureau 2021; ESRI 2014a, 2014b

Figure 4-2 Community Analysis Resource Study Area, Sheet 1 of 2



Sources: Los Angeles City Bureau of Engineering 2015; U.S. Census Bureau 2021; ESRI 2014a, 2014b

Figure 4-2 Community Analysis Resource Study Area, Sheet 2 of 2



Source: ESRI 2014a

Figure 4-3 Economic Effects Resource Study Area

4.2 Methodology for Effects Analysis

This analysis of effects on socioeconomics and communities considered both direct and indirect effects. For example, the direct effects of the acquisition of land within the project section footprint for construction would be the displacement and relocation of some residences and businesses. Indirect effects associated with displacements and relocations include social and economic effects on communities. For instance, the indirect effect of residential displacements is a reduction in property tax revenues and school district funding. The following sections discuss topic-specific evaluation methods for communities, displacements and relocations, minority and low-income communities, and economics.

4.2.1 Communities and Neighborhoods

The evaluation of communities began with the collection and analysis of data for cities and unincorporated communities along the project section in Los Angeles and Orange Counties. The Authority used a variety of data sources to quantify current conditions and trends related to population and demographics, income, housing, and communities. Information and data were obtained from the 2010 U.S. Census; American Community Survey (ACS) 2017–2021 5-year estimates[9]; the California Department of Finance; databases, including the Geographic Names Information System (USGS 2016); and county and city planning agencies. The ACS 2017–2021 5-year estimates are used to present baseline conditions for the project section RSAs and are compared to 2010 U.S. Census data to demonstrate demographic trends over time. These community data are summarized for the region and for each city, and they allow for an examination of community factors and comparison of communities within the RSAs.

For the purpose of this analysis, a community is defined as “a population rooted in one place, where the daily life of each member involves contact with and dependence on other members” (Caltrans 2011). Community cohesion refers to the degree to which residents have a “sense of belonging” to their neighborhood, commitment to the community, or a strong attachment to neighbors, groups, and institutions, generally related to continued association over time. Community cohesion takes into consideration access and linkages, community facilities, and businesses in the surrounding area that residents rely on for their health and welfare and as a means to gather and interact with other members of the community.

According to the California Department of Transportation’s guidance for community impact assessment (Caltrans 2011) and community impact assessment template (Caltrans 2025), demographic indicators that correlate with a higher degree of community cohesion include:

- **Age:** In general, communities with a high percentage of elderly residents (65 years or older) tend to demonstrate a greater social commitment to the community. This is because the elderly population, which includes retirees, often tends to be more active in the community because they have more time available for volunteering and participating in social organizations.
- **Ethnicity:** Communities that are ethnically homogenous often speak the same language, hold similar beliefs, and share a common culture, and they are therefore more likely to share common values and aesthetics and have a higher level of cohesion.
- **Household Size:** In general, communities with a high percentage of families with children are more cohesive than communities consisting of largely single people. This appears to be because children tend to establish friendships with other children in their community. The social networks of children often lead to the establishment of friendships and affiliations among parents in the community.

[9] ACS data are estimates based on an annual random sample of the population, rather than counts of the whole population. ACS 2017–2021 5-year estimates are estimates based on 60 months of data collected between January 1, 2017 and December 31, 2021.

- **Owner Occupancy:** Communities with a high percentage of owner-occupied residences are typically more cohesive because their population tends to be less mobile. Because they have a financial stake in their community, homeowners often take a greater interest in what is happening in their community than renters do. This means they often have a stronger sense of belonging to their community.
- **Housing Tenure:** Communities with a high percentage of long-term residents are typically more cohesive because a greater proportion of the population has had time to establish social networks and develop an identity with the community.
- **Transit-Dependent Population:** Communities with a high percentage of residents who are dependent on public transportation typically tend to be more cohesive than communities that are dependent on automobiles for transportation. This is because residents who tend to walk or use public transportation for travel tend to engage in social interaction with each other more frequently than residents who travel by automobile.

To assess whether there would be disruption or division of established communities, or changes to community cohesion, the analysis considers both direct and indirect impacts on homes, businesses, and community facilities and was coordinated with the air quality, noise, traffic, and aesthetics technical reports to determine the extent of construction and operational effects in each resource area. Physical division of an established neighborhood could isolate one part of a community from another through the physical removal of homes and businesses or construction of physical barriers to social interaction, circulation, and access (e.g., through closure of roads, bicycle routes, or pedestrian access). Physical deterioration of communities as a result of residential migration out of the community, extensive changes to the business environment of the community, or substantial reductions in revenue sources for local governments could result in changes to community cohesion.

Disruption in access to community facilities or services as a result of acquisition and displacement of facilities, traffic detours, street closures, or loss of parking could lead to changes in community cohesion. Community facilities include the public services and facilities that are located in, or serve, the community, including police and fire stations, schools, libraries, post offices, parks, museums, recreational facilities, medical facilities, social service providers, and religious facilities. Preliminary effects on community facilities were identified through review of aerial photographs and GIS layers. The indirect effects RSA for communities and neighborhoods was considered in spatial relationship to the locations of key community facilities and services to determine potential effects related to the displacement of those facilities and services. Assessors' parcel data were used to identify those parcels containing community facilities, and other databases were used to identify the number and type of community facilities that may be displaced or disrupted (Los Angeles County Assessor 2023; Orange County Assessor 2023).

The methodology for assessing the potential for effects on community facilities considered the following potential types of effects based in part on the distance of the community facility from the nearest proposed project construction activities, the limit of temporary construction effects, and the permanent effect limits for the project section:

- **Property Acquisition**: Direct effects on community facilities resulting from permanent property acquisition, permanent easements, or temporary construction easements at community facilities. These effects were assessed by overlaying the temporary and permanent effect limits for the project section on GIS layers showing community facilities. These types of effects would occur only when the project temporarily or permanently encroaches onto a property occupied by a community facility.
- **Traffic**: The potential for construction and detour-related traffic or temporary street closures or detours during construction to affect access to or from community facilities was assessed by qualitatively reviewing possible vehicular and pedestrian travel routes to or from the community facilities and to or from construction areas. These types of effects would occur when access to or from a community facility is blocked or delayed during construction. These

effects are expected to be limited to within approximately 500 feet of the construction limits for the project section.

- **Parking**: The potential for temporary or permanent loss of parking supporting community facilities. These direct effects were assessed by overlaying the temporary and permanent effect limits for the project section on GIS layers showing community facilities and the parking supporting those facilities. These effects would occur when the proposed project temporarily or permanently removes on-site parking at a community facility or on-street parking that supports a community facility.
- **Air Quality and Noise**: Potential for short- and long-term air quality or noise effects to affect community facilities. These indirect effects were assessed qualitatively based on the distance of the community facilities from the operational noise and air emissions sources, intervening land uses, and likely measures to address operational noise and air quality emissions. These short- and long-term effects are expected to be limited to within approximately 500 feet of the construction limits for the project section. Air quality and noise effects were assessed for community facilities that are potentially sensitive to this type of effect (such as schools) but not for facilities that are not sensitive to this type of effect (such as fire stations).

In general, community facilities more than 500 feet from the temporary and permanent effect limits of the project section would not experience direct or indirect effects during project construction or operation.

Beneficial effects such as job creation, improvements to transportation infrastructure, and benefits of new grade separations for reducing vehicle delay are also considered in this analysis.

4.2.2 Displacements and Relocations

This section presents the methods used to identify the residential, commercial, industrial, and agricultural property displacements and relocations expected under the project. Refer to the *Los Angeles to Anaheim Project Section Draft Relocation Impact Report* (Authority 2025b) for additional information on the specific methods and sources used to identify residential and business displacements.

In addition, methods are presented for evaluating the availability of suitable replacement properties. *Displacements* refer to the movement of people out of their residences, businesses, or nonprofit organizations as a result of acquisition of private property for a transportation project. Displacement also refers to businesses and residences occupying property acquired for the project. Relocations refers to the movement of affected businesses and residences into suitable replacement sites and placement of people into new homes or commercial properties with assistance and benefits in accordance with federal and California laws as discussed in Chapter 3.

Property displacements were determined by evaluating the extent to which the project would affect existing properties within the project footprint and identifying those properties where the current use would not be possible to maintain or continue if the project were built. To achieve this, project design files showing the extent of the project were imported into GIS along with parcel boundary data from the Los Angeles and Orange County Assessors (Los Angeles County Assessor 2023; Orange County Assessor 2023). Design data were overlaid onto the parcel data layer to identify properties (and the portions of those properties) that would be required to accommodate the project design.

In addition to parcel data, aerial imagery from a number of sources was incorporated into the GIS and used to identify situations where the proposed facility may affect a building, driveway, parking lot, or other key feature of a property that may affect its viability in the after condition (ESRI 2024). Based on the extent of the potential effect, it was determined whether the occupant(s) of the parcel would be necessarily displaced by the project. Various commercial and residential real estate databases such as California Regional Multiple Listing Service, Costar, and Reference USA were consulted, as well as U.S. Census Data. These sources were used to record the following:

- The number of residential units associated with each potentially acquired parcel
- The number of businesses associated with each affected parcel, including the type of business, and estimated number of employees
- The average number of residents per household in the area
- Current availability of suitable replacement sites for displaced residences and businesses

This detailed research enabled the analysis to identify the following:

- The number of units and occupants affected and types of residential structures displaced
- The number and type of commercial and industrial businesses that would be displaced as well as the number of employees displaced
- The availability of suitable replacement residences and business properties in the vicinity of the displacements. Replacement searches were filtered for residential, commercial, and industrial use types as applicable to ensure comparability; however, many displaced business facilities are anticipated to have special characteristics that would make finding suitable replacements more challenging. Therefore, it was important to determine if a substantial surplus of replacement sites is available to ensure that displaced businesses have the highest likelihood of being successfully relocated.

The analysis relied on project design files in the form of an ArcGIS Geodatabase with each distinct component of the project section assigned to a separate data layer. The ability to distinguish between project elements and identify the specific land or rights required from each property allowed the Authority to determine the type of acquisition. A full acquisition means the entire property would be purchased for the project. A partial acquisition means only a portion of the property would be purchased and the owner would retain the remaining portion. Acquisition of an easement means that only certain rights would be acquired and the owner would retain fee ownership of the property.

Using the project design data overlaid onto the affected parcels layer along with the ESRI Aerial Imagery Service in ArcGIS Pro 3.1, the Authority reviewed effects on each parcel. Additional software tools including Google Earth Pro's nadir, 3D, and Street View features assisted in determining the nature of the acquisition required from each affected parcel. Digital Map Products' LandVision service supplemented property ownership, use, zoning, and tenant information in the Assessor GIS.

Based on the nature of effects, the Authority determined whether a full acquisition, partial acquisition, permanent easement (surface, subterranean, or aerial), temporary easement, or some combination of these would be required. These decisions were based on experience acquiring and relocating properties affected by similar transportation projects with comparable design elements throughout the region. Generally, instances where a significant portion of the structure or structures composing the property's principal dwelling or business facility would be required permanently for the project section or for an extended period during construction were designated *full acquisitions*. In other cases, where a property's structures would not be affected but another component critical to a property's intended use such as parking, access, or open space used for storage of goods or equipment would be required for the project section, such properties may have also been considered *full acquisitions*.

If the area required for the project section appeared not to be critical to the property's primary function as a residence or business or the remaining portion of the property could be reconfigured to continue serving its purpose without significant disruption to occupants, a *partial acquisition* was considered. In some instances, aerial or subsurface rights for utility facilities or support structures would be required but little to no effect on surface operations would persist in the after condition. Also, in some circumstances, temporary rights may be required from property owners for material storage, construction activities, or access, but these activities would not affect the primary function of the property or cause undue disruption to the occupants and the area may revert to its former use after construction activities have been completed.

In all cases, depending on the acquisition required from each property, the Authority determined whether the acquisition would result in the displacement of some or all of the occupants. These determinations were added to the affected parcels layer for use in later identifying the number and type of displacements.

To estimate the number of residents displaced based on the number of residential units to be acquired, the U.S. Census Bureau's ACS (U.S. Census Bureau 2021) was used to determine the average number of persons per household for each city with anticipated residential acquisitions (Fullerton: 3.0, Buena Park: 3.5, Anaheim: 3.3, Whittier: 3.8, Pico Rivera: 3.7, and La Mirada: 3.1). The average number of household occupants was multiplied by the number of units displaced then rounded to arrive at the estimated number of displaced residents.

Resources consulted to estimate the number of business units and the corresponding number of employees displaced included Reference USA's U.S. Businesses Database and CoStar's Tenant module. These databases were queried to return a list of businesses corresponding with affected properties. Resulting business information was geocoded and imported into the GIS, where it was correlated with the specific parcel/structure to be displaced. This information included the business name, business type, and estimated number of employees.

Identifying potential replacement sites for residential or business properties required a search for properties currently for sale or lease within the project's replacement area cities. Searches were performed using the California Regional Multiple Listing Service (2023) and Apartments.com (2023). Available units were tallied for each city within the replacement area and compared with the number of displacements in those cities. This process is referred to here as a "gap analysis." For the purpose of this analysis, a larger number of available replacement sites than are required to accommodate displacements was considered a surplus. An insufficient number of replacement sites is a deficit.

Refer to the *Los Angeles to Anaheim Project Section Draft Relocation Impact Report* (Authority 2025b) for additional information on the specific methods, resources, and technology used to identify residential, commercial and industrial, and community facility displacements. Review of the Farmland Mapping and Monitoring Program database, general plans of cities and counties within the RSA, and aerial imagery resulted in a finding that there is no agricultural land within the RSA. Because there is no agricultural land within the RSA, impacts on agricultural land are not considered further in this technical report.

4.2.3 Community Analysis

The process for identifying minority and low-income population locations followed the methodology provided in the *Project Environmental Impact Report/Environmental Impact Statement: Environmental Methodology Guidelines*, Version 5.11 (Authority 2022).

Although low-income and minority populations are distinguished for transparency and disclosure purposes, low-income and minority populations are both considered for purposes of analysis. To determine the presence of low-income populations and minority populations, the Authority gathered demographic data from the U.S. Census Bureau ACS 2017–2021 5-Year Estimates for the reference communities of Los Angeles and Orange Counties and census BGs within those counties. Therefore, minority and low-income populations were identified at the census BG level, because that was the finest geographical level of analysis possible. To further identify disadvantaged communities in the RSA, the Authority identified census tracts that overlapped a

0.5-mile buffer around the project footprint using CalEnviroScreen, a mapping tool developed by California's Office of Environmental Health Hazard Assessment for the California Environmental Protection Agency. The CalEnviroScreen data build upon the identification of low-income and minority communities in Section 5.4.1, Low-Income Populations, and Section 5.4.2, Minority Populations, of the Draft EIR/EIS by highlighting additional environmental burdens and cumulative health risks faced by communities in the RSA.

Because of the substantially greater population in Los Angeles County compared to Orange County, a weighted average of the demographics within the two-county region was not used to represent a single reference community. Instead, demographics for Los Angeles County are used as a point of comparison for census BGs in Los Angeles County, and demographics for Orange County are used as a point of comparison for census BGs in Orange County. Thus, these two counties represent the reference communities for this analysis.

The community analysis involves procedural and technical considerations. Procedural considerations include reaching out to minority and low-income populations to ensure they are effectively engaged in public involvement processes. The following focuses on the technical analysis and does not address the procedural process, which is addressed in Appendix B, Inclusive Public Engagement Plan, of this document and Chapter 5, Community Analysis, of the Draft EIR/EIS. Technical considerations involve such issues as the choice of appropriate data sets and assumptions used for the identification of potentially affected populations for community analysis assessments.

4.2.3.1 Identification of Resource Study Area Populations

For this community analysis, the following methods were used to identify population characteristics in the RSAs:

- **Minority:** *Minority* includes persons who self-identify as American Indian and Alaskan Native, Asian, Black or African American, Hispanic or Latino, and Native Hawaiian and other Pacific Islander when completing their 2017–2021 ACS. A *minority population* means a readily identifiable group or groups of minority persons who live in geographic proximity and, if circumstances warrant, geographically dispersed or transient persons (such as migrant workers, students, or Native Americans) who could be affected by a proposed program, policy, or activity. A census BG was identified as having a minority population that was meaningfully greater than the general population in the reference community if, according to 2017–2021 ACS Table B03002, the minority population percentage in that BG was higher than the countywide average for Los Angeles County (74.5 percent) or Orange County (60.9 percent) depending on the county where the subject BG is located.
- **Nonminority:** *Nonminority* includes persons who self-identify as White, "two or more races," or "some other race" (not inclusive of the minority races listed above) when completing their 2017–2021 ACS.
- **Low-Income:** *Low-income* means a person whose median household income is at or below the Department of Health and Human Services poverty guidelines, or a locally developed threshold that is at least as inclusive as the poverty guidelines. A *low-income population* means any readily identifiable group of low-income persons who live in geographic proximity and, if circumstances warrant, geographically transient persons (such as migrant workers, students, or Native Americans) who could be affected by a proposed program, policy, or activity. A census BG was identified as having a low-income population if, according to ACS 2017–2021 5-year estimates, the low-income population percentage in that census BG census tract was higher than its corresponding countywide average for Los Angeles County (32.2 percent) or Orange County (23.3 percent).
- **Elderly:** Defined as individual over the age of 65.
- **Limited English Proficiency (LEP):** Populations represent readily identifiable groups of persons over 14 years of age who self-identify that they do not speak English very well or at all. U.S. Census respondents who reported speaking a language other than English were

asked to indicate their English-speaking ability based on one of the following categories: "very well," "well," "not well," or "not at all." Those who answered "well," "not well," or "not at all" are reported as "speaking English less than 'very well.'" A "limited English-speaking household" is one in which no member of the household aged 14 years old or over (1) speaks only English at home or (2) speaks a language other than English at home and speaks English "very well." After census data are collected for each person in the household, this variable is calculated by checking if people 14 years old and older speak a language other than English. If so, the calculation checks the English-speaking ability responses to determine if people 14 years old and older speak English "less than 'very well.'" If household members 14 years and over speak a language other than English and speak English "less than 'very well,'" the household is considered a "limited English-speaking household" that may be in need of English language assistance. Populations are characterized as having a higher degree of linguistic isolation when a higher percentage of households are LEP households.

In addition to demographic data, the following were considered in the community analysis (refer to Draft EIR/EIS Section 3.12, Socioeconomics and Communities, for community facilities and Chapter 9, Public and Agency Involvement, for additional information on public outreach) (U.S. Census Bureau 2021):

- Community facilities that serve as ethnic resources (i.e., cultural centers, neighborhood services, places of worship, and shopping districts)
- Populations within the RSAs with LEP of predominant languages spoken within the RSAs (maps were created to identify for outreach)

The identification of community analysis populations informed the Authority of the areas in need of special consideration (e.g., populations requiring interpreters or consuming different types of media). The Authority used this information to tailor outreach activities for more effective public participation and distribution of information, as discussed in Section 4.2.3.4, Inclusive Public Engagement. The identification of these populations was also used to evaluate construction and operational effects.

4.2.3.2 Methods for Identifying Potential Adverse Effects on Minority and Low-Income Populations

To identify adverse effects, the Authority reviewed the resource sections in Chapter 3 of the Draft EIR/EIS and identified impacts on environmental or community resources with the potential to affect community populations. Potential adverse effects on populations included, but were not limited to:

- Bodily impairment, infirmity, illness, or death
- Air, noise, water pollution, and soil contamination
- Destruction or disruption of built natural resources
- Destruction or disruption of community cohesion or a community's economic vitality
- Destruction or disruption of the availability of public and private facilities and services
- Vibration
- Adverse employment effects
- Displacement of persons, businesses, or nonprofit organizations
- Increased traffic congestion, isolation, exclusion, or separation of minority or low-income individuals within a given community from a broader community
- The denial of, reduction in, or significant delay in the receipt of benefits of programs, policies, or activities

This assessment was accomplished by reviewing the construction and operational impacts identified in each resource section, including details regarding the RSAs, the nature of the impact (e.g., impact type, context, intensity, and duration), and the geographic location of the project impacts relative to the RSAs. Project effects for each resource area are summarized in the NEPA effects summary tables provided at the end of each resource section in Chapter 3 of the Draft EIR/EIS.

The Authority evaluated adverse effects based on the following considerations:

- Effects that were minimized through mitigation or offset by project benefits were evaluated to determine whether the mitigation measures or benefits (1) were equally applied to minority, nonminority, and low-income populations and (2) if they addressed the concerns of the communities. If the mitigation measures or benefits were not successful in addressing (1) and (2) above, effects were considered adverse.
- Effects that were not substantially reduced through mitigation or offset by project benefits were considered adverse.

4.2.3.3 Methods for Determining Disproportionately High and Adverse Effects

Once adverse effects on populations were identified, the Authority then evaluated whether effects that would adversely affect community populations.

A *disproportionately high and adverse* effect on populations is generally defined as an effect that:

- Would be predominantly borne by a specific community or population, or
- Would be suffered by a community or population and would be appreciably more severe or greater in magnitude than the adverse effect suffered by another community or population in the affected area relative to the reference community

When a project's adverse impacts affect a greater proportion of minority or low-income communities in the identified community than is found in the reference communities, those effects are determined to be potentially disproportionately high and adverse. Federal Transportation Administration Circular 4702.1B states that an acceptable measure of disproportionate burden or disparate impact is whether the minority or low-income community is affected more than their representative share in the overall population/reference community, which in this analysis is Los Angeles and Orange Counties. Los Angeles and Orange Counties have 74.5 percent and 60.9 percent minority populations and 32.2 percent and 23.3 percent low-income populations, respectively. Therefore, if an adverse impact affects minority or low-income populations at a greater percentage than the reference community, the effects are determined to be potentially disproportionately high and adverse.

Determinations of DHAEs also take into account mitigation and enhancement measures that would be implemented as part of the project as well as offsetting benefits of the project to the affected communities, along with the design and comparative impacts. Whether adverse effects would be disproportionately high and adverse includes consideration of the totality of the circumstances, including the following:

- The location of an adverse effect
- The percentage of minority and low-income populations in the areas of effect compared to the population in the reference community, which provides context for the effect
- The perceptions of the community regarding the severity of the adverse effect and the success of the proposed mitigation measures in reducing the adverse effect
- Whether mitigation measures applied to avoid, minimize, repair or restore, reduce over time, or compensate for adverse effects would do so equally for both affected communities as well as non-affected communities

- The project benefits that would be received by communities (also discussed in Section 5.6.3, Project Impacts, and Section 5.9, Preliminary Conclusion, of the Draft EIR/EIS)
- Social, religious, or cultural resources or public services such as police, fire, and emergency services that are particularly important to or dependent on the community that would be affected

This analysis identified DHAEs on communities through the following steps:

- Identify social, economic, and environmental impacts, based on the analyses presented in Section 3.2 through Section 3.19 of the Draft EIR/EIS, that would have reasonably foreseeable high and adverse impacts on communities.
- If the Chapter 3 resource analyses identify mitigation measures that would reduce these impacts, consider whether the mitigation would be equally applied to communities and if it addresses the concerns of the communities.
- Confirm if practicable mitigation has been applied or, if needed, consider whether additional mitigation is available to further reduce or minimize adverse effects on communities.
- If impacts on communities remain high and adverse, even after applicable mitigation, consider whether they are borne disproportionately by any specific communities based on the criteria above.

4.2.3.4 Methods for Inclusive Public Engagement

Minority and low-income populations were engaged through specific outreach efforts to existing programs and established minority organizations. The Inclusive Public Engagement Plan for the project section serves to support the environmental study for the project section with the intention to guide the Authority in engaging LEP, minority, and low-income populations in the RSAs to communicate project information, listen to and respond to community thoughts and concerns, and identify potential actions to mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on LEP, minority, and low-income populations. Appendix B documents outreach to minority and low-income communities. Throughout the EIR/EIS process, the Authority used inclusive public involvement strategies to engage a wide range of participants and provide meaningful access to communities. Specific outreach efforts targeting these populations for the project are summarized in Table 4-2.

Table 4-2 Specific Outreach Efforts

Effort	Strategy
Community Outreach Tools	Meeting notices and social media notice tool kits to interest groups and local public schools.
	Advertisements in Spanish, Korean, Vietnamese, Tagalog, Japanese, and Chinese-language newspapers. Advertisements were translated in Spanish, Korean, and Tagalog.
	Meeting notices in English, Spanish, and Korean at community and education facilities that serve those communities.
	Meeting materials provided contact information for those with special needs to allow them to make necessary arrangements.

Effort	Strategy
Language Interpretation Services	Materials for public meetings hosted by the Authority were translated into languages spoken by more than 5 percent of the population, and language interpreters were available at public information meetings.
	Per HSR Title VI protocol, pursuant to the regulatory mandates set forth by the Collective Laws (Title VI of the Civil Rights Act of 1964, 42 U.S. Code 2000d et seq., Executive Order 13166,[1] and the Dymally Alatorre Bilingual Services Act of 1973 [Government Code Sections 7290 et seq.]), the Authority is required to comply with the following: ▪ Interpretation and translation services are to be automatically provided in the identified languages that meet, or exceed, the 5 percent population threshold. ▪ Wording detailing information about reasonable accommodation, interpretation, and translation services (i.e., "If you need reasonable accommodation...") is to be provided in the identified languages that fall between 3 percent and 5 percent of the population threshold. Based on these regulations, Spanish, and Korean met the 5 percent threshold for interpretation and translations services at meeting locations along the corridor (virtual and in-person). Wording detailing information about reasonable accommodation, interpretation, and translation services (i.e., "If you need reasonable accommodation...") was stated in all notification materials for language that met the 3 percent and 5 percent thresholds. These languages included Spanish, Korean, Vietnamese, and Chinese/Mandarin. In addition, American Sign Language was offered at in-person meetings and closed captioning was featured at virtual meetings. In the past, joint community meetings held with the Burbank to Los Angeles Project Section included Chinese/ Mandarin and Japanese interpretation services.
	The Authority posted translated materials to its website and used them to notify the public of meetings.

[1] On March 1, 2025, U.S. Presidential Executive Order 14224, Designating English as the Official Language of the United States, rescinded U.S. Presidential Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency.
Authority = California High-Speed Rail Authority; HSR = high-speed rail

The Authority also contacted groups with interest in environmental and economic issues and established minority organizations, as well as other civic leaders and elected officials. Other opportunities to gain a better understanding of potential community impacts included city council meetings, stakeholder working groups, public information meetings, community pop-ups,[10] coffees,[11] correspondence emails, phone calls, and group briefings.

Table 4-1, Corridor Advocacy and Community Groups, in Appendix B lists advocacy and community groups serving minority and low-income communities in the RSAs. Table 9-1 in Chapter 9 of the Draft EIR/EIS lists key meetings held as part of the Authority's outreach effort. Appendix B of the Inclusive Public Engagement Plan (Appendix B) lists meetings. Therefore, issues and concerns raised at public outreach events are considered representative of minority and low-income populations. Additional discussion about concerns raised by minority and low-income populations during public engagement is presented in Section 5.3.3, Inclusive Public Engagement and Documentation.

4.2.4 Economic

The Authority evaluated economic effects of the project section by assessing changes in property and sales tax revenue, employment, school district funding, physical deterioration, and construction- and operation-related sales tax gains. The following sections describe the methodologies the Authority used to evaluate potential economic effects.

[10] *Pop-ups* are informal information tables set up to distribute information that is tailored to a targeted area.
[11] *Coffees* are informal round-table type discussions held with stakeholders in a targeted area.

4.2.4.1 Property and Sales Tax Revenues

The analysis estimated potential effects of the project section on property and sales tax revenues collected by county and city jurisdictions.

Property Tax Losses

Reduced property tax revenues were estimated for permanent property acquisitions. The Authority estimated these potential effects quantitatively as the estimated reduction in property tax revenue for county and city budgets resulting from the permanent removal of privately owned properties from the tax rolls. It should be noted that each county and city budget has differing combinations of revenue, which indicates that certain counties and cities may be affected at differing scales. The property tax losses associated with partial acquisitions were calculated based on the number of square feet to be acquired as a percentage of the parcel's overall land value, as reported by the Los Angeles County and Orange County Assessor's Offices. If the project section would result in displacements, the analysis assumed that the full value of the improvements on the parcel would also be lost. For full acquisitions, the total assessed value of the parcel (land and improvements) was used to estimate the potential loss in property taxes. It should be noted that the property tax revenue changes take a conservative approach that assumes that acquired property would be in public ownership. In reality, it is possible that some of the land would be in private ownership, in which case changes in property tax revenues would be less pronounced. In addition, although economic benefits are difficult to quantify, research indicates that locating property near high-quality public transportation generally tends to have a positive effect on its property value (Transit Cooperative Research Program 2004). Therefore, although not quantified as this study, the economic benefits of the project could contribute positively to property tax revenue changes.

Estimated county and city property tax allocations were based on the current California Department of Tax and Fee Administration's allocation rates for 2023 and exclude allocations to special districts, redevelopment agencies, and schools and colleges. The property tax losses were subsequently calculated in the same manner as described above for the affected school districts.

Sales Tax Losses

Sales and use tax losses are an indirect effect of construction and were estimated quantitatively for those displaced businesses that generate sales and use tax revenue within the jurisdictions where business displacements would occur. Where suitable replacement locations are available within the taxing jurisdiction, impacts on the taxing jurisdiction would be temporary; where replacement locations are not available within the taxing jurisdiction, impacts on the taxing jurisdiction would be permanent.

The Authority determined if a business generated sales tax in the state of California based on the primary North American Industry Classification System code for each displaced business identified in the Reference USA database. Businesses with primary North American Industry Classification System codes related to the following categories generate sales and use tax in the state of California:

- Motor vehicle and parts dealers
- Furniture and home furnishings stores
- Electronic and appliance stores
- Building materials and garden equipment and supplies
- Food and beverage stores
- Health and personal care stores
- Gasoline stations
- Clothing and accessories stores
- Food services and drinking places
- Other general merchandise and retail establishments

Some businesses dealing primarily in nontaxable activities, such as services, manufacturing, contracting, or wholesaling, either sell some merchandise that is subject to sales tax or use some items that were purchased, on which tax must be paid (California Department of Tax and Fee Administration 2023). Other businesses not engaged in retail and food services that generate sales and use taxes in the state of California include businesses with primary North American Industry Classification System codes related to:

- Manufacturing
- Wholesale trade
- Transportation and warehousing
- Real estate rental and leasing
- Health care and social assistance
- Other professional, financial and insurance, administrative, and educational services

For displaced businesses identified as generating sales and use tax, the Authority estimated the businesses' annual sales tax revenue based on the average taxable sales per business, as reported by the Department of Tax and Fee Administration for Fiscal Year (FY) 2021/2022 in Los Angeles County and Orange County (California Department of Tax and Fee Administration 2023). Once the analysis calculated a total estimated sales loss by jurisdiction, these sales loss values were then multiplied by the appropriate percentages that the local governments collect in sales and use tax for their respective general funds. The statewide sales and use tax rate is 7.25 percent and is allocated as follows:

- 6.00 percent to the State
- 1.00 percent to the local jurisdiction (city or county of place of sale or use)
- 0.25 percent to a local transportation fund (county of place or sale)

In most areas of California, local jurisdictions have added district taxes that raise the overall sales and use tax rate for local jurisdictions above the 7.25 percent base rate. District taxes imposed by local jurisdictions crossed by the project section include:

- Los Angeles County Metropolitan Transportation Authority (0.5 percent)
- Los Angeles County Transportation Commission (1.0 percent)
- City of Commerce Transactions and Use Tax (0.5 percent)
- City of Pico Rivera Transactions and Use Tax (1.0 percent)
- City of La Mirada Transactions and Use Tax (1.0 percent)
- Orange County Local Transportation Authority (0.5 percent)

The combination of statewide and district sales and use taxes results in total sales and use tax rates that range between 7.75 percent and 9.75 percent in the local jurisdictions crossed by the project section.

The calculation of sales tax losses considers reductions in both statewide and district tax revenues that could occur through business displacements. The total estimated sales and use tax losses associated with the potential business relocations in each jurisdiction was then compared to the total 2015 sales tax base in that jurisdiction to determine the percentage loss of the affected jurisdiction's sales tax base.

As described above, the analysis is limited to quantifying the potential sales and use tax losses associated with relocated businesses. In some instances, the loss of an anchor tenant could adversely affect other retailers in an area. Although recognized, no attempt to quantify this potential secondary effect has been made. There is also the potential for businesses to relocate within the city or community in which they are currently located. Per the gap analysis for businesses displacements, the availability of existing vacant retail commercial space in each city or community would make it possible, in most cases, for businesses to relocate within their existing city or community. Therefore, the sales and use tax loss analysis represents a worst-case scenario in which none of the businesses that would be displaced would be relocated within their existing city or community.

4.2.4.2 Employment

To estimate short-term effects on employment resulting from construction and long-term effects on employment resulting from operations and maintenance and also from improvements in accessibility, the Authority used the Regional Input-Output Modeling System II (RIMS II) model (Bureau of Economic Analysis 2017). The RIMS II model, which was created and is maintained by the U.S. Bureau of Economic Analysis, is widely used throughout the United States to estimate the impacts of policies, projects, and other kinds of economy activity. One issue that is important to address in economic impact modeling is to account for goods and services that are purchased within the RSA versus those originating from outside the study area. Economists commonly use a "bill of goods" approach to address this concern. A bill of goods approach uses information on the purchases of goods and services (including labor) by the initially affected industry in order to specify purchases originating from within and outside of the RSA. Using information on construction costs, annual operation and maintenance costs, and information on increases in accessibility, the Authority used the RIMS II model to estimate the region-wide potential direct, indirect, and induced job creation resulting from spending associated with the project section in the construction sector in the short term. Long-term employment effects considered the economic growth effects from initial construction, annual operations and maintenance, and growth associated with improvements to accessibility as outlined in the updated methodology guidelines released in February 2017 (WSP USA 2017).

4.2.4.3 School District Funding

Funding for California's Kindergarten–12 public schools comes from the state budget, local property taxes, and the federal government. Each school district has its own particular combination of federal, state, and local sources, which indicates that each district would be affected differently by a change in local property tax revenue.

Of the various school district funding sources, the project section has the potential to affect local property tax revenues by removing land acquired for right-of-way from the property tax assessment roll and to affect average daily attendance-based funding sources by relocating a large number of students outside of their current school districts. Therefore, the school district funding analysis focuses on the project section's potential effects on these key revenue streams.

The analysis examined school district boundaries in the economic effects RSA to determine the potential number of residential relocations in each school district. School districts with residential displacements include the Los Nietos School District, Whittier Union High School District, Anaheim City School District, and Anaheim Union High School District.

The analysis examined school district boundaries in the economic effects RSA to determine the potential number of residential relocations in each school district. The Authority estimated the number of student displacements associated with each potentially displaced residential unit based on the Statewide Average Student Yield Factor[12] for unified school districts published by the California Office of Public School Construction, Form SAB 50-01 (State Allocation Board 2009), which is 0.7 student per dwelling unit.

The Authority then used the appropriate student generation factor per household and multiplied this by the number of residential relocations in each affected school district to determine the total potential number of student displacements within each district. The number of enrolled students in each school district was obtained from the California Department of Education for the 2021–2022 school year.

[12] The Statewide Average Student Yield Factor determines the elementary, middle, and high school pupils generated by new residential units in each grade category based on the historical student generation rates of new residential units built during the previous 5 years that are of a similar type of unit to those anticipated to be built in which the school district is located.

The Authority compared the total number of students relocated in each school district with the number of vacant housing units in that district to determine whether a large number of displaced residents may be forced to relocate outside of their current school district. The number of residential vacancies within each school district was determined through review of housing data. Where a large number of displaced residents would have to relocate to homes in a different school district, changes in school district funding may occur.

The Authority then took the total potential student displacements for each affected district and multiplied by each district's average daily attendance revenue per student for the 2021–2022 school year. Total average daily attendance revenue includes Local Control Funding Formula sources,[13] Principal Apportionment,[14] local property taxes, federal revenue, state revenue, and local revenue.

Reduced property tax revenues to local school districts were estimated for permanent property acquisitions, as a portion of the average daily attendance–based revenue. The Authority estimated these potential effects quantitatively as the estimated potential reduction in property tax revenue for local school district budgets resulting from the permanent removal of privately owned properties from the tax rolls. However, if the displaced households were to find replacement housing within their current school district, then there would be no impact on that school district's budgets.

The Shared Passenger Track Alternatives would also result in benefits to school districts in the corridor through the provision of new HSR stations and relocations of existing Metrolink stations. New accessibility to transportation by both HSR and Metrolink along with local government planning for transit-oriented development in the vicinity of the stations would lead to redevelopment of higher-density mixed uses (both residential and commercial), and these new developments would add to the tax bases for local school districts. Although employment by itself does not contribute to property tax revenue, it could increase sales tax revenues from retail commercial. Although these benefits were not quantified as part of this analysis, it means that the school district funding analysis conducted for this project likely represents the worst-case scenario, and actual impacts on school district funding on project implementation would be lesser in severity.

4.2.4.4 Physical Deterioration

The evaluation of the project section's potential to result in physical deterioration in communities along the project section footprint, as well as around the maintenance facility locations, involved a review of potential effects associated with construction and operation identified in Chapter 6, Effects Analysis, of this report. Each of these potential effects was examined to determine whether the resulting changes to a community could reasonably lead to physical deterioration. These specific changes are:

1. Considerable residential migration out of a community that would be expected to change its character
2. Extensive changes to the business environment in a community that would be expected to result in closures of key "anchor" businesses that support the area and draw in consumers
3. Large reductions in the fiscal (property and sales tax) revenues collected that would be expected to reduce the local government's ability to provide necessary services that maintain the quality of the communities

[13] Local Control Funding Formula sources include a combination of local property taxes and state aid.

[14] Principal Apportionment is a distribution of state aid based on a series of apportionment calculations that adjust the flow of state funds throughout the fiscal year as information becomes known.

4.2.4.5 Construction and Operation-Related Sales Tax Gains

To evaluate the project section's contribution to local sales tax revenues during the construction and operational periods, the Authority calculated total local sales tax revenues generated from local purchases (such as wood, concrete, steel, and electrical equipment).

Sales tax revenues during construction were derived using the sales tax rate for Los Angeles County and Orange County (as of July 1, 2023) and the estimated local expenditures on materials and supplies for each year of construction. Annual sales tax revenues during operation were also estimated using the sales tax rate for Los Angeles County and Orange County (as of July 1, 2023) and the estimated local expenditures on materials and supplies.

4.2.5 Cumulative Impacts

The cumulative impacts analysis identified past, present, and future development projects whose impacts when added to those of the project section have the potential to create a cumulative contribution. The list of related projects was reviewed to identify key projects affecting the following resources:

- Community Character and Cohesion: Impacts are present when there is an adverse change in the character and cohesion of an established neighborhood, such as dividing a neighborhood, or an increase in noise, traffic, access restrictions, parking loss or intrusion, or pedestrian safety hazards such that the integrity of the neighborhood as a whole is changed.
- Housing: Impacts are present when substantial numbers of residences are displaced and suitable replacement housing in the vicinity must be found.
- Community Analysis: Impacts are present when there is a disproportionate number of occurrences or a disproportionate magnitude of adverse impacts on minority and low-income communities.

The RSA for this cumulative analysis consists of the jurisdictions affected by the project section with the exception of the city of Los Angeles. The Cumulative RSA within the city of Los Angeles was limited only to the Downtown and Boyle Heights Community Plan areas. These jurisdictions and communities were chosen as the RSA because this is the area where direct and indirect impacts associated with socioeconomics and communities would occur.

The related projects and their associated effects related to community character and cohesion, housing, and community analysis were analyzed on a case-by-case basis to determine if effects resulting from the project section could represent a cumulative contribution to effects on community resources in these areas.

4.2.6 Children's Health and Safety

A children's health and safety analysis was performed in accordance with USEO 13045 and consisted of conducting a demographic analysis and review of the project to qualitatively assess whether the project would result in children's environmental health and safety risks. Analysis based on the project section Draft EIR/EIS demonstrates the project would not affect products or substances (i.e., water, soil, and food) that a child is likely to ingest, use, be exposed to, or come into contact with. After mitigation, no residual impacts on children's health and safety are expected from project construction or operation. More information regarding the project's impacts on children's health and safety can be found in Appendix D, Children's Health and Safety Risk Assessment, of this document.

4.3 Evaluating Impacts Under NEPA

NEPA implementing procedures, regulations, and guidance provide the basis for evaluating project effects. The criteria of context and intensity are considered together when determining the severity of changes introduced by the project:

- **Context:** For this analysis, the *context* includes existing land uses, patterns, and densities within the RSA, as well as the proximity and sensitivity of the communities and neighborhoods along the project footprint to project construction and operations.
- **Intensity:** For this analysis, *intensity* is determined by assessing the degree to which the project would physically divide established neighborhoods, relocate key community businesses and industries, relocate large numbers of residences, affect the overall quality of life in a community, or reduce community cohesion.
- **Duration:** The analysis considers the duration of the effect, whether intermittent, temporary, or permanent.

This analysis covers project impacts related to disruption or division of established communities, as well as project impacts on the economy (i.e., impacts on employment, school district funding, agriculture economy, and property and sales tax revenue). In accordance with USEO 13045, the NEPA analysis also provides an assessment of potential environmental health and safety risks that may have a disproportionate impact on children.

4.4 Determining Significance Under CEQA

CEQA requires that an EIR identify the significant environmental impacts of a project (State CEQA Guidelines Section 15126). In accordance with Section 15064(e) of the State CEQA Guidelines, economic and social changes resulting from a project shall not be treated as significant effects on the environment. However, if economic and social changes resulting from a project would cause or be indicative of physical environmental impacts, those resulting impacts could be significant. The Authority is using the following thresholds, based on the Authority's Project EIR/EIS Environmental Methodology Guidelines, Versions 5.9 and 5.11 (Authority 2017, 2022), to determine if impacts on socioeconomics and community resources would result in significant impacts under CEQA. A significant impact is one that would:

- Physically divide an established community
- Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere
- Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere
- Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services, including fire protection, police protection, schools, parks, and other public facilities
- Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)

In accordance with Section 15064(e) of the State CEQA Guidelines, economic and social changes resulting from a project shall not be treated as significant effects on the environment. Therefore, no CEQA significance criteria are provided for economic impacts. CEQA does, however, address the conversion of agricultural land to nonagricultural uses (refer to Section 3.14, Agricultural Farmland and Forest Land, of the EIR/EIS for that evaluation, noting that there are no agricultural lands in the RSA). For a more comprehensive discussion of the CEQA thresholds and the inter-relationships of the thresholds related to communities, the CEQA discussion of potential inducement of unplanned population growth is discussed in Section 3.12, Socioeconomics and Communities, and not in Section 3.18, Regional Growth, of the Draft EIR/EIS.

5 AFFECTED ENVIRONMENT

This section describes the affected environment for socioeconomics and communities in the RSAs, within the 13 cities in Los Angeles and Orange Counties (Los Angeles, Vernon, Bell, Commerce, Montebello, Pico Rivera, Santa Fe Springs, Norwalk, La Mirada, Buena Park, Fullerton, Anaheim, and Orange) and 2 unincorporated census-designated communities (West Whittier–Los Nietos and South Whittier).

As discussed in Chapter 4 of this Community Impact Assessment, various RSAs guide the analysis of the project's potential impacts on communities and neighborhoods, community analysis, and the regional and local economy.

5.1 Population Characteristics

Population characteristics presented in this section include total population and ethnicity, age distribution, income, household types, linguistic isolation, and disabilities. This section applies to the communities and neighborhoods RSA. Overall, the communities in the RSA can be described as urban and suburban communities with substantial Hispanic populations that are typical to the Southern California region. City- and county-level demographic data are also summarized to provide regional context for the analysis.

5.1.1 Population and Ethnicity

5.1.1.1 Region

Table 5-1 compares recent population estimates to projections of growth in the two counties included in the RSAs and for the state of California. As indicated in Table 5-1, Los Angeles and Orange Counties grew at an annual average growth rate of 0.2 and 0.5 percent, respectively, over the period from 2010 to 2021 (U.S. Census Bureau 2010, 2021), and are expected to have growth rates of approximately -0.4 percent and 0.2 percent, respectively, from 2021 to 2040. Comparatively, the rest of the state of California is forecasted to have a relatively stagnant growth rate of 0.1 percent between 2021 and 2040. This indicates that growth in Los Angeles County will be negative, while growth in Orange County will be slightly more rapid than in other parts of the state.

Table 5-1 Regional Population Growth: 2010–2040

Location	2010 Total Population	2021 Total Population	Percent Average Annual Growth Rate, 2010–2021	2040 Forecasted Population	Percent Average Annual Growth Rate, 2021–2040
California	37,253,956	39,455,353	0.5	40,106,449	0.1
Los Angeles County	9,818,605	10,019,635	0.2	9,306,759	-0.4
Orange County	3,010,232	3,182,923	0.5	3,283,811	0.2

Sources: U.S. Census Bureau 2010, 2021, Table P1 and DP05; California Department of Finance 2023a, 2023b

Table 5-2 presents the current racial and ethnic characteristics of Los Angeles and Orange Counties. As the table indicates, the four most populous races and ethnicities are White, Black/African American, Hispanic or Latino, and Asian. A greater percentage of the population of Los Angeles County identifies as Black/African American and Hispanic or Latino, and a lower percentage identify as White and Asian, compared to Orange County. Comparatively, in the rest of California, the predominant racial/ethnic groups are Hispanic, at 39.5 percent, and White, at 35.8 percent. The Asian and Black or African American populations account for 14.7 percent and 5.4 percent, respectively. The percentage of the total population that is American Indian or Alaska Native, or Hawaiian or Other Pacific Islander, is less than 1 percent, which is similar to Los Angeles County and the city of Los Angeles.

Table 5-2 Regional Race and Ethnicity Characteristics by Percentage: 2021

Location	Total Popu-lation	% White	% Black/ African American	% Hispanic of All Races	% American Indian/ Alaska Native	% Asian	% Hawaiian/ Other Pacific Islander	% Some Other Race	% Two or More Races
California	39,455,353	35.8	5.4	39.5	0.3	14.7	0.3	0.4	3.6
Los Angeles County	10,019,635	25.5	7.6	48.7	0.2	14.6	0.2	0.4	2.8
Orange County	3,182,923	39.0	1.6	34.0	0.1	21.1	0.3	0.3	3.5

Source: U.S. Census Bureau 2021, Table DP05

5.1.1.2 City

Table 5-3 presents year 2010 and year 2021 populations for cities in the RSAs and the percent average annual growth rate over the period 2010 to 2021. Cities with the highest population include Los Angeles, followed by Anaheim, Fullerton, and Orange. Vernon is an industrial city with a small resident population, 328 individuals in 2021. Because of its small population and emphasis on industrial land uses, population demographics in Vernon can be atypical compared to demographics of other corridor cities (refer to Section 5.1.2, Age Distribution, through Section 5.1.6, Disabilities). Average annual growth rates in the RSA cities were the same or less than the average annual growth rates of the counties within which they are located, except for the city of Los Angeles, West Whittier–Los Nietos CDP, Santa Fe Springs, and South Whittier CDP, which had slightly higher rates than Los Angeles County. Commerce, Bell, Pico Rivera, Norwalk, and La Mirada reported negative growth between the year 2010 and 2021.

Table 5-3 City Population Growth: 2010–2021

Location	2010 Total Population	2021 Total Population	Percent Average Annual Growth Rate, 2010–2021
Los Angeles County			
Los Angeles	3,792,621	3,902,440	0.3
Vernon	112	328	17.5
Bell	35,477	33,915	-0.4
Commerce	12,823	12,459	-0.3
Montebello	62,500	62,828	0.0
Pico Rivera	62,942	62,383	-0.1
West Whittier–Los Nietos CDP	25,540	26,275	0.3
Santa Fe Springs	16,223	18,817	1.5
Norwalk	105,549	103,330	-0.2
South Whittier CDP	57,156	58,800	0.3
La Mirada	48,527	47,957	-0.1

Location	2010 Total Population	2021 Total Population	Percent Average Annual Growth Rate, 2010–2021
Orange County			
Buena Park	80,530	83,974	0.4
Fullerton	135,161	142,964	0.5
Anaheim	336,265	348,204	0.3
Orange	136,416	139,195	0.2

Sources: U.S. Census Bureau 2010, 2021, Table P1 and DP05
CDP = Census-Designated Place

Table 5-4 provides the racial and ethnic characteristics for the cities in the RSA. As presented in Table 5-4, the predominant racial/ethnic group within the RSA is Hispanic or Latino. With the exceptions of the cities of Los Angeles, La Mirada, Buena Park, Fullerton, and Orange, the Hispanic or Latino population of the RSA cities exceeds 50 percent of the total population of each city. The Asian population accounts for between 10 and 20 percent of the total population in Los Angeles, Montebello, Norwalk, Anaheim, and Orange and between 20 and 32 percent of the total population in La Mirada, Buena Park, and Fullerton. The percentage of the total population that is Black or African American ranges from 0.0 to 8.3 percent in the corridor cities. The percentage of the total population that is American Indian or Alaska Native, or Hawaiian or Other Pacific Islander, is less than 1 percent in each of the corridor cities.

Table 5-4 City Race and Ethnicity Characteristics by Percentage–2021

Location	Total Population	% White	% Black/ African American	% Hispanic of All Races	% American Indian/ Alaska Native	% Asian	% Hawaiian/ Other Pacific Islander	% Some Other Race	% Two or More Races
Los Angeles County									
Los Angeles	3,902,440	28.1	8.3	48.4	0.2	11.6	0.1	0.5	2.9
Vernon	328	5.8	3.0	90.2	0.0	0.9	0.0	0.0	0.0
Bell	33,915	6.9	2.4	89.0	0.1	0.9	0.1	0.2	0.5
Commerce	12,459	2.6	0.7	94.8	0.0	1.4	0.0	0.1	0.5
Montebello	62,828	6.1	0.6	79.6	0.1	12.7	0.0	0.3	0.6
Pico Rivera	62,383	4.7	0.9	89.9	0.1	3.9	0.1	0.2	0.2
West Whittier–Los Nietos CDP	26,275	7.8	0.2	88.9	0.1	2.5	0.1	0.1	0.4
Santa Fe Springs	18,817	12.1	3.7	74.9	0.2	7.9	0.1	0.0	1.3
Norwalk	103,330	10.9	4.4	69.0	0.1	13.3	0.8	0.3	1.3
South Whittier CDP	58,800	12.7	0.6	78.2	0.5	5.9	0.3	0.6	1.0
La Mirada	47,957	29.8	1.5	43.9	0.2	21.5	0.0	0.1	3.0
Orange County									
Buena Park	83,974	22.9	2.5	39.0	0.0	32.0	0.2	0.0	3.3

Location	Total Population	% White	% Black/ African American	% Hispanic of All Races	% American Indian/ Alaska Native	% Asian	% Hawaiian/ Other Pacific Islander	% Some Other Race	% Two or More Races
Fullerton	142,964	32.2	2.1	38.3	0.2	23.9	0.2	0.3	2.8
Anaheim	348,204	23.2	2.5	54.0	0.1	17.1	0.4	0.3	2.5
Orange	139,195	41.5	1.3	39.1	0.3	16.3	0.8	0.2	4.3

Source: U.S. Census Bureau 2021, Table DP05
CDP = Census-Designated Place

5.1.1.3 Community

Four City of Los Angeles Neighborhood Council Areas (NCA) intersect the RSA, including the Historic Cultural NCA, Lincoln Heights NCA, Downtown Los Angeles NCA, and Boyle Heights NCA. NCA minority group representation based on 2017–2021 ACS estimates are presented in Table 5-5.

The population in the Historic Cultural NCA is 22.7 percent Asian, 33.0 percent Hispanic, 20.2 percent African American, and 19.6 percent White. The population of the Downtown Los Angeles NCA is 20.1 percent Asian, 35.6 percent Hispanic, 9.4 percent African American, and 32.9 percent White. The Lincoln Heights NCA and Boyle Heights NCA are predominantly Hispanic, with 69.1 percent and 87.9 percent of the population identifying as Hispanic, respectively.

Table 5-5 Race and Ethnicity Characteristics by Percentage in the Neighborhood Council Areas: 2021

Neighborhood Council Area	Total Population	% White	% Hispanic of All Races	% Native American	% Asian	% Hawaiian and Pacific Islander	% Black/ African American	% Some Other Race	% Two or More Races
Historic Cultural	21,940	19.6	33.0	0.1	22.7	0.5	20.2	0.6	3.3
Lincoln Heights	3,048	7.9	69.1	0.0	20.6	0.0	2.4	0.0	0.0
Downtown Los Angeles	3,319	32.9	35.6	0.3	20.1	0.0	9.4	0.0	1.7
Boyle Heights	26,600	3.3	87.9	0.1	6.3	0.0	1.9	0.3	0.1

Source: U.S. Census Bureau 2021, Table DP05

Neighborhood boundaries were not available for most of the other corridor cities within the project section. Therefore, population race and ethnicity within the communities and neighborhoods RSA is reported by city in Table 5-6, as the smallest geographic unit of analysis. Minority group representation within the census BGs that compose the RSA within each city is presented in Table 5-6. The reported percentage equals the average percentage of census BGs within 0.5 mile of the project centerline for each city.

As presented in Table 5-6, the predominant racial/ethnic group within the RSA is Hispanic or Latino. With the exception of the RSAs in Buena Park and Orange, which are 43.0 and 40.7 percent Hispanic or Latino, respectively, the Hispanic or Latino population within 0.5 mile of the project centerline exceeds 50 percent of the RSA population in each city. The Asian population accounts for between 0.3 percent in West Whittier–Los Nietos CDP to 35.2 percent in Buena Park. The percentage of the population that is African American ranges from 1.0 percent in Montebello to 10.2 percent in Los Angeles. The percentage of the total population that is

American Indian or Alaska Native or Hawaiian or Other Pacific Islander is less than 1 percent in each of the corridor cities, except for South Whittier CDP, which has a Native American population of 1.5 percent, and Orange, which has a Hawaiian and Pacific Islander population of 1.8 percent.

Table 5-6 Race and Ethnicity Characteristics by Percentage in the Communities and Neighborhoods Resource Study Area: 2021

RSA by City	White	Hispanic of All Races	Native American	Asian	Hawaiian and Pacific Islander	African American	Some Other Race	Two or More Races
Los Angeles	10.7	63.1	0.1	13.7	0.2	10.2	0.4	1.6
Vernon	5.8	90.2	0.0	0.9	0.0	3.0	0.0	0.0
Bell	10.9	80.0	0.0	0.8	0.0	6.8	0.5	0.9
Commerce	3.0	93.4	0.0	1.7	0.1	1.3	0.2	0.2
Montebello	2.7	89.9	0.2	3.0	0.0	1.0	0.6	0.0
Pico Rivera	5.8	90.3	0.0	2.0	0.2	1.3	0.0	0.4
West Whittier–Los Nietos CDP	5.6	91.5	0.0	0.3	0.0	2.1	0.1	0.5
Santa Fe Springs	7.7	81.1	0.7	6.2	0.0	3.2	0.1	0.9
Norwalk	18.7	56.8	0.1	13.9	0.9	8.1	0.1	1.5
La Mirada	24.5	55.8	0.5	15.5	0.0	1.3	0.3	2.2
South Whittier CDP	7.4	74.6	1.5	11.6	0.0	4.0	0.2	0.7
Buena Park	16.5	43.0	0.0	35.2	0.2	2.7	0.2	2.2
Fullerton	25.4	53.6	0.2	15.3	0.5	2.0	0.1	2.8
Anaheim	13.8	69.9	0.0	12.6	0.3	1.5	0.2	1.7
Orange	30.4	40.7	0.0	15.5	1.8	3.5	0.0	8.1

Source: U.S. Census Bureau 2021, Table DP05
CDP = Census-Designated Place; RSA = resource study area

5.1.2 Age Distribution

5.1.2.1 Region

Age distributions in Los Angeles County and Orange County are similar, and the age group between 18 years and 64 years of age makes up the highest concentration of the population, as presented in Table 5-7. Based on ACS 2017–2021 5-year estimates, the median age in Los Angeles County was 37.0 years and the median age in Orange County was 38.5 years.

Table 5-7 Regional Population Age Characteristics: 2021

Location	Percentage Under 18 Years of Age	Percentage 18 to 64 Years of Age	Percentage 65 and Over Years of Age	Median Age (years)
Los Angeles County	21.6	64.7	13.7	37.0
Orange County	22.0	63.2	14.8	38.5

Source: U.S. Census Bureau 2021, Table S0101

5.1.2.2 City

As presented in Table 5-8, the age distribution for cities follows regional trends, with the highest percentage of the population falling between 18 and 64 years of age. The percentage of the population that is between ages 18 and 64 ranges from 48.2 percent in Vernon to 66.8 percent in Los Angeles. The percentage of the population that is 65 or over ranges from 9.6 percent in Bell to 19.1 percent in Commerce and La Mirada. La Mirada has the highest median age at 41.7 years, and Vernon has the lowest median age at 28.1 years.

Table 5-8 City Population Age Characteristics: 2021

Location	Percentage Under 18 Years of Age	Percentage 18 to 64 Years of Age	Percentage 65 and Over Years of Age	Median Age (years)
Los Angeles County				
Los Angeles	20.3	66.8	12.9	36.2
Vernon	36.3	48.2	15.5	28.1
Bell	27.6	62.8	9.6	32.0
Commerce	21.4	59.5	19.1	37.6
Montebello	21.7	62.0	16.3	37.4
Pico Rivera	21.2	63.2	15.6	39.0
West Whittier–Los Nietos CDP	22.5	64.4	13.1	36.1
Santa Fe Springs	22.4	62.9	14.7	37.0
Norwalk	23.6	63.1	13.3	35.5
La Mirada	18.8	62.1	19.1	41.7
South Whittier CDP	24.3	65.1	10.6	34.0
Orange County				
Buena Park	22.7	63.4	13.9	36.6
Fullerton	23.1	63.7	13.2	35.4
Anaheim	23.4	64.8	11.8	35.3
Orange	20.7	65.6	13.7	36.0

Source: U.S. Census Bureau 2021, Table S0101
CDP = Census-Designated Place

5.1.2.3 Community

The age distribution of the population within the four NCAs that intersect the RSA is presented in Table 5-9. The Lincoln Heights NCA and Boyle Heights NCA have a greater percentage of the

population that is under 18 years of age, and a lower percentage of the population that is between 18 and 64 years of age, compared to the Historic Cultural NCA and the Downtown Los Angeles NCA. The percentage of the population that is 65 years of age and older ranges from 6.5 percent in the Downtown Los Angeles NCA to 14.8 percent in the Lincoln Heights NCA. The Lincoln Heights NCA has the highest median age of 39.7.

Table 5-9 Population Age Characteristics in the Neighborhood Council Areas: 2021

Neighborhood Council Area	Percentage Under 18 Years of Age	Percentage 18 to 64 Years of Age	Percentage 65 and Over Years of Age	Median Age
Historic Cultural	3.8	87.9	8.3	38.0
Lincoln Heights	22.0	63.2	14.8	39.7
Downtown Los Angeles	6.1	87.3	6.5	34.6
Boyle Heights	27.4	61.1	11.5	33.9

Source: U.S. Census Bureau 2021, Table S0101

Neighborhood boundaries were not available for most of the other corridor cities within the project section. Therefore, population demographics within the communities and neighborhoods RSA are reported by city in Table 5-10, as the smallest geographic unit of analysis. The age distribution of the population within the census BGs that compose the RSA within each city is listed in Table 5-10. The reported percentage equals the average percentage of census BGs within 0.5 mile of the project centerline for each city. The age distribution for neighborhoods follows regional trends, with the highest percentage of the population falling between 18 and 64 years of age. The percentage of the population that is between ages 18 and 64 ranges from 48.9 in Vernon CDP to 73.5 percent in Los Angeles. The percentage of the population that is 65 or over ranges from 6.6 percent in Anaheim to 17.6 in Bell. Bell has the highest median age at 44.8 years, and Vernon has the lowest median age at 28.1 years.

Table 5-10 Population Age Characteristics in the Communities and Neighborhoods Resource Study Area: 2021

RSA by City	Percentage Under 18 Years of Age	Percentage 18 to 64 Years of Age	Percentage 65 and Over Years of Age	Median Age (years)
Los Angeles	16.7	73.5	9.8	35.5
Vernon	36.8	48.9	14.2	28.1
Bell	15.5	67.0	17.6	44.8
Commerce	23.9	63.5	12.6	36.0
Montebello	25.2	65.8	8.9	34.3
Pico Rivera	21.3	63.8	14.9	38.2
West Whittier–Los Nietos CDP	25.7	60.7	13.6	33.9
Santa Fe Springs	22.6	65.5	11.9	35.6
Norwalk	20.0	64.1	15.9	38.1
La Mirada	23.4	59.7	16.8	40.2
South Whittier CDP	20.9	68.4	10.7	35.6
Buena Park	23.8	64.8	11.4	35.1

RSA by City	Percentage Under 18 Years of Age	Percentage 18 to 64 Years of Age	Percentage 65 and Over Years of Age	Median Age (years)
Fullerton	25.8	64.5	9.7	34.8
Anaheim	25.3	68.1	6.6	31.8
Orange	17.3	73.2	9.5	35.6

Source: U.S. Census Bureau 2021, Table S0101
CDP = Census-Designated Place; RSA = resource study area

5.1.3 Income

5.1.3.1 Region

The median household incomes for Los Angeles County and Orange County are $76,367 and $100,485, respectively (Table 5-11). The percentage of the population below 200 percent of the federal poverty level is greater in Los Angeles County (32.2 percent) compared to Orange County (23.3 percent).

Table 5-11 Regional Household Income and Family Poverty Characteristics: 2021

Location	Median Household Income: Dollars	Percentage of Population Below 200% of the Poverty Level
Los Angeles County	$76,367	32.2
Orange County	$100,485	23.3

Source: U.S. Census Bureau 2021, Tables S1903 and S1701

5.1.3.2 City

The estimated median household income of the cities and communities within the RSA ranged from $51,183 in Bell to $102,125 in Orange, as presented in Table 5-12. Six out of eleven of the RSA cities in Los Angeles County had median incomes that were lower than the median income for Los Angeles County ($76,367). Three out of the four RSA cities in Orange County had median incomes that were lower than the median income for Orange County ($100,485). The city of Orange had a higher median household income at $102,125. Four out of eleven of the RSA cities in Los Angeles County (Los Angeles, Vernon, Commerce, and Bell) had poverty rates for city population that exceeded the rate for Los Angeles County (32.2 percent). Three RSA cities in Orange County (Buena Park, Fullerton, and Anaheim) had poverty rates for city population that exceeded the rate for Orange County (23.3 percent). The poverty rate in Bell (53.4 percent) is the highest of the RSA cities.

Table 5-12 City Household Income and Family Poverty Characteristics: 2021

Location	Median Household Income: Dollars	Percentage of Population Below 200% of the Federal Poverty Level
Los Angeles County		
Los Angeles	$69,778	36.0
Vernon	$62,000	51.6
Bell	$51,183	53.4
Commerce	$58,226	39.4
Montebello	$66,584	35.0

Location	Median Household Income: Dollars	Percentage of Population Below 200% of the Federal Poverty Level
Pico Rivera	$78,056	29.1
West Whittier–Los Nietos CDP	$83,692	41.0
Santa Fe Springs	$75,086	29.3
Norwalk	$83,217	27.9
La Mirada	$97,672	21.7
South Whittier CDP	$85,579	35.0
Orange County		
Buena Park	$90,503	27.7
Fullerton	$92,718	26.3
Anaheim	$81,806	30.3
Orange	$102,125	21.3

Source: U.S. Census Bureau 2021, Tables S1903 and S1701
CDP = Census-Designated Place

5.1.3.3 Community

Median household income and the percentage of the population that is below poverty within the four NCAs that intersect the RSA are presented in Table 5-13. Median household income is highest in the Downtown Los Angeles NCA and lowest in the Lincoln Heights NCA. The percentage of the population below poverty is highest in the Boyle Heights NCA and lowest in the Lincoln Heights NCA.

Table 5-13 Household Income and Family Poverty Characteristics in the Neighborhood Council Areas: 2021

Neighborhood Council Area	Median Household Income: Dollars	Percentage of Population Below 200% of the Federal Poverty Level
Historic Cultural	$77,776	48.4
Lincoln Heights	$42,946	45.4
Downtown Los Angeles	$98,349	51.7
Boyle Heights	$47,021	52.4

Source: U.S. Census Bureau 2021, Tables S1903 and S1701

Neighborhood boundaries were not available for most of the other corridor cities within the project section. Therefore, population demographics within the communities and neighborhoods RSA are reported by city in Table 5-14, as the smallest geographic unit of analysis. Median household income within the census BGs that compose the RSA within each city is provided in Table 5-14. The reported percentage equals the average percentage of census BGs within 0.5 mile of the project centerline for each city.

Median household income ranges from $55,288 in Bell to $108,097 in Orange. The percentage of population below the poverty level ranges from 21.5 percent in Orange to 56.3 percent in Bell.

Table 5-14 Household Income and Family Poverty Characteristics in the Communities and Neighborhoods Resource Study Area: 2021

RSA by City	Median Household Income: Dollars	Percentage of Population 200% Below the Federal Poverty Level
Los Angeles	$ 59,323	51.1
Vernon	$ 62,000	47.5
Bell	$ 55,288	56.3
Commerce	$ 59,573	39.0
Montebello	$ 71,310	36.0
Pico Rivera	$78,463	32.5
West Whittier–Los Nietos CDP	$69,531	41.0
Santa Fe Springs	$70,916	33.0
Norwalk	$78,976	34.1
La Mirada	$97,469	29.1
South Whittier CDP	$68,423	35.0
Buena Park	$74,918	32.9
Fullerton	$85,490	31.4
Anaheim	$77,299	34.0
Orange	$108,097	21.5

Source: U.S. Census Bureau 2021, Tables S1903 and S1701
CDP = Census-Designated Place; RSA = resource study area

5.1.4 Households

5.1.4.1 Region

According to the ACS 2017–2021 5-year estimates, Los Angeles County had 3,342,811 households and Orange County had 1,057,592 households, as presented in Table 5-15. Average household size for the two counties is similar at 2.9 people per household in Los Angeles County and 3.0 people per household in Orange County. Both counties had similar family characteristics, with Orange County having a higher percentage of households that are family households (71.1 percent) compared to Los Angeles County (66.3 percent). Orange County also has a higher percentage of married couple households (54.2 percent) compared to Los Angeles County (44.6 percent).

Table 5-15 Regional Household Characteristics: 2021

Location	Number of Occupied Households	Average Household Size	Average Family Size	Percentage of Total Households			
				Family Household	Married Couple Household	Female Householder (No Husband Present)	Nonfamily Household
Los Angeles County	3,342,811	2.9	3.6	66.3	44.6	14.7	33.7
Orange County	1,057,592	3.0	3.5	71.1	54.2	11.5	28.9

Sources: U.S. Census Bureau 2021, Tables B11001, S1101

5.1.4.2 City

Household characteristics among the RSA cities varied greatly as indicated in Table 5-16. Household size characteristics were generally higher in the RSA cities when compared to the counties. Only the city of Los Angeles had a smaller average household size (2.8) than the county (2.9). Nine out of eleven of the RSA cities in Los Angeles County had average family sizes that were higher than the average family size for Los Angeles County (3.6). All four of the RSA cities in Orange County had average family sizes that were equal to or higher than the average family size for Orange County (3.5). The percentage of total households that are family households range from 59.0 percent in the city of Los Angeles to 82.5 percent in West Whittier–Los Nietos CDP. The percentage of total households that are married couple households range from 29.5 percent in Vernon to 62.0 percent in La Mirada.

Table 5-16 City Household Characteristics: 2021

Location	Number of Households	Average Household Size	Average Family Size	Percentage of Total Households			
				Family Household	Married Couple Household	Female Householder (No Husband Present)	Nonfamily Household
Los Angeles County							
Los Angeles	1,384,851	2.8	3.6	59.0	38.4	13.8	41.0
Vernon	88	3.7	4.3	80.7	29.5	50.0	19.3
Bell	8,775	3.9	4.2	80.8	45.2	25.4	19.2
Commerce	3,466	3.6	4.1	77.1	51.0	16.3	22.9
Montebello	19,119	3.3	3.7	77.1	43.9	22.3	22.9
Pico Rivera	16,996	3.7	4.1	79.6	53.5	17.5	20.4
West Whittier–Los Nietos CDP	6,891	3.8	4.2	82.5	58.4	15.9	17.5
Santa Fe Springs	5,539	3.4	3.9	76.2	47.5	22.7	23.8
Norwalk	26,353	3.8	4.2	83.2	57.2	16.8	16.8

Location	Number of Households	Average Household Size	Average Family Size	Percentage of Total Households			
				Family Household	Married Couple Household	Female Householder (No Husband Present)	Nonfamily Household
La Mirada	14,679	3.1	3.5	79.8	60.2	14.0	20.2
South Whittier CDP	15,533	3.8	4.2	81.7	57.1	17.5	18.3
Orange County							
Buena Park	24,074	3.5	3.7	81.6	57.6	16.6	18.4
Fullerton	46,434	3.0	3.5	71.1	54.5	10.6	28.9
Anaheim	103,570	3.3	3.8	72.6	50.6	15.2	27.4
Orange	43,421	3.0	3.5	71.6	53.2	12.4	28.4

Sources: U.S. Census Bureau 2021, Tables B11001, S1101
CDP = Census-Designated Place

5.1.4.3 Community

Household characteristics within the four NCAs that intersect the RSA are listed in Table 5-17. The Historic Cultural NCA has the lowest percentage of total households that are family households (2.1 percent) and the lowest percentage of households that are married couple households (2.1 percent). The Lincoln Heights NCA has the highest percentage of total households that are family households (25.6 percent) and the highest percentage that are married couple households (15.8 percent).

Table 5-17 Household Characteristics in the Neighborhood Council Areas: 2021

Neighborhood Council Area	Number of Households	Percentage of Total Households			
		Family Household	Married Couple Household	Female Householder (No Husband Present)	Nonfamily Household
Historic Cultural	6,210	2.1	2.1	0.0	63.0
Lincoln Heights	970	25.6	15.8	6.8	22.6
Downtown Los Angeles	1,530	2.6	2.6	0.0	50.3
Boyle Heights	7,641	14.7	8.3	3.8	25.4

Source: U.S. Census Bureau 2021, Tables B11001, S1101

Neighborhood boundaries were not available for most of the other corridor cities within the project section. Therefore, population demographics within the communities and neighborhoods RSA are reported by city in Table 5-18, as the smallest geographic unit of analysis. Household characteristics within the census BGs that compose the RSA within each city are presented in Table 5-18. The reported percentage equals the average percentage of census BGs within 0.5 mile of the project centerline for each city.

The percentage of total households that are family households range from 57.8 percent in the city of Los Angeles to 98.2 percent in Montebello. The percentage of households that are married couple households range from 5.5 percent in the city of Los Angeles to 50.3 percent in La Mirada, excluding Vernon because of the small number of households in the RSA. ACS 2017–2021 5-

year estimates for average household size and average family size were not available at the BG level within the RSA and are not reported for neighborhoods.

Table 5-18 Household Characteristics in the Communities and Neighborhoods Resource Study Area: 2021

RSA by City	Number of Households	Percentage of Total Households			
		Family Household	Married Couple Households	Female Householder (No Husband Present)	Nonfamily Household
Los Angeles	13,851	57.8	5.5	2.1	42.2
Vernon	88	81.8	0.0	1.1	18.2
Bell	1,033	79.2	26.9	4.6	20.8
Commerce	564	90.0	25.1	6.8	10.0
Montebello	2,669	98.2	25.5	5.0	1.8
Pico Rivera	7,382	91.9	39.9	11.3	8.1
West Whittier–Los Nietos CDP	2,004	95.3	33.0	13.5	4.7
Santa Fe Springs	7,736	87.4	30.3	10.8	12.6
Norwalk	3,990	93.1	42.6	9.3	6.9
La Mirada	3,504	94.1	50.3	10.3	5.9
South Whittier CDP	3,733	81.5	24.2	5.4	18.5
Buena Park	9,350	86.7	25.7	4.3	13.3
Fullerton	22,322	80.6	29.3	3.0	19.4
Anaheim	22,997	79.8	23.2	3.3	20.2
Orange	3,662	64.2	18.7	3.9	35.8

Source: U.S. Census Bureau 2021, Tables B11001, S1101
CDP = Census-Designated Place; RSA = resource study area

5.1.5 Linguistic Isolation

Linguistic isolation is characterized in this section in terms of a U.S. Census respondent's ability to speak English and through identification of households that are "Limited English Speaking Households." U.S. Census respondents who reported speaking a language other than English (question 14a in the 2011–2015 ACS) were asked to indicate their English-speaking ability (question 14c in the 2011–2015 ACS) based on one of the following categories: "Very well," "Well," "Not well," or "Not at all." Those who answered "Well," "Not well," or "Not at all" are reported as "Speaking English less than 'Very Well.'"

A "Limited English speaking household" is one in which no member of the household aged 14 years old or over (1) speaks only English at home or (2) speaks a language other than English at home and speaks English "Very well." After census data are collected for each person in the household, this variable is calculated by checking if people 14 years old and older speak a language other than English. If so, the calculation checks the English-speaking ability responses to see if people 14 years old and older speak English "Less than 'very well.'" If household members 14 years and over speak a language other than English and speak English "Less than

'very well,'" the household is considered a "Limited English speaking household" that may be in need of English language assistance.

In the sections below, populations are characterized as having a higher degree of linguistic isolation when a higher percentage of households are LEP households.

5.1.5.1 Region

The population of Los Angeles County has a higher level of linguistic isolation than Orange County. As presented in Table 5-19, 13.7 percent of households in Los Angeles County are LEP compared to 9.3 percent of households in Orange County.

Table 5-19 Regional Limited English Proficiency Households: 2021

Location	Total Households	Limited English Proficiency Households	Percent
Los Angeles County	3,263,069	448,505	13.7
Orange County	1,009,353	93,579	9.3

Source: U.S. Census Bureau 2021, Table B16002

5.1.5.2 City

Among the RSA cities there is a wide range of linguistic isolation. As presented in Table 5-20, six out of eleven of the RSA cities in Los Angeles County (Los Angeles, Commerce, Bell, Montebello, Norwalk, and Santa Fe Springs) have a percentage of LEP households that exceeds the percentage for Los Angeles County (13.7 percent). Three out of the four RSA cities in Orange County (Buena Park, Fullerton, and Anaheim) have a percentage of LEP households that exceeds the percentage for Orange County (9.3 percent). The highest levels of linguistic isolation are reported in Bell, where 26.7 percent of households are LEP households.

Table 5-20 City Limited English Proficiency Households: 2021

Location	Total Households	Limited English Proficiency Households	Percent
Los Angeles County			
Los Angeles	1,342,761	211,518	15.8
Vernon	16	0	0
Bell	9,008	2,404	26.7
Commerce	3,498	627	17.9
Montebello	19,816	4,329	21.8
Pico Rivera	16,606	2,213	13.3
West Whittier–Los Nietos CDP	6,897	681	9.9
Santa Fe Springs	4,931	680	13.8
Norwalk	27,225	4,098	15.1
South Whittier CDP	15,153	1,450	9.6
La Mirada	14,325	1,279	8.9
Orange County			
Buena Park	23,130	4,351	18.8
Fullerton	45,031	4,857	10.8

Location	Total Households	Limited English Proficiency Households	Percent
Anaheim	99,670	13,080	13.1
Orange	42,680	3,325	7.8

Source: U.S. Census Bureau 2021, Table B16002
CDP = Census-Designated Place

5.1.5.3 Community

Table 5-21 provides the percentage of households that are LEP households within the fours NCAs crossed by the project section. The Lincoln Heights NCA has the highest percentage of LEP households (26.9 percent), and Downtown Los Angeles NCA has the lowest (14.9 percent).

Table 5-21 Limited English Proficiency Households in the Neighborhood Council Areas: 2021

Neighborhood Council Area	Total Households	Limited English Proficiency Households	Percent
Historic Cultural	6,210	1,572	25.3
Lincoln Heights	970	261	26.9
Downtown Los Angeles	1,530	228	14.9
Boyle Heights	7,641	1,995	26.1

Source: U.S. Census Bureau 2021, Table B16002

Neighborhood boundaries were not available for most of the other corridor cities within the project section. Therefore, population demographics within the communities and neighborhoods RSA are reported by city in Table 5-22, as the smallest geographic unit of analysis. The reported percentage equals the average percentage of census BGs within 0.5 mile of the project centerline for each city. The highest levels of linguistic isolation, indicated by the percentage of households that are LEP households, are reported in the RSA in Los Angeles (25.8 percent), Commerce (17.9 percent), and Vernon (18.5 percent).

Table 5-22 Limited English Proficiency Households in the Communities and Neighborhoods Resource Study Area: 2021

RSA by City	Total Households	Limited English Proficiency Households	Percent
Los Angeles	13,851	3,567	25.8
Vernon	88	10	11.4
Bell	1,033	241	23.3
Commerce	11,638	2,089	17.9
Montebello	2,669	429	16.1
Pico Rivera	7,382	633	8.6
West Whittier–Los Nietos CDP	2,004	243	12.1
Santa Fe Springs	7,736	730	9.4
Norwalk	3,990	362	9.1
La Mirada	3,733	331	8.9

RSA by City	Total Households	Limited English Proficiency Households	Percent
South Whittier CDP	3,504	506	14.4
Buena Park	9,350	1,258	13.5
Fullerton	22,322	1,937	8.7
Anaheim	22,997	2,325	10.1
Orange	3,662	170	4.6

Source: U.S. Census Bureau 2021, Table B16002
CDP = Census-Designated Place; RSA = resource study area

5.1.6 Disabilities

5.1.6.1 Regional Disability Status

Table 5-23 presents the percentages of individuals age 5 to 64 and age 65 and over self-reporting some sort of disability, self-care limitation, or low-mobility issue, as reported in the 2017–2021 ACS. Orange County has lower rates of disability among the population that is age 5 to 64 (5.6 percent) and among the population that is age 65 and over (29.0 percent) compared to Los Angeles County (6.7 percent and 34.4 percent, respectively). California has similar trends, with disability status for people age 65 and over at 33.4 percent while disability status for ages 5 to 64 is much lower, at 7.3 percent. The percentage of the population with disability status is much higher for people aged 65 and over. It should be noted that persons responding to the census question related to disabilities can check more than one box on the form identifying any or all of the six disability types:

- Hearing difficulty: Deaf or having serious difficulty hearing
- Vision difficulty: Blind or having serious difficulty seeing, even when wearing glasses
- Cognitive difficulty: Because of a physical, mental, or emotional problem, having difficulty remembering, concentrating, or making decisions
- Ambulatory difficulty: Having serious difficulty walking or climbing stairs
- Self-care difficulty: Having difficulty bathing or dressing
- Independent living difficulty: Because of a physical, mental, or emotional problem, having difficulty doing errands alone such as visiting a doctor's office or shopping

Respondents who report any one of the six disability types are considered to have a disability.

Table 5-23 Regional Disability Status: 2021

Location	Percentage with Disability: Ages 5 to 64	Percentage with Disability: Age 65 and over
California	7.3	33.4
Los Angeles County	6.7	34.4
Orange County	5.6	29.0

Source: U.S. Census Bureau 2021, Table B18101

5.1.6.2 City Disability Status

Table 5-24 presents the percentages of individuals reporting some sort of disability, self-care limitation, or low-mobility issue in cities in the RSA, as reported in the 2017–2021 ACS. Communities with the highest rates of disability status in persons aged 5 to 64 include Commerce

(10.7 percent) and Montebello (7.5 percent), while the lowest rate of disability status is found in La Mirada (5.0 percent). The percentage of the population with disability status is much higher for people aged 65 and over.

Table 5-24 City Disability Status: 2021

Location	Percentage with Disability: Ages 5 to 64	Percentage with Disability: Age 65 and over
Los Angeles County		
Los Angeles	6.9	36.6
Vernon	6.2	29.4
Bell	7.1	40.5
Commerce	10.7	33.2
Montebello	7.5	41.2
Pico Rivera	5.3	31.1
West Whittier–Los Nietos CDP	6.6	32.5
Santa Fe Springs	6.5	31.5
Norwalk	6.6	34.8
South Whittier CDP	5.6	31.7
La Mirada	5.0	25.9
Orange County		
Buena Park	7.0	34.7
Fullerton	6.4	27.7
Anaheim	5.8	34.6
Orange	5.6	28.2

Source: U.S. Census Bureau 2021, Table B18101
CDP = Census-Designated Place

5.1.6.3 Community

The percentage of the population age 5 to 64 with disability status ranges from 1.5 percent in Downtown Los Angeles NCA to 7.3 percent in the Lincoln Heights NCA (Table 5-25). The percentage of the population age 65 and over with disability status is 10.8 percent in the Downtown Los Angeles NCA, 43.3 percent in the Lincoln Heights NCA, 42.5 percent in the Boyle Heights NCA, and 24.4 percent in the Historic Cultural NCA (Table 5-25). The Lincoln Heights and Boyle Heights NCAs have a higher percentage of the population with disability status when compared to Los Angeles County (6.7 percent for population age 5 to 64 and 34.4 percent for population age 65 and over) (Table 5-23).

Table 5-25 Disability Status in the Neighborhood Council Areas: 2021

Neighborhood Council Area	Percentage with Disability: Ages 5 to 64	Percentage with Disability: Age 65 and over
Historic Cultural	4.7	24.4
Lincoln Heights	7.3	43.3

Neighborhood Council Area	Percentage with Disability: Ages 5 to 64	Percentage with Disability: Age 65 and over
Downtown Los Angeles	1.5	10.8
Boyle Heights	6.8	42.5

Source: U.S. Census Bureau 2021, Table B18101

Neighborhood boundaries were not available for most of the other corridor cities within the project section. Therefore, population demographics within the communities and neighborhoods RSA are reported by city in Table 5-26, as the smallest geographic unit of analysis. The reported percentage equals the average percentage of census BGs within 0.5 mile of the project centerline for each city.

Table 5-26 presents the percentages of individuals reporting some sort of disability, self-care limitation, or low-mobility issue in the communities and neighborhoods RSA for each city, as reported in the 2017–2021 ACS. Communities with the highest rates of disability status in persons aged 5 to 64 include Bell (17.5 percent) and Commerce (9.5 percent), while the lowest rate of disability status is found in Orange (4.1 percent) and La Mirada (4.3 percent). The percentage of the population with disability status is much higher for people aged 65 and over.

Table 5-26 Disability Status in the Communities and Neighborhoods Resource Study Area: 2021

RSA by City	Percentage with Disability: Ages 5 to 64	Percentage with Disability: Age 65 and over
Los Angeles	6.0	35.3
Vernon	5.8	29.4
Bell	17.5	42.2
Commerce	9.5	30.7
Montebello	7.0	30.0
Pico Rivera	6.6	24.9
West Whittier–Los Nietos CDP	6.3	17.9
Santa Fe Springs	4.8	22.8
Norwalk	8.6	36.6
La Mirada	4.3	31.0
South Whittier CDP	5.7	26.8
Buena Park	6.2	35.1
Fullerton	7.1	28.8
Anaheim	5.0	36.5
Orange	4.1	36.5

Source: U.S. Census Bureau 2021, Table B18101
CDP = Census-Designated Place; RSA = resource study area

5.1.7 Community

5.1.7.1 Region

Demographic indicators that tend to correlate with a higher degree of community cohesion and that are used to determine the degree of community cohesion present within the communities and neighborhoods RSA are summarized in Table 5-27. In Los Angeles County, a higher percentage of the population is Hispanic or Latino (48.7 percent), transit-dependent (22.6 percent), or long-term residents (24.2 percent), compared to Orange County (39.0 percent, 14.4 percent, and 22.9 percent, respectively). The percentage of residences that are owner-occupied (57.0 percent) and the percentage of the population that is age 65 or over (14.8 percent) is higher in Orange County compared to Los Angeles County (46.2 percent and 13.7 percent, respectively).

Table 5-27 Regional Community Cohesion Indicators: 2021

Location	Hispanic/ Latino Population Percentage[1]	Percentage Owner-Occupied Residences	Percentage Population Age 65+	Average Household Size (persons)	Percentage Transit-Dependent Population[2]	Percentage Long-Term Residents (moved in 1999 or earlier)[3]
Counties						
Los Angeles County	48.7	46.2	13.7	2.9	22.6	24.2
Orange County	39.0	57.0	14.8	3.0	14.4	22.9

Sources: U.S. Census Bureau 2021, Tables DP04, B01001, B25046, B26001, S1101, DP05
[1] Persons of Hispanic/Latino Origin may be of any race.
[2] The transit-dependent population was calculated by taking the number of residents aged 15 and over (as reported in Table S0101 of the 2017–2021 ACS), subtracting the number of persons living in group quarters (as reported in Table B26001 of the 2017–2021 ACS), subtracting the number of vehicles available (as reported in Table B25046 of the 2017–2021 ACS), and then dividing the difference by the population aged 15 and over.
[3] Includes those residents who moved into their current residence in 1999 or earlier, as reported in Table DP04 of the 2017–2021 ACS.
ACS = American Community Survey

5.1.7.2 City

Community cohesion indicators for the cities in the RSA are presented in Table 5-28 and summarized below.

Table 5-28 City Community Cohesion Indicators: 2021

Location	Hispanic/ Latino Population Percentage[1]	Percentage Owner-Occupied Residences	Percentage Population Age 65+	Average Household Size (persons)	Percentage Transit-Dependent Population[2]	Percentage Long-Term Residents (moved in 1999 or earlier)[3]
Los Angeles County						
Los Angeles	48.4	36.9	12.9	2.8	26.9	21.6
Vernon	90.2	2.3	15.5	3.7	N/A	5.6
Bell	89.0	30.1	9.6	3.9	34.5	23.1
Commerce	94.8	57.6	19.1	3.6	27.8	42.9
Montebello	79.6	44.2	16.3	3.3	24.0	30.2
Pico Rivera	89.9	69.2	15.6	3.7	22.9	39.0

Location	Hispanic/ Latino Population Percentage[1]	Percentage Owner-Occupied Residences	Percentage Population Age 65+	Average Household Size (persons)	Percentage Transit-Dependent Population[2]	Percentage Long-Term Residents (moved in 1999 or earlier)[3]
West Whittier–Los Nietos CDP	88.9	74.2	13.1	3.8	23.9	37.2
Santa Fe Springs	74.9	65.5	14.7	3.4	23.7	30.0
Norwalk	69.0	66.8	13.3	3.8	21.8	31.9
La Mirada	43.9	77.4	19.1	3.1	9.0	38.9
South Whittier CDP	78.2	64.9	10.6	3.8	20.9	31.2
Orange County						
Buena Park	39.0	56.4	13.9	3.5	17.0	25.8
Fullerton	38.3	53.0	13.2	3.0	13.3	22.4
Anaheim	54.0	46.5	11.8	3.3	20.6	21.1
Orange	39.1	59.3	13.7	3.0	11.5	25.3

Sources: U.S. Census Bureau 2021, Tables DP04, B01001, B25046, B26001, S2502, DP05, S0101, S1101
[1] Persons of Hispanic/Latino Origin may be of any race.
[2] The transit-dependent population was calculated by taking the number of residents aged 15 and over (as reported in Table S0101 of the 2017–2021 ACS), subtracting the number of persons living in group quarters (as reported in Table B26001 of the 2017–2021 ACS), subtracting the number of vehicles available (as reported in Table B25046 of the 2017–2021 ACS), and then dividing the difference by the population aged 15 and over.
[3] Includes those residents who moved into their current residence in 1999 or earlier, as reported in Table DP04 of the 2017–2021 ACS.
[4] ACS 2021 5-year estimates do not include data for aggregate number of vehicles for Vernon, and the percentage of transit-dependent population cannot be calculated.
ACS = American Community Survey; CDP = Census-Designated Place; N/A = not available

Elderly Residents

Table 5-28 presents the percentage of the population that is elderly (65 years old or older) in each of the cities in the RSA based on ACS 2017–2021 5-year estimates. The elderly population ranges from 9.6 percent to 19.1 percent in the cities in the RSA compared to 13.7 and 14.8 percent in Los Angeles County and Orange County, respectively.

Ethnicity

Table 5-28 presents the percentage of the population with Hispanic or Latino ethnicity in each of the cities in the RSA based on 2017–2021 ACS data. The percentage of the population that identifies as Hispanic/Latino ranges from 38.3 percent to 94.8 percent in the cities in the RSA compared to 48.7 and 39.0 percent in Los Angeles County and Orange County, respectively.

Household Size

Table 5-28 presents the average household size in each of the cities in the RSA based on 2017–2021 ACS data. Household size averages 2.9 persons per household in Los Angeles County and 3.0 persons per household in Orange County. Cities in the RSA generally have average household sizes that are greater than the county averages, except that the city of Los Angeles has an average household size that is lower than the county average (2.8).

Owner Occupancy

Table 5-28 presents the percentage of owner-occupied residences in each of the cities in the RSA based on 2017–2021 ACS data. Owner-occupied residences account for 46.2 and 57.0 percent of residences in Los Angeles County and Orange County, respectively. The highest percentages of owner-occupied residences in RSA cities are found in La Mirada (77.4 percent), West Whittier–Los Nietos (72.4 percent), Pico Rivera (69.2 percent), and Norwalk (66.8 percent).

Housing Tenure

Table 5-28 presents the percentages of occupied housing units in the RSA cities that have been occupied by the same resident for more than 15 years, and therefore can be considered occupied by a long-term resident based on 2017–2021 ACS data. Long-term residents account for 24.2 and 22.9 percent of residents in Los Angeles County and Orange County, respectively. The percentage of long-term residents within the RSA cities ranges from 5.6 percent in Vernon to 42.9 percent in Vernon.

Transit Dependency

Table 5-28 presents the percentage of the population that is transit-dependent in each of the cities in the RSA based on 2017–2021 ACS data. The percentage of the population that is transit-dependent is 22.6 and 14.4 percent in Los Angeles County and Orange County, respectively. The community of Bell (34.5 percent) has the highest percentage of transit-dependent populations in the RSA, and La Mirada has the lowest (9.0 percent).

5.1.7.3 Community

Community cohesion indicators for the four NCAs that intersect the RSA are presented in Table 5-29. The Boyle Heights NCA has the highest percentage of the population that is Hispanic or Latino and the highest percentage of the population that is transit-dependent. The Lincoln Heights NCA has the highest percentage of owner-occupied residences, the highest percentage of elderly residents, and the highest percentage of long-term residents.

Table 5-29 Community Cohesion Indicators in the Neighborhood Council Areas: 2021

Neighborhood Council Area	Hispanic/Latino Population Percentage[1]	Percentage Owner-Occupied Residences	Percentage Population Age 65+	Percentage Transit-Dependent Population[2]	Long-Term Residents (moved in 1999 or earlier)[3]
Historic Cultural	33.0	10.2	8.3	23.4	2.1
Lincoln Heights	69.1	30.0	14.8	5.2	31.6
Downtown Los Angeles	35.6	18.5	6.5	1.8	2.2
Boyle Heights	87.9	18.0	11.5	44.5	24.8

Source: U.S. Census Bureau 2021, Tables DP04, B01001, B25046, B26001, S1101, DP05

[1] Persons of Hispanic/Latino Origin may be of any race.

[2] The transit-dependent population was calculated by taking the number of residents aged 15 and over (as reported in Table B01001 of the 2017–2021 ACS), subtracting the number of persons living in group quarters (as reported in Table B26001 of the 2017–2021 ACS), subtracting the number of vehicles available (as reported in Table B25046 of the 2017–2021 ACS), and then dividing the difference by the population aged 15 and over.

[3] Includes those residents who moved into their current residence in 1999 or earlier, as reported in Table DP04 of the 2017–2021 ACS.

Neighborhood boundaries were not available for most of the other corridor cities within the project section. Therefore, population demographics within the communities and neighborhoods RSA are reported by city in Table 5-30, as the smallest geographic unit of analysis. Demographic indicators within the communities and neighborhoods RSA (i.e., within 0.5 mile of the project centerline) that correlate with a higher degree of community cohesion are summarized in

Table 5-30. Percentages for certain cities in the RSA are higher than the average for the county in which the city is located.

ACS 2017–2021 5-year estimates for average household size were not available at the BG level within the RSA, and are not reported for neighborhoods. For the purposes of this study, an RSA community is considered to have low levels of cohesion if two or fewer of the indicators are above the county average. Similarly, an RSA community exhibits high levels of cohesion if five or more of the indicators are above the county averages. Based on these demographic indicators, it is predicted that the RSA communities in Los Angeles, Fullerton, and Orange exhibit low levels of cohesion; the RSA communities in Vernon, Commerce, Bell, Montebello, South Whittier CDP, Buena Park, and Anaheim would exhibit moderate levels of cohesion; and the RSA communities in Pico Rivera, West Whittier–Los Nietos CDP, Norwalk, Santa Fe Springs, and La Mirada would exhibit high levels of cohesion.

Table 5-30 Community Cohesion Indicators in the Communities and Neighborhoods Resource Study Area: 2021

Location	Hispanic/ Latino Population Percentage[1]	Percentage Owner-Occupied Residences	Percentage Population Age 65+	Average Household Size (persons)	Percentage Transit-Dependent Population[2]	Long-Term Residents (moved in 1999 or earlier)[3]
Los Angeles County						
Los Angeles	63.1[4]	14.3	9.8	2.8	35.1[4]	18.1
Vernon	90.2[4]	2.2	14.2[4]	3.7[4]	0.0	3.3
Bell	80.0[4]	44.6	17.6[4]	3.2[4]	20.6	44.6[4]
Commerce	93.4[4]	42.0	12.6	3.7[4]	28.7[4]	34.9[4]
Montebello	89.9[4]	40.1	8.9	3.9[4]	23.7[4]	27.9[4]
Pico Rivera	90.3[4]	67.1[4]	14.9[4]	3.7[4]	21.0	39.4[4]
West Whittier–Los Nietos CDP	91.5[4]	63.2[4]	13.6	4.4[4]	37.1[4]	28.8[4]
Santa Fe Springs	81.1[4]	52.9[4]	11.9	3.3[4]	27.7[4]	26.4[4]
Norwalk	56.8[4]	67.4[4]	15.9[4]	3.7[4]	20.6	34.4[4]
La Mirada	55.8[4]	73.5[4]	16.8[4]	3.5[4]	12.5	35.5[4]
South Whittier CDP	74.6[4]	37.4	10.7	3.7[4]	24.9[4]	18.1
Buena Park	43.0[4]	39.0	11.4	3.3[4]	19.0[4]	17.4
Fullerton	53.6[4]	42.8	9.7	3.2[4]	13.3	19.4
Anaheim	69.9[4]	35.4	6.6	3.6[4]	22.2[4]	16.5
Orange	40.7[4]	25.8	9.5	2.7	12.6	19.4

Source: U.S. Census Bureau 2021, Tables DP04, B01001, B25046, B26001, S1101, DP05

[1] Persons of Hispanic/Latino Origin may be of any race.

[2] The transit-dependent population was calculated by taking the number of residents aged 15 and over (as reported in Table B01001), subtracting the number of persons living in group quarters (as reported in Table B26001), subtracting the number of vehicles available (as reported in Table B25046), and then dividing the difference by the population aged 15 and over.

[3] Includes those residents who moved into their current residence in 1999 or earlier.

[4] Percentages for the RSA are higher than the average for the county in which the city is located.

CDP = Census-Designated Place; RSA = resource study area

5.2 Housing

This section identifies housing characteristics such as types of housing, tenure and vacancy rates, and condition of housing stock in the communities and neighborhoods RSA. City- and county-level demographic data are also summarized to provide regional context for the analysis. Data on housing characteristics are from the ACS 2017–2021 5-year average estimates.

5.2.1 Region

The two-county region can be characterized as an urban mix of single-family and multifamily housing, with a majority of the housing units being single-family, as presented in Table 5-31. Los Angeles County has a higher percentage of housing units characterized as multifamily housing (42.7 percent) relative to Orange County (33.7 percent). A higher percentage of the housing stock is single-family housing in Orange County (63.7 percent) compared to Los Angeles County (55.6 percent). The percentage of housing that is mobile homes is low for both counties when compared to single-family and multifamily housing types.

Table 5-31 Regional Housing Unit Type Characteristics: 2021

Location	Total Housing Units	Single-Family (1 Unit in Structure)		Multifamily (2 or more Units in Structure)		Mobile Home	
		Estimate	%	Estimate	%	Estimate	%
Los Angeles County	3,578,801	1,989,813	55.6	1,528,148	42.7	60,840	1.7
Orange County	1,121,753	714,557	63.7	378,031	33.7	30,287	2.7

Source: U.S. Census Bureau 2021, Table DP04, Table S1101

Los Angeles County has lower levels of home ownership and higher levels of renters than Orange County. In addition, the vacancy rate is slightly lower in Orange County compared to Los Angeles County, although both counties are generally similar in terms of occupancy rates, as presented in Table 5-32. Comparatively, in the rest of California, 44.5 percent of housing units are renter-occupied and 55.5 percent are owner-occupied. The occupancy rate in California is slightly lower than Los Angeles and Orange Counties, at 92.2 percent. Higher occupancy rates generally indicate that the availability of relocation units within the same municipality is lower and the demand for housing is presumed to be higher.

Table 5-32 Regional Housing Unit Occupancy Characteristics: 2021

Location	Total Housing Units	Owner-Occupied Housing Units (percent)	Renter-Occupied Housing Units (percent)	Total Occupied Housing Units (percent)	Vacant Housing Units (percent))
California	14,328,539	7,335,247 (55.5)	5,882,339 (44.5)	13,217,586 (92.2)	1,110,953 (7.8)
Los Angeles County	3,578,801	1,545,929 (46.2)	1,796,882 (53.8)	3,342,811 (93.4)	235,990 (6.6)
Orange County	1,121,753	602,440 (57.0)	455,152 (43.0)	1,057,592 (94.3)	64,161 (5.7)

Source: U.S. Census Bureau 2021, Table DP04

Table 5-33 presents the percentage of owner-occupied housing units in the RSA counties that have been occupied by the same resident based on the year that the resident moved into the unit. Trends are similar for both counties. The highest percentage of housing units (26.5 to 28.5 percent) is occupied by residents that moved in between 2015 and 2018. From 18 to 21 percent of housing units are occupied by residents that moved in between 2010 to 2014, and 20 to 21 percent of housing units are occupied by residents that moved in between 2000 and 2009. Less than 15 percent of housing units are occupied by residents that moved in during each of the time periods: 2019 or later, 1990 to 1999, and 1989 or earlier. In Los Angeles County and Orange County, the median year when houses were built is 1964 and 1976, respectively.

Table 5-33 Regional Housing Unit Tenure, Percentage of Owner-Occupied Housing Units: 2021

Location	Moved in 2019 or later	Moved in 2015 to 2018	Moved in 2010 to 2014	Moved in 2000 to 2009	Moved in 1990 to 1999	Moved in 1989 or earlier
Los Angeles County	8.5	26.5	20.1	20.7	12.4	11.8
Orange County	10.0	28.5	18.5	20.0	12.4	10.5

Source: U.S. Census Bureau 2021, Table DP04

5.2.2 City

Housing characteristics in the RSA cities vary greatly. In terms of housing type, most of the RSA cities have high percentages of single-family structures. As presented in Table 5-34, in Los Angeles County, only the cities of Los Angeles and Vernon have lower percentages of single-family homes than the countywide average (55.6 percent). In Orange County, Anaheim and Fullerton have lower percentages of single-family homes than the countywide average (63.7 percent). This reflects the more urbanized and dense development within these cities. The percentage of single-family homes is highest in the West Whittier–Los Nietos CDP, South Whittier CDP, and La Mirada, all of which have housing stock that is over 80 percent single-family homes. Also notable is the relatively high percentage of mobile home housing in Bell and the West Whittier–Los Nietos CDP, which were in excess of 3 percent of the total housing stock.

Table 5-34 City Housing Unit Type Characteristics: 2021

Location	Total Housing Units	Single-Family (1 Unit in Structure)		Multifamily (2 or more Units in Structure)		Mobile Home	
		Estimate	%	Estimate	%	Estimate	%
Los Angeles County							
Los Angeles	1,503,915	646,358	43.0	847,070	54.6	9,664	0.6
Vernon	90	30	33.3	60	68.2	0	0.0
Bell	8,935	5,280	59.1	3,233	36.8	417	4.7
Commerce	3,529	2,628	74.5	880	25.4	21	0.6
Montebello	20,040	11,440	57.1	8,273	43.3	315	1.6
Pico Rivera	17,388	13,824	79.5	3,136	18.5	428	2.5
West Whittier–Los Nietos CDP	7,007	6,086	86.9	524	7.6	397	5.7

Location	Total Housing Units	Single-Family (1 Unit in Structure)		Multifamily (2 or more Units in Structure)		Mobile Home	
		Estimate	%	Estimate	%	Estimate	%
Santa Fe Springs	5,713	4,124	72.2	1,478	26.7	111	1.9
Norwalk	27,128	21,398	78.9	5,240	19.9	450	1.7
South Whittier CDP	15,931	12,852	80.7	2,980	19.2	99	0.6
La Mirada	15,000	12,404	82.7	2,390	16.3	206	1.4
Orange County							
Buena Park	24,934	16,585	66.5	7,831	32.5	518	2.1
Fullerton	48,877	29,786	60.9	18,023	38.8	1,012	2.1
Anaheim	108,652	54,269	49.9	51,070	49.3	3,260	3.0
Orange	45,308	29,760	65.7	14.169	32.6	1,379	3.0

Source: U.S. Census Bureau 2021, Table DP04
CDP = Census-Designated Place

Table 5-35 presents the total housing units available in each of the RSA cities and the percentage of housing units that are owner-occupied, renter-occupied, or vacant. Occupancy rates range between 92.1 percent in the city of Los Angeles to 98.3 percent in West Whittier–Los Nietos CDP. In Los Angeles County, most cities on the northern end of the project section (city of Los Angeles, Vernon, Bell, and Montebello) have lower percentages of owner-occupied housing units compared to the county (46.2 percent). Owner occupancy in Commerce, Pico Rivera, West Whittier–Los Nietos CDP, Norwalk, Santa Fe Springs, and La Mirada is higher than the countywide average. In Orange County, owner-occupancy rates in Buena Park, Fullerton, and Anaheim are lower than the countywide occupancy rate of 57.0 percent.

Table 5-35 City Housing Unit Occupancy Characteristics: 2021

Location	Total Housing Units	Owner-Occupied Housing Units (percent)	Renter-Occupied Housing Units (percent)	Total Occupied Housing Units (percent)	Vacant Housing Units (percent)
Los Angeles County					
Los Angeles	1,503,915	510,660 (36.9)	874,191 (63.1)	1,384,851 (92.1)	119,064 (7.9)
Vernon	90	2 (2.3)	86 (97.7)	88 (97.8)	2 (2.2)
Bell	8,935	2,656 (30.3)	6,119 (69.7)	8,775 (98.2)	160 (1.8)
Commerce	3,529	1,996 (57.6)	1,470 (42.4)	3,466 (98.2)	63 (1.8)
Montebello	20,040	8,448 (44.2)	10,671 (55.8)	19,119 (95.4)	921 (4.6)

Location	Total Housing Units	Owner-Occupied Housing Units (percent)	Renter-Occupied Housing Units (percent)	Total Occupied Housing Units (percent)	Vacant Housing Units (percent)
Pico Rivera	17,388	11,760 (69.2)	5,236 (30.8)	16,996 (97.7)	392 (2.3)
West Whittier–Los Nietos CDP	7,007	5,113 (74.2)	1,778 (25.8)	6,891 (98.3)	116 (1.7)
Santa Fe Springs	5,713	3,627 (65.5)	1,912 (34.5)	5,539 (97.0)	174 (3.0)
Norwalk	27,128	17,595 (66.8)	8,758 (33.2)	26,353 (97.1)	775 (2.9)
South Whittier CDP	15,931	10,087 (64.9)	5,446 (35.1)	15,533 (97.5)	398 (2.5)
La Mirada	15,000	11,363 (77.4)	3,316 (22.6)	14,679 (97.9)	321 (2.1)
Orange County					
Buena Park	24,934	13,585 (56.4)	10,489 (43.6)	24,074 (96.6)	860 (3.4)
Fullerton	48,877	24,629 (53.0)	21,805 (47.0)	46,434 (95.0)	2,443 (5.0)
Anaheim	108,652	48,152 (46.5)	55,418 (53.5)	103,570 (95.3)	5,082 (4.7)
Orange	45,308	25,742 (59.3)	17,679 (40.7)	43,421 (95.8)	1,887 (4.2)

Source: U.S. Census Bureau 2021, Table DP04
CDP = Census-Designated Place; N/A = not available

Table 5-36 presents the percentage of owner-occupied housing units in the RSA cities that have been occupied by the same resident based on the year that the resident moved in. Similar to county trends, a high percentage of housing units is occupied by residents that moved in between 2015 and 2018. A similar percentage of housing units is occupied by residents that moved in from 2010 to 2014 and 2000 to 2009 and the percentage generally declines within earlier time periods (1990 to 1999 and 1989 or earlier). Vernon is considered an outlier because of the small number of housing units within the city; 56.8 percent of residents moved into Vernon between 2015 and 2018.

Table 5-36 City Housing Unit Tenure, Percentage of Owner-Occupied Housing Units: 2021

Location	Moved in 2019 or later	Moved in 2015 to 2018	Moved in 2010 to 2014	Moved in 2000 to 2009	Moved in 1990 to 1999	Moved in 1989 or earlier
Los Angeles County						
Los Angeles	9.5	28.3	20.8	19.7	11.7	9.9
Vernon	9.1	56.8	19.3	9.1	1.1	4.5

Location	Moved in 2019 or later	Moved in 2015 to 2018	Moved in 2010 to 2014	Moved in 2000 to 2009	Moved in 1990 to 1999	Moved in 1989 or earlier
Bell	4.7	29.0	20.4	22.9	14.6	8.5
Commerce	1.7	15.2	16.7	23.4	15.4	27.5
Montebello	6.5	23.9	21.6	17.8	11.8	18.4
Pico Rivera	4.3	15.0	18.8	22.9	15.1	23.9
West Whittier–Los Nietos CDP	2.3	16.7	20.3	23.7	15.5	21.7
Santa Fe Springs	6.1	23.7	22.2	18.1	14.1	15.9
Norwalk	4.7	20.3	18.4	24.6	15.4	16.5
South Whittier CDP	5.5	20.8	19.1	23.4	13.5	17.7
La Mirada	5.3	19.7	16.0	20.1	16.7	22.2
Orange County						
Buena Park	8.1	26.4	17.5	22.2	12.8	13.0
Fullerton	10.1	30.0	17.2	20.2	10.3	12.1
Anaheim	9.2	28.7	21.1	20.0	12.4	8.7
Orange	9.3	26.5	17.4	21.5	13.0	12.3

Source: U.S. Census Bureau 2021, Table DP04
CDP = Census-Designated Place

5.2.3 Community

Table 5-37 presents the total housing units available in each of the four NCAs crossed by the project section and the percentage of housing stock that is single-family, multifamily, or mobile homes. The percentage of single-family housing units compared to multifamily housing units is highly variable across the NCAs. Boyle Heights NCA and Lincoln Heights NCA have the highest percentage of single-family homes (40.7 percent and 55.5 percent), while Historic Cultural NCA and Downtown Los Angeles NCA have the lowest percentage (4.1 percent and 10.1 percent, respectively). Mobile homes compose less than 1 percent of the housing units in the four NCAs.

Table 5-37 Housing Unit Type Characteristics in the Neighborhood Council Areas: 2021

Neighborhood Council Area	Total Housing Units	Single-Family (1 Unit in Structure)		Multifamily (2 or more Units in Structure)		Mobile Home	
		Estimate	%	Estimate	%	Estimate	%
Historic Cultural	7,133	256	4.1	5,902	95.0	51	0.8
Lincoln Heights	1,029	538	55.5	427	44.0	0	0.0
Downtown Los Angeles	1,893	154	10.1	1,373	89.7	2	0.1
Boyle Heights	7,972	3,111	40.7	4,473	58.5	19	0.2

Source: U.S. Census Bureau 2021, Table DP04

Neighborhood boundaries were not available for most of the other corridor cities within the project section. Therefore, population demographics of the census BGs within the RSA are reported by city in Table 5-38, as the smallest geographic unit of analysis. Table 5-39 presents the total housing units available within the census BGs that compose the RSA within each city and the percentage of housing stock that is single family, multifamily, or mobile homes. The reported percentage equals the average percentage of census BGs within 0.5 mile of the project centerline for each city.

Greater than 50 percent of housing stock is single-family homes in the RSA, except within the cities of Los Angeles, Vernon, Anaheim, and Orange. La Mirada and Pico Rivera have the highest percentage of single-family homes (83.7 percent and 80.2 percent, respectively). Los Angeles has the lowest percentage of single-family homes (22.3 percent) and the highest percentage of multifamily units (68.7 percent). Orange and Anaheim have the largest percentage of mobile homes (5.0 percent and 4.4 percent, respectively).

Table 5-38 Housing Unit Type Characteristics in the Communities and Neighborhoods Resource Study Area: 2021

RSA by City[1]	Total Housing Units	Single-Family (1 Unit in Structure)		Multifamily (2 or more Units in Structure)		Mobile Home	
		Estimate	%	Estimate	%	Estimate	%
Los Angeles	15,105	3,367	22.3	10,375	68.7	70	0.5%
Vernon	90	28	31.1	60	66.7	0	0.0
Bell	1,064	650	61.1	374	35.2	0	0.0
Commerce	564	7,893	66.3	3,612	30.3	31	0.3
Montebello	2,786	1,677	60.2	983	35.3	0	0.0
Pico Rivera	7,474	5,994	80.2	1,388	18.6	0	0.0
West Whittier–Los Nietos CDP	2,086	1,633	78.3	363	17.4	8	0.4
Santa Fe Springs	7,963	5,762	72.4	1,855	23.3	119	1.5
Norwalk	4,110	3,199	77.8	697	17.0	94	2.3
South Whittier CDP	3,813	2,370	62.2	1,266	33.2	97	2.5
La Mirada	3,618	3,027	83.7	311	8.6	166	4.6
Buena Park	9,592	5,143	53.6	4,164	43.4	0	0.0
Fullerton	23,293	12,772	54.8	8,801	37.8	718	3.1
Anaheim	25,018	9,812	39.2	12,043	48.1	1,106	4.4
Orange	4,043	1,288	31.9	2,173	53.7	201	5.0

Source: U.S. Census Bureau 2021, Table DP04
[1] RSA Census block groups were used to aggregate the data for each city/jurisdiction.
CDP = Census-Designated Place; RSA = resource study area

Table 5-39 Housing Unit Occupancy Characteristics in the Communities and Neighborhoods Resource Study Area: 2021

Neighborhood Council Area	Total Housing Units	Owner-Occupied Housing Units (percent)	Renter-Occupied Housing Units (percent)	Total Occupied Housing Units (percent)	Vacant Housing Units (percent)
Historic Cultural	7,133	10.2	76.8	87.1%	12.9
Lincoln Heights	1,029	30.0	64.2	94.3%	5.7
Downtown Los Angeles	1,893	18.5	62.3	80.8%	19.2
Boyle Heights	7,972	18.0	77.9	95.8%	4.2

Source: U.S. Census Bureau 2021, Table DP04

Neighborhood boundaries were not available for most of the other corridor cities within the project section. Therefore, population demographics within the communities and neighborhoods RSA are reported by city in Table 5-40, as the smallest geographic unit of analysis. Total housing units available within the census BGs that compose the RSA within each city are listed in Table 5-40. The reported percentage of housing units that are owner occupied, renter occupied, or vacant equals the average percentage of census BGs within 0.5 mile of the project centerline for each city.

Occupancy rates range between 90.6 in Orange to 98.8 percent in Pico Rivera. The percentage of housing units that are owner occupied ranges from 14.3 percent in Los Angeles to 73.5 percent in La Mirada, whereas the percentage of renter-occupied units ranges from 23.4 percent in La Mirada to 77.4 percent in Los Angeles. Housing characteristics in Vernon are considered outliers in this analysis because of the small population. The vacancy rate ranges from 1.2 percent in Pico Rivera to 9.4 percent in Orange.

Table 5-40 Housing Unit Occupancy Characteristics in the Communities and Neighborhoods Resource Study Area: 2021

RSA by City[1]	Total Housing Units	Owner-Occupied Housing Units (percent)	Renter-Occupied Housing Units (percent)	Total Occupied Housing Units (percent)	Vacant Housing Units (percent)
Los Angeles	15,105	2,162 (14.3)	11,689 (77.4)	13,851 (91.7)	1,254 (8.3)
Vernon	90	2 (2.2)	86 (95.6)	88 (97.8)	2 (2.2)
Bell	1,064	475 (44.6)	558 (52.4)	1,033 (97.1)	31 (2.9)
Commerce	564	5,004 (42.0)	6,634 (55.7)	11,638 (97.7)	275 (2.3)
Montebello	2,786	1,117 (40.1)	1,552 (55.7)	2,669 (95.8)	117 (4.2)
Pico Rivera	7,474	5,017 (67.1)	2,365 (31.6)	7,382 (98.8)	92 (1.2)

RSA by City[1]	Total Housing Units	Owner-Occupied Housing Units (percent)	Renter-Occupied Housing Units (percent)	Total Occupied Housing Units (percent)	Vacant Housing Units (percent)
West Whittier–Los Nietos CDP	2,086	1,318 (63.2)	686 (32.6)	2,004 (96.1)	82 (3.9)
Santa Fe Springs	7,963	4,214 (52.9)	3,522 (44.2)	7,736 (97.1)	227 (2.9)
Norwalk	4,110	2,772 (67.4)	1,218 (29.6)	3,990 (97.1)	120 (2.9)
La Mirada	3,618	2,659 (73.5)	845 (23.4)	3,504 (96.8)	114 (3.2)
South Whittier CDP	3,813	1,426 (37.4)	2,307 (60.5)	3,733 (97.9)	80 (2.1)
Buena Park	9,592	3,740 (39.0)	5,610 (58.5)	9,350 (97.5)	242 (2.5)
Fullerton	23,293	9,966 (42.8)	12,356 (53.0)	22,322 (95.80)	971 (4.2)
Anaheim	25,018	8,845 (35.4)	14,152 (56.6)	22,997 (91.9)	2,021 (8.1)
Orange	4,043	1,045 (25.8)	2,617 (64.7)	3,662 (90.6)	381 (9.4)

Source: U.S. Census Bureau 2021, Table DP04
[1] RSA Census block groups were used to aggregate the data for each city/jurisdiction.
CDP = Census-Designated Place; RSA = resource study area

Table 5-41 presents the percentage of owner-occupied housing units in the four NCAs crossed by the project section that have been occupied by the same resident based on the year that the resident moved in. Trends in the NCAs are distinct from the region in that a higher percentage of owner-occupied housing units within the four NCAs has residents that moved in from 2010 to 2018. The percentage of owner-occupied housing units with residents that moved in from 2010 to 2018 ranges from 35.4 percent in Boyle Heights NCA to 68.1 percent in Downtown Los Angeles NCA. This compares to 46.6 percent in Los Angeles County.

Table 5-41 Housing Unit Tenure (Percentage of Owner-Occupied Housing Units) in the Communities and Neighborhoods Resource Study Area: 2021

Neighborhood Council Area	Moved in 2019 or later	Moved in 2010 to 2018	Moved in 2000 to 2009	Moved in 1990 to 1999	Moved in 1989 or earlier
Historic Cultural	20.8	66.4	10.6	1.5	0.6
Lincoln Heights	4.8	36.1	27.4	19.1	12.6
Downtown Los Angeles	25.0	68.1	4.6	1.9	0.3
Boyle Heights	6.9	35.4	32.9	15.0	9.8

Source: U.S. Census Bureau 2021, B25008

Neighborhood boundaries were not available for most of the other corridor cities within the project section. Therefore, population demographics within the communities and neighborhoods RSA are reported by city in Table 5-42, as the smallest geographic unit of analysis. The percentage of owner-occupied housing units that have been occupied by the same resident based on the year that the resident moved in is presented in Table 5-42. The reported percentage equals the average percentage of census BGs within 0.5 mile of the project centerline for each city.

The percentage of residents that moved in after 2019 ranges from 0.3 percent in West Whittier–Los Nietos CDP to 14.0 percent in Orange. Vernon has the highest percentage of residents that moved in between 2010 and 2018 (85.7 percent). The highest percentages of residents that moved in in 1989 or earlier are in Pico Rivera (21.9 percent) and La Mirada (20.1 percent).

Table 5-42 Housing Unit Tenure (Percentage of Owner-Occupied Housing Units) in the Communities and Neighborhoods Resource Study Area: 2021

RSA by City[1]	Moved in 2019 or later	Moved in 2010 to 2018	Moved in 2000 to 2009	Moved in 1990 to 1999	Moved in 1989 or earlier
Los Angeles	11.0%	44.6%	26.3%	11.0%	7.1%
Vernon	4.6%	85.7%	6.4%	0.9%	2.4%
Bell	1.1%	29.1%	25.2%	31.3%	13.3%
Commerce	2.9%	39.4%	22.8%	17.9%	17.0%
Montebello	8.0%	41.2%	22.9%	16.0%	11.9%
Pico Rivera	3.4%	33.3%	24.0%	17.5%	21.9%
West Whittier–Los Nietos CDP	0.3%	43.4%	27.5%	11.7%	17.1%
Santa Fe Springs	3.2%	45.7%	24.6%	14.4%	12.0%
Norwalk	1.3%	44.3%	20.1%	16.8%	17.6%
La Mirada	6.4%	36.3%	21.8%	15.4%	20.1%
South Whittier CDP	3.5%	51.2%	27.2%	12.9%	5.2%
Buena Park	13.9%	51.3%	17.4%	9.7%	7.7%
Fullerton	8.6%	51.0%	21.0%	9.0%	10.4%
Anaheim	7.9%	52.7%	22.9%	10.3%	6.2%
Orange	14.0%	57.3%	9.3%	12.2%	7.2%

Source: U.S. Census Bureau 2021, Table B25008
[1] RSA Census block groups were used to aggregate the data for each city/jurisdiction.
CDP = Census-Designated Place; RSA = resource study area

5.3 Community Analysis

This section identifies minority and low-income populations that are present in the community analysis RSAs, reference community characteristics, and inclusive public engagement activities undertaken for the project section. The two-county region of Los Angeles and Orange Counties composes the reference community, which establishes the context for the identification of minority and low-income populations within the RSA. Figure 5-1 depicts the Reference Community relative to the community analysis RSA. The community analysis RSAs comprise the populations that could be most directly affected by the project. Within the community analysis RSAs, census BG minority and poverty data from the 2017–2021 ACS were mapped to determine the location and patterns of minority and low-income populations.



Source: ESRI 2014a

Figure 5-1 Community Analysis Reference Community

Community analysis assesses the potential for actions to have disproportionately high and adverse environmental and health impacts on minority/nonminority and low-income/non-low-income populations or communities. The community analysis must address, to the extent practicable and permitted by law, the potential DHAEs on minority populations and low-income populations. Communities are an important consideration for transportation projects because of the potential effects on the quality of life of individuals and groups living and working within the RSA.

Populations were assessed separately with regard to the percentage of minority persons and the percentage of individuals living below the poverty level. Elderly populations and LEP households are not federally designated categories, but are considered in this analysis as other underserved populations that may require assistance or special consideration in the environmental analysis for the project, and to facilitate compliance with the California HSR LEP Policy and Plan described in Section 3.2.5, California High-Speed Rail Authority Limited English Proficiency Policy and Plan.

5.3.1 Reference Community Characteristics

Table 5-43 presents total and minority population estimates for the reference counties. As indicated in Table 5-43, individuals of Hispanic or Latino ethnicity compose the largest proportion of the overall minority population in the reference communities. Asian is the second largest minority population in the reference communities.

Table 5-43 Reference Community Minority Populations: 2021

Population	Los Angeles County	Orange County
Total Population	10,019,635	3,182,923
White (Non-Hispanic)	2,550,832	1,242,725
Percentage	35.8	39.0
Hispanic or Latino	4,878,619	1,083,093
Percentage	48.7	34.0
Black or African American (Non-Hispanic)	766,190	50,161
Percentage	7.6	1.6
American Indian or Alaskan Native (Non-Hispanic)	19,571	4,423
Percentage	0.2	0.1
Asian (Non-Hispanic)	1,458,140	672,015
Percentage	14.6	21.1
Native Hawaiian or Other Pacific Islander (Non-Hispanic)	21,433	8,073
Percentage	0.2	0.3
Some other race (Non-Hispanic)	43,451	9,744
Percentage	0.4	0.3
Two or more races (Non-Hispanic)	281,399	112,689
Percentage	2.8	3.5
Total Minority	7,468,803	1,940,198
Percentage	74.5	60.9

Source: U.S. Census Bureau 2021, Table DP05

As indicated in Table 5-44, low-income populations account for 32.2 percent and 23.3 percent of the total population in the reference communities of Los Angeles County and Orange County, respectively.

Table 5-44 Reference Community Low-Income Populations: 2021

Location	Population[1]	Population Below 200% of the Federal Poverty Level	Percentage
Los Angeles County	9,861,892	3,155,805	32
Orange County	3,145,848	723,545	23

Source: U.S. Census Bureau 2021, Table S1701 and S1903
[1] The population for whom poverty status is determined. Note that the population for whom poverty status is determined is less than the total population reported in Table 5-45 and Table 5-54.

5.3.2 Community Analysis and Related Populations

Table 5-45 through Table 5-50 present demographic information for each of the community analysis RSAs by reference county. For the compiled community analysis RSA (includes the transportation, air quality, noise and vibration, socioeconomics and communities, and aesthetics and visual quality RSAs) population within Los Angeles County, 35.1 percent is below the poverty level and 89.2 percent is minority. For the compiled community analysis RSA population within Orange County, 30.1 percent is below the poverty level and 76.3 percent is minority. These percentages are higher than the corresponding percentages for the reference communities.

Table 5-45 Compiled Community Analysis Resource Study Area Characteristics: 2021

Characteristic	Compiled Community Analysis RSA	
	Within Los Angeles County	Within Orange County
Total population	201,291	254,735
Percentage of population living below 200% of the federal poverty level[2]	35.1%	30.1%
Percentage 65 years of age and over	14.0%	11.4%
Percentage limited English proficiency households	13.9%	12.3%
Percentage minority[1] population	89.2%	76.3%
Total households	57,799	78,450
Median household income	$76,452	$92,413
Percentage of population unemployed	6.4%	6.1%

Source: U.S. Census Bureau 2021, Tables S1701, S1903, DP05
[1] Calculated as the sum of census respondents that identified as Asian, Black or African American, American Indian or Alaska Native, Hawaiian or other Pacific Islander (not Hispanic), or Hispanic (all races).
[2] Calculated as the percentage of the population for whom poverty status is determined.
RSA = resource study area

Table 5-46 Transportation Resource Study Area Characteristics: 2021

Characteristic	Transportation RSA	
	Within Los Angeles County	Within Orange County
Total population	113,037	173,505
Percentage of population living below 200% of the federal poverty level[2]	33.4%	30.9%
Percentage 65 years of age and over	13.9%	11.7%
Percentage limited English proficiency households	10.5%	12.2%
Percentage minority[1] population	90.0%	74.1%
Total households	30,605	55,146
Median household income	$79,177	$90,680
Percentage of population unemployed	6.3%	6.0%

Source: U.S. Census Bureau 2021, Tables S1701, S1903, DP05
[1] Calculated as the sum of census respondents that identified as Asian, Black or African American, American Indian or Alaska Native, Hawaiian or other Pacific Islander (not Hispanic), or Hispanic (all races).
[2] Calculated as the percentage of the population for whom poverty status is determined.
RSA = resource study area

Table 5-47 Air Quality Resource Study Area Characteristics: 2021

Characteristic	Air Quality RSA	
	Within Los Angeles County	Within Orange County
Total population	89,823	85,689
Percentage of population living below 200% of the federal poverty level[2]	34.9%	32.0%
Percentage 65 years of age and over	14.4%	10.0%
Percentage limited English proficiency households	13.5%	13.6%
Percentage minority[1] population	86.5%	75.8%
Total households	26,689	26,936
Median household income	$76,761	$87,559
Percentage of population unemployed	6.6%	6.0%

Source: U.S. Census Bureau 2021, Tables S1701, S1903, DP05
[1] Calculated as the sum of census respondents that identified as Asian, Black or African American, American Indian or Alaska Native, Hawaiian or other Pacific Islander (not Hispanic), or Hispanic (all races).
[2] Calculated as the percentage of the population for whom poverty status is determined.
RSA = resource study area

Table 5-48 Noise and Vibration Resource Study Area Characteristics: 2021

Characteristic	Noise and Vibration RSA	
	Within Los Angeles County	Within Orange County
Total population	128,499	135,490
Percentage of population living below 200% of the federal poverty level[2]	36.8%	30.9%
Percentage 65 years of age and over	14.5%	10.0%
Percentage limited English proficiency households	15.0%	13.2%
Percentage minority[1] population	87.6%	77.2%
Total households	38,106	41,068
Median household income	$74,540	$89,415
Percentage of population unemployed	6.7%	5.9%

Source: U.S. Census Bureau 2021, Tables S1701, S1903, DP05
[1] Calculated as the sum of census respondents that identified as Asian, Black or African American, American Indian or Alaska Native, Hawaiian or other Pacific Islander (not Hispanic), or Hispanic (all races).
[2] Calculated as the percentage of the population for whom poverty status is determined.
RSA = resource study area

Table 5-49 Socioeconomics and Communities Resource Study Area Characteristics: 2021

Characteristic	Socioeconomics and Communities RSA	
	Within Los Angeles County	Within Orange County
Total population	163,569	182,100
Percentage of population living below 200% of the federal poverty level[2]	36.7%	30.8%
Percentage 65 years of age and over	14.7%	10.1%
Percentage limited English proficiency households	14.8%	12.5%
Percentage minority[1] population	88.6%	77.8%
Total households	47,727	55,283
Median household income	$73,227	$90,714
Percentage of population unemployed	6.4%	6.2%

Source: U.S. Census Bureau 2021, Tables S1701, S1903, DP05
[1] Calculated as the sum of census respondents that identified as Asian, Black or African American, American Indian or Alaska Native, Hawaiian or other Pacific Islander (not Hispanic), or Hispanic (all races).
[2] Calculated as the percentage of the population for whom poverty status is determined.
RSA = resource study area

Table 5-50 Aesthetics and Visual Quality Resource Study Area Characteristics: 2021

Characteristic	Aesthetics and Visual Quality RSA	
	Within Los Angeles County	Within Orange County
Total population	96,182	108,429
Percentage of population living below 200% of the federal poverty level[2]	13.5%	13.2%
Percentage 65 years of age and over	14.5%	9.9%
Percentage limited English proficiency households	35.0%	32.3%
Percentage minority[1] population	86.8%	77.8%
Total households	28,490	33,041
Median household income	$77,105	$87,357
Percentage of population unemployed	6.5%	5.8%

Source: U.S. Census Bureau 2021, Tables S1701, S1903, DP05
[1] Calculated as the sum of census respondents that identified as Asian, Black or African American, American Indian or Alaska Native, Hawaiian or other Pacific Islander (not Hispanic), or Hispanic (all races).
[2] Calculated as the percentage of the population for whom poverty status is determined.
RSA = resource study area

5.3.2.1 Minority

Figure 5-2, sheets 1 and 2, depicts the minority population density within the RSA. As illustrated, minority populations are present throughout the RSA and consist primarily of dense Hispanic or Latino populations. Concentrated Asian populations are present in the RSA in the Little Tokyo community in the city of Los Angeles, in La Mirada, and in Buena Park. Black populations are interspersed throughout the RSA, with the highest concentrations in Commerce and Buena Park. The Anaheim portion of the RSA has the most heterogeneous distribution of minority populations, with substantial Hispanic or Latino, Asian, and Native Hawaiian populations concentrated in the Anaheim Triangle area. Areas that are devoid of minority populations are generally unpopulated commercial and industrial areas in Vernon, Commerce, and Santa Fe Springs.

Table 5-51 presents the BGs included in each RSA. Figure 5-3, sheets 1 and 2, depicts the census BGs in the community analysis RSA with percentages of minority populations above and below that of the reference community. Census BGs with minority populations above that of the reference community are considered in this analysis.

5.3.2.2 Low-Income

Table 5-51 presents the BGs included in each RSA. Figure 5-4, sheets 1 and 2, depicts the census BGs with a percentage of low-income population above and below that of the reference community. Census BGs with low-income populations above that of the reference community are considered in this analysis. Of 310 BGs in the combined resource RSAs, 165 (53.2 percent) are considered low-income populations.

5.3.2.3 Disadvantaged Communities

CalEnviroScreen is a mapping tool developed by California's Office of Environmental Health Hazard Assessment for the California Environmental Protection Agency. It identifies communities that are disproportionately burdened by pollution and socioeconomic challenges. To identify "disadvantaged communities," CalEnviroScreen assigns a score to each census tract in California using 21 indicators grouped into either pollution burden (like air and water quality issues) or population characteristics (such as poverty rates and health outcomes). Each census tract gets separate scores for pollution exposures, environmental effects (like hazardous waste sites),

sensitive populations (like high asthma rates or low birth weights), and socioeconomic conditions (like low-income and linguistic isolation). The scores for these components are combined into two core scores: pollution burden and population vulnerability. These two scores are then multiplied to create an overall percentile ranking, which shows how a tract compares to others in California. A high score represents a census tract that experiences a higher pollution burden and vulnerability than census tracts with low scores. For example, a census tract in the 75th percentile has more severe combined pollution impacts than 75 percent of census tracts statewide. Census tracts with a CalEnviroScreen 4.0 score above the 75th percentile are designated as “disadvantaged communities” under Senate Bill 535, making them eligible for targeted state investments and support.

To identify disadvantaged communities in the project area, the Authority identified census tracts that overlapped a 0.5-mile buffer around the project footprint. According to the CalEnviroScreen 4.0 Map, the majority (72.6 percent) of census tracts that overlap this buffer are disadvantaged communities (OEHHA 2022). Furthermore, 43.8 percent of the census tracts are in the 90th percentile or above, meaning they have more severe combined pollution burden than 90 percent of census tracts in California. Two census tracts covering Vernon and South Santa Fe Springs are above the 95th percentile for pollution in CalEnviroScreen, but have unreliable socioeconomic or health data because of their low populations. These areas have a low population because they are highly industrial areas with minimal residential presence. Overall, the CalEnviroScreen data build upon the identification of low-income and minority communities in Section 5.3.2.1, Minority, and Section 5.3.2.2, Low-Income, by highlighting additional environmental burdens and cumulative health risks faced by communities in the project area.

Table 5-51 Census Block Groups in Community Analysis Resource Study Areas

Map Label	Neighborhood/Community	Block Group ID	Low Income?	Minority?	In Transportation RSA?	In Air Quality RSA?	In Noise and Vibration (Construction) RSA?	In Noise and Vibration (Operation) RSA?	In EMF/EMI RSA?	In Socioeconomics and Communities RSA?	In Parks, Recreation, and Open Space RSA?	In Hazardous Materials and Wastes RSA?	In Aesthetics and Visual Quality RSA?	In Cultural Resources RSA?
1	Aliso Village in Los Angeles	60372035001	Yes	Yes	No	No	No	No	No	Yes	No	No	No	No
2	Downtown Los Angeles	60372035002	Yes	Yes	No	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No
3	Aliso Village in Los Angeles	60372035003	Yes	Yes	No	No	No	No	No	Yes	No	No	No	No
4	Boyle Heights in Los Angeles	60372046001	Yes	Yes	No	No	Yes	No	No	Yes	Yes	No	No	No
5	Boyle Heights in Los Angeles	60372046002	No	Yes	No	No	No	No	No	Yes	No	No	No	No
6	Soto Street Junction in Los Angeles	60372048201	Yes	Yes	No	No	No	No	No	Yes	No	No	No	No
7	Soto Street Junction in Los Angeles	60372048202	Yes	Yes	No	No	Yes	No	No	Yes	No	No	No	No
8	Hobart in Commerce	60372049201	Yes	Yes	No	No	Yes	No	No	Yes	No	No	No	No
9	Hobart in Commerce	60372049202	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
10	Hobart in Commerce	60372051101	Yes	Yes	No	No	Yes	No	No	Yes	Yes	No	No	No
11	Soto Street Junction in Los Angeles	60372051102	Yes	Yes	No	No	Yes	No	No	Yes	Yes	No	No	No
12	Hobart in Commerce	60372051201	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
13	Hobart in Commerce	60372051202	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
14	Chinatown in Los Angeles	60372060201	No	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
15	Downtown Los Angeles	60372060501	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
16	Redondo Junction in Los Angeles	60372060511	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
17	Redondo Junction in Los Angeles	60372060512	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
18	Downtown Los Angeles	60372060521	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
19	Downtown Los Angeles	60372060531	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
20	Aliso Village in Los Angeles	60372060532	Yes	Yes	No	No	Yes	No	No	Yes	Yes	No	No	No
21	Downtown Los Angeles	60372060541	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
22	Skid Row in Los Angeles	60372062021	Yes	Yes	No	No	Yes	No	No	Yes	No	No	No	No
23	Downtown Los Angeles	60372071021	Yes	Yes	No	Yes	Yes	No	No	Yes	Yes	Yes	Yes	No
24	Downtown Los Angeles	60372074001	Yes	Yes	No	Yes	Yes	No	No	Yes	Yes	Yes	Yes	No
25	Central Pico Rivera	60375007001	No	Yes	No	No	No	No	No	Yes	No	No	No	No
26	Central Pico Rivera	60375007002	Yes	Yes	No	No	No	No	No	Yes	No	No	No	No
27	Central Pico Rivera	60375007003	No	Yes	No	No	No	No	No	Yes	No	No	No	No
28	Central Pico Rivera	60375007004	Yes	Yes	Yes	No	No	No	No	Yes	No	No	No	No
29	Central Pico Rivera	60375007005	Yes	Yes	No	No	Yes	No	No	Yes	No	No	No	No
30	McCampbell in Pico Rivera	60375007006	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
31	Central Pico Rivera	60375008002	No	Yes	Yes	No	No	No	No	Yes	No	No	No	No

Map Label	Neighborhood/Community	Block Group ID	Low Income?	Minority?	In Transportation RSA?	In Air Quality RSA?	In Noise and Vibration (Construction) RSA?	In Noise and Vibration (Operation) RSA?	In EMF/EMI RSA?	In Socioeconomics and Communities RSA?	In Parks, Recreation, and Open Space RSA?	In Hazardous Materials and Wastes RSA?	In Aesthetics and Visual Quality RSA?	In Cultural Resources RSA?
32	Los Nietos of Whittier	60375020042	Yes	Yes	Yes	No	No	No	No	No	No	No	No	No
33	Southwest West Whittier–Los Nietos CDP	60375022004	No	Yes	Yes	No	No	No	No	Yes	No	No	No	No
34	Southwest West Whittier–Los Nietos CDP	60375023031	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
35	Southwest West Whittier–Los Nietos CDP	60375023032	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
36	Southwest West Whittier–Los Nietos CDP	60375023033	No	Yes	No	Yes	Yes	No	No	Yes	Yes	Yes	Yes	No
37	Los Nietos in Whittier	60375023034	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
38	Southwest West Whittier–Los Nietos CDP	60375023035	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
39	Central Pico Rivera	60375024011	No	Yes	No	No	Yes	No	No	Yes	No	Yes	Yes	No
40	Central Pico Rivera	60375024012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
41	Central Pico Rivera	60375024013	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
42	South Pico Rivera	60375024021	No	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
43	South Pico Rivera	60375024022	No	Yes	No	No	Yes	No	No	Yes	No	No	No	No
44	McCampbell in Pico Rivera	60375025001	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
45	McCampbell in Pico Rivera	60375025002	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
46	Downey in Pico Rivera	60375026021	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
47	Downey in Pico Rivera	60375026022	No	Yes	No	No	Yes	No	No	Yes	No	Yes	Yes	No
48	Downey in Pico Rivera	60375026023	No	Yes	No	No	No	No	No	Yes	No	No	No	No
49	South Pico Rivera	60375026031	No	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
50	South Pico Rivera	60375026032	No	Yes	No	No	Yes	No	No	Yes	No	No	No	No
51	South Pico Rivera	60375026042	No	Yes	No	Yes	Yes	No	No	Yes	Yes	Yes	Yes	No
52	Southwest West Whittier–Los Nietos CDP	60375027001	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
53	Southwest West Whittier–Los Nietos CDP	60375027002	No	Yes	No	No	No	No	No	Yes	No	No	No	No
54	Southwest West Whittier–Los Nietos CDP	60375027003	No	Yes	No	No	Yes	No	No	Yes	No	No	No	No
55	Los Nietos in Whittier, Northern Santa Fe Springs	60375027004	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
56	Fulton Wells in Santa Fe Springs	60375028013	No	Yes	Yes	No	No	No	No	No	No	No	No	No
57	South Whittier	60375030001	No	Yes	Yes	No	Yes	No	No	Yes	No	No	No	No
58	South Whittier	60375030002	No	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No
59	South Whittier	60375030003	Yes	Yes	No	No	Yes	No	No	Yes	No	No	No	No
60	South Whittier	60375030004	No	Yes	No	Yes	Yes	No	No	Yes	Yes	Yes	Yes	No
61	South Whittier	60375031031	Yes	Yes	Yes	No	No	No	No	No	No	No	No	No
62	South Whittier	60375031041	No	Yes	Yes	No	No	No	No	Yes	Yes	No	No	No

Map Label	Neighborhood/Community	Block Group ID	Low Income?	Minority?	In Transportation RSA?	In Air Quality RSA?	In Noise and Vibration (Construction) RSA?	In Noise and Vibration (Operation) RSA?	In EMF/EMI RSA?	In Socioeconomics and Communities RSA?	In Parks, Recreation, and Open Space RSA?	In Hazardous Materials and Wastes RSA?	In Aesthetics and Visual Quality RSA?	In Cultural Resources RSA?
63	South Whittier	60375031051	No	Yes	Yes	No	No	No	No	No	No	No	No	No
64	Southeast La Mirada	60375038012	Yes	No	No	No	Yes	No	No	Yes	Yes	No	No	No
65	Southwest La Mirada	60375039011	No	No	No	Yes	Yes	No	No	Yes	Yes	Yes	Yes	No
66	Southwest La Mirada	60375039012	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
67	South La Mirada	60375039021	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
68	Southwest La Mirada	60375039022	No	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
69	Southwest La Mirada	60375039023	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
70	South La Mirada	60375039024	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
71	Central La Mirada	60375040013	No	No	Yes	No	No	No	No	Yes	No	No	No	No
72	West La Mirada	60375040023	No	No	No	No	Yes	No	No	Yes	No	No	No	No
73	West La Mirada	60375041011	Yes	Yes	Yes	No	No	No	No	Yes	No	No	No	No
74	West La Mirada	60375041012	No	Yes	No	No	Yes	No	No	Yes	No	Yes	Yes	No
75	West La Mirada	60375041013	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
76	Fulton Wells in Santa Fe Springs	60375042001	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
77	Southeast Santa Fe Springs	60375042002	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
78	South Whittier	60375042003	Yes	Yes	Yes	No	No	No	No	Yes	No	No	No	No
79	Hobart in Commerce	60375313021	Yes	Yes	No	No	Yes	No	No	Yes	No	No	No	No
80	Hobart in Commerce	60375313022	Yes	Yes	No	No	No	No	No	Yes	No	No	No	No
81	Hobart in Commerce	60375313023	Yes	Yes	No	No	No	No	No	Yes	No	No	No	No
82	Hobart in Commerce	60375313024	Yes	Yes	No	No	Yes	No	No	Yes	No	No	No	No
83	Bandini in Montebello	60375321021	No	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
84	Bandini in Montebello	60375321022	Yes	Yes	No	No	Yes	No	No	Yes	No	No	No	No
85	South Montebello	60375322001	No	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
86	Bandini in Montebello	60375322002	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
87	Bandini in Montebello	60375322003	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
88	Hobart/West Commerce	60375323021	Yes	Yes	No	No	Yes	No	No	Yes	No	No	No	No
89	Hobart/West Commerce	60375323022	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
90	Hobart/West Commerce	60375323023	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
91	Hobart/West Commerce	60375323031	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
92	East Commerce	60375323032	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
93	East Commerce	60375323033	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
94	McCampbell in Pico Rivera	60375323041	Yes	Yes	No	No	No	No	No	Yes	No	No	No	No

Map Label	Neighborhood/Community	Block Group ID	Low Income?	Minority?	In Transportation RSA?	In Air Quality RSA?	In Noise and Vibration (Construction) RSA?	In Noise and Vibration (Operation) RSA?	In EMF/EMI RSA?	In Socioeconomics and Communities RSA?	In Parks, Recreation, and Open Space RSA?	In Hazardous Materials and Wastes RSA?	In Aesthetics and Visual Quality RSA?	In Cultural Resources RSA?
95	Hobart/West Commerce/	60375323042	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
96	Northwest Norwalk	60375501012	No	Yes	Yes	No	No	No	No	Yes	No	No	No	No
97	Northwest Norwalk	60375502011	No	Yes	Yes	No	No	No	No	No	No	No	No	No
98	Northwest Norwalk	60375502021	No	Yes	Yes	No	No	No	No	No	No	No	No	No
99	Studebaker in Norwalk	60375502023	No	Yes	Yes	No	No	No	No	No	No	No	No	No
100	Studebaker in Norwalk	60375502024	No	Yes	Yes	No	No	No	No	No	No	No	No	No
101	Studebaker in Norwalk	60375503012	Yes	Yes	Yes	No	No	No	No	No	No	No	No	No
102	Northwest Norwalk	60375503013	No	Yes	Yes	No	No	No	No	No	No	No	No	No
103	Northwest Norwalk	60375519002	No	Yes	Yes	No	No	No	No	No	No	No	No	No
104	West Norwalk	60375519003	No	Yes	Yes	No	No	No	No	No	No	No	No	No
105	Studebaker in Norwalk	60375519004	No	Yes	Yes	No	No	No	No	No	No	No	No	No
106	Studebaker in Norwalk	60375520011	No	Yes	Yes	No	No	No	No	No	No	No	No	No
107	Central Norwalk	60375521002	Yes	Yes	Yes	No	No	No	No	No	No	No	No	No
108	Studebaker in Norwalk	60375521003	No	Yes	Yes	No	No	No	No	No	No	No	No	No
109	Studebaker in Norwalk	60375521004	No	Yes	Yes	No	No	No	No	No	No	No	No	No
110	Studebaker in Norwalk	60375521005	Yes	Yes	Yes	No	No	No	No	No	No	No	No	No
111	East Norwalk	60375522001	Yes	Yes	Yes	No	No	No	No	No	No	No	No	No
112	East Norwalk	60375522002	No	Yes	Yes	No	No	No	No	No	No	No	No	No
113	East Norwalk	60375522004	Yes	Yes	Yes	No	No	No	No	No	No	No	No	No
114	East Norwalk	60375523011	No	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes	No
115	East Norwalk	60375523012	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
116	East Norwalk	60375523013	Yes	Yes	Yes	No	Yes	No	No	Yes	Yes	Yes	Yes	No
117	East Norwalk	60375523021	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
118	East Norwalk	60375523022	No	Yes	Yes	No	Yes	No	No	Yes	Yes	No	No	No
119	East Norwalk	60375523023	No	No	Yes	No	Yes	No	No	Yes	Yes	No	No	No
120	East Norwalk	60375524001	Yes	Yes	Yes	No	Yes	No	No	Yes	No	Yes	Yes	No
121	East Norwalk	60375524002	Yes	Yes	Yes	No	No	No	No	Yes	No	No	No	No
122	West Norwalk	60375528001	No	Yes	Yes	No	No	No	No	No	No	No	No	No
123	West Norwalk	60375528004	No	Yes	Yes	No	No	No	No	No	No	No	No	No
124	West Norwalk	60375530003	No	Yes	Yes	No	No	No	No	No	No	No	No	No
125	Northeast Norwalk	60375553001	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
126	Northeast Norwalk	60375553002	No	Yes	No	No	No	No	No	Yes	No	No	No	No

Map Label	Neighborhood/Community	Block Group ID	Low Income?	Minority?	In Transportation RSA?	In Air Quality RSA?	In Noise and Vibration (Construction) RSA?	In Noise and Vibration (Operation) RSA?	In EMF/EMI RSA?	In Socioeconomics and Communities RSA?	In Parks, Recreation, and Open Space RSA?	In Hazardous Materials and Wastes RSA?	In Aesthetics and Visual Quality RSA?	In Cultural Resources RSA?
127	Northeast Norwalk	60375553003	Yes	Yes	Yes	No	No	No	No	Yes	No	No	No	No
128	Northeast Norwalk	60375553004	No	Yes	Yes	No	Yes	No	No	Yes	Yes	No	No	No
129	West Santa Fe Springs	60375778001	No	Yes	Yes	No	No	No	No	No	No	No	No	No
130	Hobart in Vernon	60379800161	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
131	South Santa Fe Springs	60379800341	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
132	Central Brea	60590015042	No	No	Yes	No	No	No	No	No	No	No	No	No
133	Northeast Fullerton	60590015053	No	No	Yes	No	No	No	No	No	No	No	No	No
134	Northeast Fullerton	60590016021	No	Yes	Yes	No	No	No	No	No	No	No	No	No
135	Northeast Fullerton	60590016024	No	No	Yes	No	No	No	No	No	No	No	No	No
136	North Fullerton	60590016031	No	No	Yes	No	No	No	No	No	No	No	No	No
137	North Fullerton	60590016032	Yes	No	Yes	No	No	No	No	No	No	No	No	No
138	North Fullerton	60590016042	No	No	Yes	No	No	No	No	No	No	No	No	No
139	North Fullerton	60590016044	No	No	Yes	No	No	No	No	No	No	No	No	No
140	Central Fullerton	60590017041	No	Yes	Yes	No	No	No	No	No	No	No	No	No
141	West Fullerton	60590017044	No	Yes	No	No	Yes	No	No	Yes	No	No	No	No
142	North Fullerton	60590017051	Yes	Yes	Yes	No	No	No	No	No	No	No	No	No
143	North Fullerton	60590017053	No	Yes	Yes	No	No	No	No	No	No	No	No	No
144	North Fullerton	60590017061	No	Yes	Yes	No	No	No	No	No	No	No	No	No
145	Central Fullerton	60590017062	No	No	Yes	No	No	No	No	No	No	No	No	No
146	Central Fullerton	60590017063	No	No	Yes	No	No	No	No	No	No	No	No	No
147	North Fullerton	60590017064	No	No	Yes	No	No	No	No	No	No	No	No	No
148	Almond in Southwest Fullerton	60590018011	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
149	Southwest Fullerton	60590018012	Yes	Yes	No	No	No	No	No	Yes	No	No	No	No
150	Southwest Fullerton	60590018013	No	No	No	No	No	No	No	Yes	No	No	No	No
151	Southwest Fullerton	60590018014	Yes	Yes	No	No	No	No	No	Yes	No	No	No	No
152	Southwest Fullerton	60590018021	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
153	Southwest Fullerton	60590018022	No	Yes	No	No	Yes	No	No	Yes	No	No	No	No
154	Southwest Fullerton	60590018023	Yes	Yes	No	No	No	No	No	Yes	No	No	No	No
155	Southwest Fullerton	60590018024	No	Yes	No	No	No	No	No	Yes	No	No	No	No
156	Southwest Fullerton	60590018025	Yes	Yes	No	No	No	No	No	Yes	No	No	No	No
157	South-central Fullerton	60590019011	No	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No
158	South-central Fullerton	60590019012	No	Yes	No	No	Yes	No	No	Yes	No	No	No	No

Map Label	Neighborhood/Community	Block Group ID	Low Income?	Minority?	In Transportation RSA?	In Air Quality RSA?	In Noise and Vibration (Construction) RSA?	In Noise and Vibration (Operation) RSA?	In EMF/EMI RSA?	In Socioeconomics and Communities RSA?	In Parks, Recreation, and Open Space RSA?	In Hazardous Materials and Wastes RSA?	In Aesthetics and Visual Quality RSA?	In Cultural Resources RSA?
159	South-central Fullerton	60590019021	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
160	South-central Fullerton	60590019022	No	Yes	No	No	Yes	No	No	Yes	No	No	No	No
161	South-central Fullerton	60590110001	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
162	Central Fullerton	60590110002	No	No	Yes	No	Yes	No	No	Yes	No	No	No	No
163	Central Fullerton	60590110003	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
164	Central Fullerton	60590110004	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
165	Central Fullerton	60590110005	Yes	No	No	No	Yes	No	No	Yes	No	No	No	No
166	Central Fullerton	60590110006	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
167	South Central Fullerton	60590111011	No	Yes	No	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No
168	South Central Fullerton	60590111012	No	Yes	Yes	No	No	No	No	Yes	No	No	No	No
169	South Central Fullerton	60590111021	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
170	South Central Fullerton	60590111022	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No
171	South Central Fullerton	60590111023	Yes	Yes	No	No	No	No	No	Yes	No	No	No	No
172	Downtown Fullerton	60590112001	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
173	Central Fullerton	60590112002	No	Yes	No	No	Yes	No	No	Yes	Yes	No	No	No
174	Central Fullerton	60590112003	Yes	Yes	Yes	No	No	No	No	Yes	Yes	No	No	No
175	South-central Fullerton	60590112004	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
176	Downtown Fullerton	60590113001	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
177	Central Fullerton	60590113002	No	No	Yes	No	Yes	No	No	Yes	Yes	No	No	No
178	Downtown Fullerton	60590113003	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
179	Central Fullerton	60590114011	Yes	No	Yes	No	Yes	No	No	Yes	Yes	No	No	No
180	Central Fullerton	60590114012	No	No	Yes	No	Yes	No	No	Yes	Yes	No	No	No
181	Central Fullerton	60590114022	No	No	Yes	No	No	No	No	Yes	No	No	No	No
182	East Fullerton	60590114031	No	No	Yes	No	No	No	No	Yes	No	No	No	No
183	East Fullerton	60590114032	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
184	East Fullerton	60590114033	Yes	Yes	Yes	No	Yes	No	No	Yes	No	Yes	Yes	No
185	East Fullerton	60590114034	No	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
186	East Fullerton	60590114035	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No
187	East Fullerton	60590115021	Yes	Yes	Yes	No	No	No	No	No	No	No	No	No
188	East Fullerton	60590115022	Yes	Yes	Yes	No	No	No	No	No	No	No	No	No
189	East Fullerton	60590115023	Yes	Yes	Yes	No	No	No	No	No	No	No	No	No
190	East Fullerton	60590115032	No	No	Yes	No	No	No	No	No	No	No	No	No

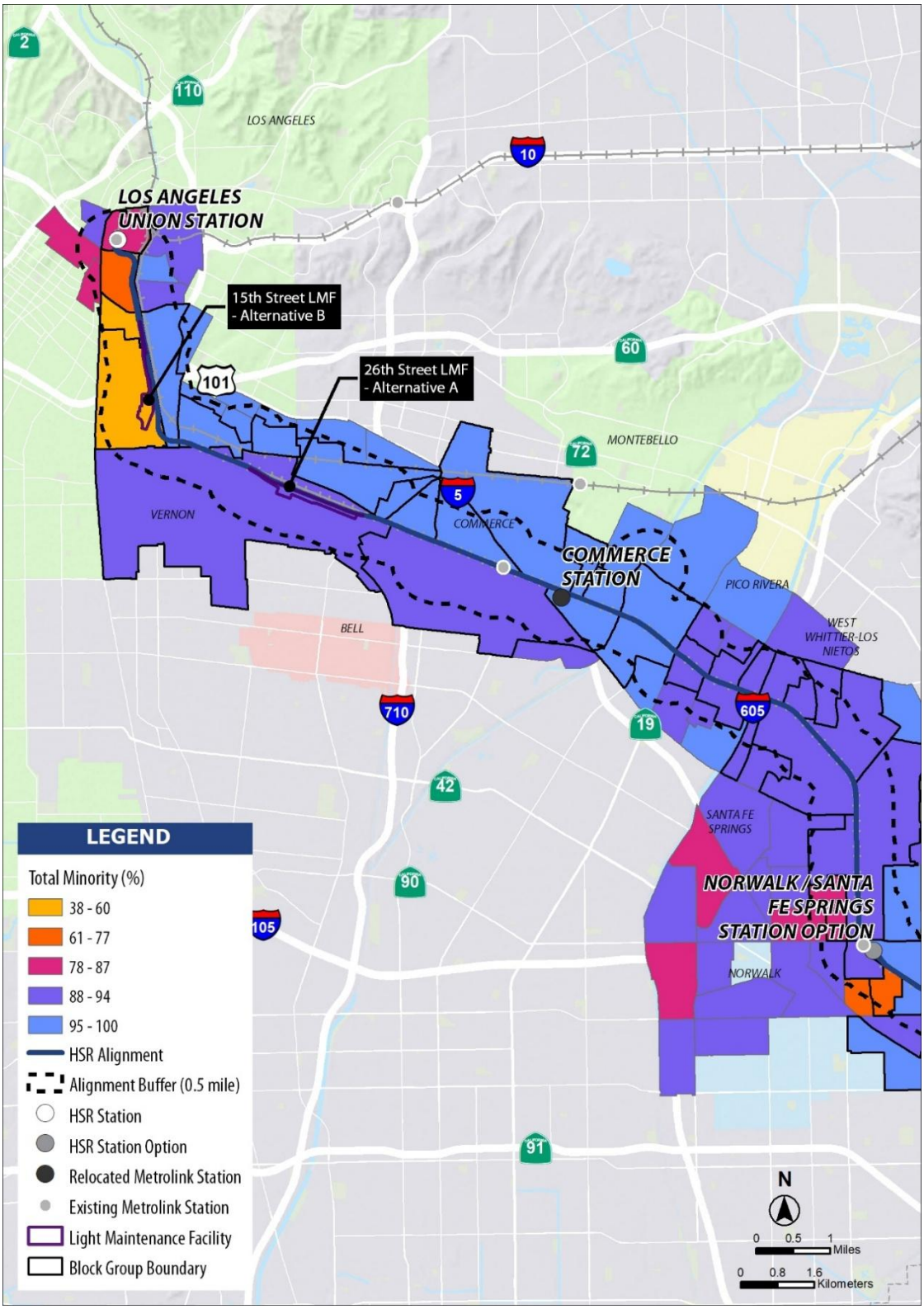
Map Label	Neighborhood/Community	Block Group ID	Low Income?	Minority?	In Transportation RSA?	In Air Quality RSA?	In Noise and Vibration (Construction) RSA?	In Noise and Vibration (Operation) RSA?	In EMF/EMI RSA?	In Socioeconomics and Communities RSA?	In Parks, Recreation, and Open Space RSA?	In Hazardous Materials and Wastes RSA?	In Aesthetics and Visual Quality RSA?	In Cultural Resources RSA?
191	East Fullerton	60590115041	Yes	No	Yes	No	No	No	No	No	No	No	No	No
192	East Fullerton	60590115042	Yes	Yes	Yes	No	No	No	No	No	No	No	No	No
193	East Fullerton	60590115044	No	Yes	Yes	No	No	No	No	No	No	No	No	No
194	North Anaheim	60590116011	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
195	North Anaheim	60590116012	Yes	Yes	Yes	No	Yes	No	No	Yes	Yes	No	No	No
196	North Anaheim	60590116013	No	No	Yes	No	No	No	No	Yes	No	No	No	No
197	North Anaheim	60590116014	Yes	Yes	No	No	No	No	No	Yes	No	No	No	No
198	Southcentral Fullerton	60590116015	Yes	Yes	Yes	No	No	No	No	Yes	No	No	No	No
199	Southcentral Fullerton	60590116016	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
200	North Anaheim/Southeast Fullerton	60590116021	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
201	North Anaheim/Southeast Fullerton	60590116022	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
202	Southcentral Fullerton	60590116023	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
203	Southcentral Fullerton	60590116024	No	Yes	Yes	No	No	No	No	Yes	No	No	No	No
204	Southwest Placentia	60590117202	Yes	Yes	Yes	No	No	No	No	No	No	No	No	No
205	Platinum Triangle in Anaheim	60590760013	Yes	Yes	Yes	No	No	No	No	No	No	No	No	No
206	Platinum Triangle in Anaheim	60590760014	Yes	Yes	Yes	No	No	No	No	No	No	No	No	No
207	West Anaheim Junction	60590761021	No	No	Yes	No	No	No	No	No	No	No	No	No
208	West Anaheim Junction	60590761022	No	Yes	Yes	No	No	No	No	No	No	No	No	No
209	West Anaheim Junction	60590761024	Yes	No	Yes	No	No	No	No	No	No	No	No	No
210	West Anaheim Junction	60590761034	Yes	Yes	Yes	No	No	No	No	No	No	No	No	No
211	Southeast Anaheim/Platinum Triangle	60590761041	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
212	Southeast Anaheim/Platinum Triangle	60590761042	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
213	Southeast Anaheim/Platinum Triangle	60590761043	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
214	Southeast Anaheim/Platinum Triangle	60590761044	No	No	No	No	No	No	No	Yes	No	No	No	No
215	Southeast Anaheim/Platinum Triangle	60590761051	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
216	Southeast Anaheim/Platinum Triangle	60590761052	Yes	Yes	No	No	No	No	No	Yes	No	No	No	No
217	Southeast Anaheim/Platinum Triangle	60590761053	Yes	Yes	Yes	No	No	No	No	Yes	No	No	No	No
218	Southeast Anaheim/Platinum Triangle	60590762041	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
219	Southeast Anaheim/Platinum Triangle	60590762042	Yes	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes	No
220	Central Anaheim	60590863011	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
221	Central Anaheim	60590863012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
222	Central Anaheim	60590863013	No	Yes	No	No	No	No	No	Yes	No	No	No	No

Map Label	Neighborhood/Community	Block Group ID	Low Income?	Minority?	In Transportation RSA?	In Air Quality RSA?	In Noise and Vibration (Construction) RSA?	In Noise and Vibration (Operation) RSA?	In EMF/EMI RSA?	In Socioeconomics and Communities RSA?	In Parks, Recreation, and Open Space RSA?	In Hazardous Materials and Wastes RSA?	In Aesthetics and Visual Quality RSA?	In Cultural Resources RSA?
223	Central Anaheim	60590863014	Yes	Yes	Yes	No	Yes	No	No	Yes	No	Yes	Yes	No
224	Central Anaheim	60590863015	No	Yes	No	No	Yes	No	No	Yes	No	Yes	Yes	No
225	Southeast Anaheim	60590863031	No	Yes	Yes	No	Yes	No	No	Yes	No	No	No	No
226	Central Anaheim	60590863032	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
227	Central Anaheim	60590863033	No	Yes	No	Yes	Yes	No	No	Yes	Yes	Yes	Yes	No
228	Platinum Triangle in Anaheim	60590863034	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
229	Southeast Anaheim	60590863035	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
230	Southeast Anaheim/Platinum Triangle	60590863036	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
231	Central Anaheim	60590863037	No	Yes	No	No	Yes	No	No	Yes	No	Yes	Yes	No
232	North Central Anaheim	60590864041	Yes	Yes	No	No	Yes	No	No	Yes	No	Yes	Yes	No
233	North Central Anaheim	60590864042	Yes	Yes	No	No	No	No	No	Yes	No	No	No	No
234	North Central Anaheim	60590864043	No	Yes	No	No	Yes	No	No	Yes	No	Yes	Yes	No
235	North Central Anaheim	60590864044	No	Yes	Yes	No	No	No	No	Yes	No	No	No	No
236	North Central Anaheim	60590864051	No	Yes	No	No	Yes	No	No	Yes	No	Yes	Yes	No
237	North Central Anaheim	60590864052	Yes	Yes	Yes	No	Yes	No	No	Yes	No	No	No	No
238	North Central Anaheim	60590864053	No	Yes	No	No	No	No	No	Yes	No	No	No	No
239	North Central Anaheim	60590864054	Yes	Yes	No	No	Yes	No	No	Yes	No	Yes	Yes	No
240	North Central Anaheim	60590864055	Yes	Yes	No	No	No	No	No	Yes	No	No	No	No
241	North Central Anaheim	60590865011	Yes	Yes	Yes	No	Yes	No	No	Yes	No	Yes	Yes	No
242	North Central Anaheim	60590865012	Yes	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes	No
243	North Central Anaheim	60590865013	Yes	Yes	Yes	No	No	No	No	Yes	No	No	No	No
244	Central Anaheim	60590865021	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
245	Central Anaheim	60590865022	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
246	Central Anaheim	60590865023	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
247	Central Anaheim	60590865024	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
248	South Central Fullerton	60590866013	No	Yes	Yes	No	No	No	No	No	No	No	No	No
249	South Fullerton	60590866014	Yes	Yes	Yes	No	No	No	No	No	No	No	No	No
250	Central Anaheim	60590866021	Yes	Yes	Yes	No	No	No	No	No	No	No	No	No
251	Downtown Disney District in Anaheim	60590871064	No	Yes	Yes	No	No	No	No	No	No	No	No	No
252	Central Anaheim	60590872001	Yes	Yes	Yes	No	No	No	No	No	No	No	No	No
253	Central Anaheim	60590872002	No	Yes	Yes	No	No	No	No	No	No	No	No	No
254	Central Anaheim	60590872007	Yes	Yes	Yes	No	No	No	No	No	No	No	No	No

Map Label	Neighborhood/Community	Block Group ID	Low Income?	Minority?	In Transportation RSA?	In Air Quality RSA?	In Noise and Vibration (Construction) RSA?	In Noise and Vibration (Operation) RSA?	In EMF/EMI RSA?	In Socioeconomics and Communities RSA?	In Parks, Recreation, and Open Space RSA?	In Hazardous Materials and Wastes RSA?	In Aesthetics and Visual Quality RSA?	In Cultural Resources RSA?
255	Central Anaheim	60590873011	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
256	The Colony/Central Anaheim	60590873012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
257	Central Anaheim	60590873013	Yes	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes	No
258	Central Anaheim	60590873021	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
259	Central Anaheim	60590873022	Yes	No	Yes	No	No	No	No	Yes	No	No	No	No
260	The Colony/Central Anaheim	60590873023	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
261	Central Anaheim	60590873024	Yes	Yes	Yes	No	Yes	No	No	Yes	No	Yes	Yes	No
262	Central Anaheim	60590873025	Yes	Yes	Yes	No	No	No	No	Yes	No	No	No	No
263	Central Anaheim	60590873026	Yes	Yes	Yes	No	Yes	No	No	Yes	No	Yes	Yes	No
264	The Colony/Central Anaheim	60590874011	No	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
265	Central Anaheim	60590874012	Yes	No	Yes	No	No	No	No	Yes	No	No	No	No
266	Central Anaheim	60590874013	No	Yes	Yes	No	No	No	No	Yes	No	No	No	No
267	Central Anaheim	60590874014	Yes	Yes	Yes	No	Yes	No	No	Yes	No	Yes	Yes	No
268	Central Anaheim	60590874031	Yes	Yes	Yes	No	No	No	No	Yes	No	No	No	No
269	Central Anaheim	60590874032	Yes	Yes	Yes	No	Yes	No	No	Yes	No	No	No	No
270	Platinum Triangle in Anaheim	60590874033	Yes	Yes	Yes	No	Yes	No	No	Yes	No	No	No	No
271	Central Anaheim	60590874041	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
272	Central Anaheim	60590874042	No	Yes	Yes	No	No	No	No	Yes	No	No	No	No
273	Central Anaheim	60590874051	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
274	Central Anaheim	60590874052	Yes	Yes	Yes	No	No	No	No	Yes	No	No	No	No
275	Central Anaheim	60590874053	Yes	Yes	Yes	No	No	No	No	Yes	No	No	No	No
276	Central Anaheim	60590874054	No	Yes	Yes	No	No	No	No	Yes	No	No	No	No
277	Convention Center in Anaheim	60590875031	Yes	Yes	Yes	No	No	No	No	No	No	No	No	No
278	Convention Center in Anaheim	60590875032	No	Yes	Yes	No	No	No	No	No	No	No	No	No
279	Convention Center in Anaheim	60590875033	Yes	Yes	Yes	No	No	No	No	No	No	No	No	No
280	West Anaheim Junction	60590875041	Yes	Yes	Yes	No	Yes	No	No	Yes	No	No	No	No
281	West Anaheim Junction	60590875044	Yes	Yes	Yes	No	No	No	No	No	No	No	No	No
282	Convention Center in Anaheim	60590884021	Yes	Yes	Yes	No	No	No	No	No	No	No	No	No
283	Garden Grove in Anaheim	60590884022	No	Yes	Yes	No	No	No	No	No	No	No	No	No
284	Convention Center in Anaheim	60590884031	Yes	Yes	Yes	No	No	No	No	No	No	No	No	No
285	Garden Grove in Anaheim	60590884032	Yes	Yes	Yes	No	No	No	No	No	No	No	No	No
286	Garden Grove in Anaheim	60590885021	Yes	Yes	Yes	No	No	No	No	No	No	No	No	No

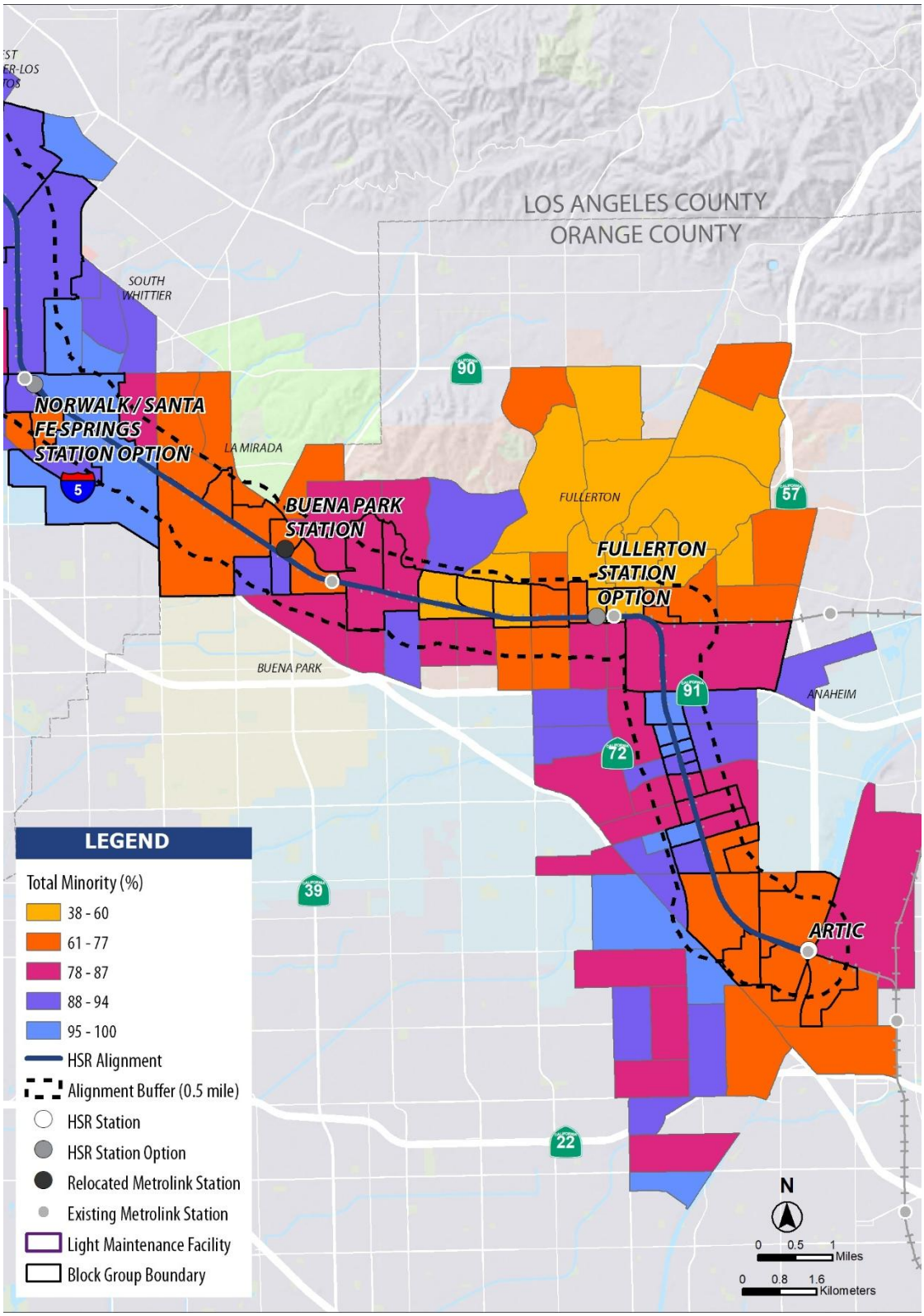
Map Label	Neighborhood/Community	Block Group ID	Low Income?	Minority?	In Transportation RSA?	In Air Quality RSA?	In Noise and Vibration (Construction) RSA?	In Noise and Vibration (Operation) RSA?	In EMF/EMI RSA?	In Socioeconomics and Communities RSA?	In Parks, Recreation, and Open Space RSA?	In Hazardous Materials and Wastes RSA?	In Aesthetics and Visual Quality RSA?	In Cultural Resources RSA?
287	Garden Grove in Anaheim	60590891023	Yes	Yes	Yes	No	No	No	No	No	No	No	No	No
288	Garden Grove in Anaheim	60590891041	Yes	Yes	Yes	No	No	No	No	No	No	No	No	No
289	Garden Grove in Anaheim	60590891061	Yes	Yes	Yes	No	No	No	No	No	No	No	No	No
290	Garden Grove in Anaheim	60590891062	Yes	Yes	Yes	No	No	No	No	No	No	No	No	No
291	North Buena Park	60591106031	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
292	North Buena Park	60591106032	Yes	Yes	Yes	No	Yes	No	No	Yes	Yes	No	No	No
293	North Buena Park	60591106033	Yes	Yes	No	No	Yes	No	No	Yes	No	No	No	No
294	North Buena Park	60591106034	No	Yes	No	No	Yes	No	No	Yes	Yes	Yes	Yes	No
295	North Buena Park	60591106035	Yes	Yes	No	No	No	No	No	Yes	No	No	No	No
296	Northeast Buena Park	60591106041	No	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
297	Northeast Buena Park	60591106042	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
298	Northeast Buena Park	60591106043	Yes	Yes	No	No	Yes	No	No	Yes	Yes	Yes	Yes	No
299	Northeast Buena Park	60591106044	No	Yes	No	No	No	No	No	Yes	No	No	No	No
300	Northwest Fullerton	60591106051	No	Yes	No	No	No	No	No	Yes	No	No	No	No
301	West Fullerton	60591106052	No	Yes	No	No	No	No	No	Yes	No	No	No	No
302	West Fullerton	60591106053	No	Yes	No	No	Yes	No	No	Yes	No	No	No	No
303	West Fullerton	60591106054	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
304	Northwest Fullerton	60591106055	No	Yes	No	No	No	No	No	Yes	No	No	No	No
305	North Buena Park	60591106061	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
306	North Buena Park	60591106062	No	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
307	Northeast Buena Park	60591106071	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
308	Northeast Buena Park	60591106072	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
309	Northeast Buena Park	60591106073	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
310	Downtown Disney District in Anaheim	60599800001	No	Yes	Yes	No	Yes	No	No	Yes	No	No	No	No

CDP = Census-Designated Place; EMF/EMI = electromagnetic fields/electromagnetic interference; ID = identification; RSA = resource study area



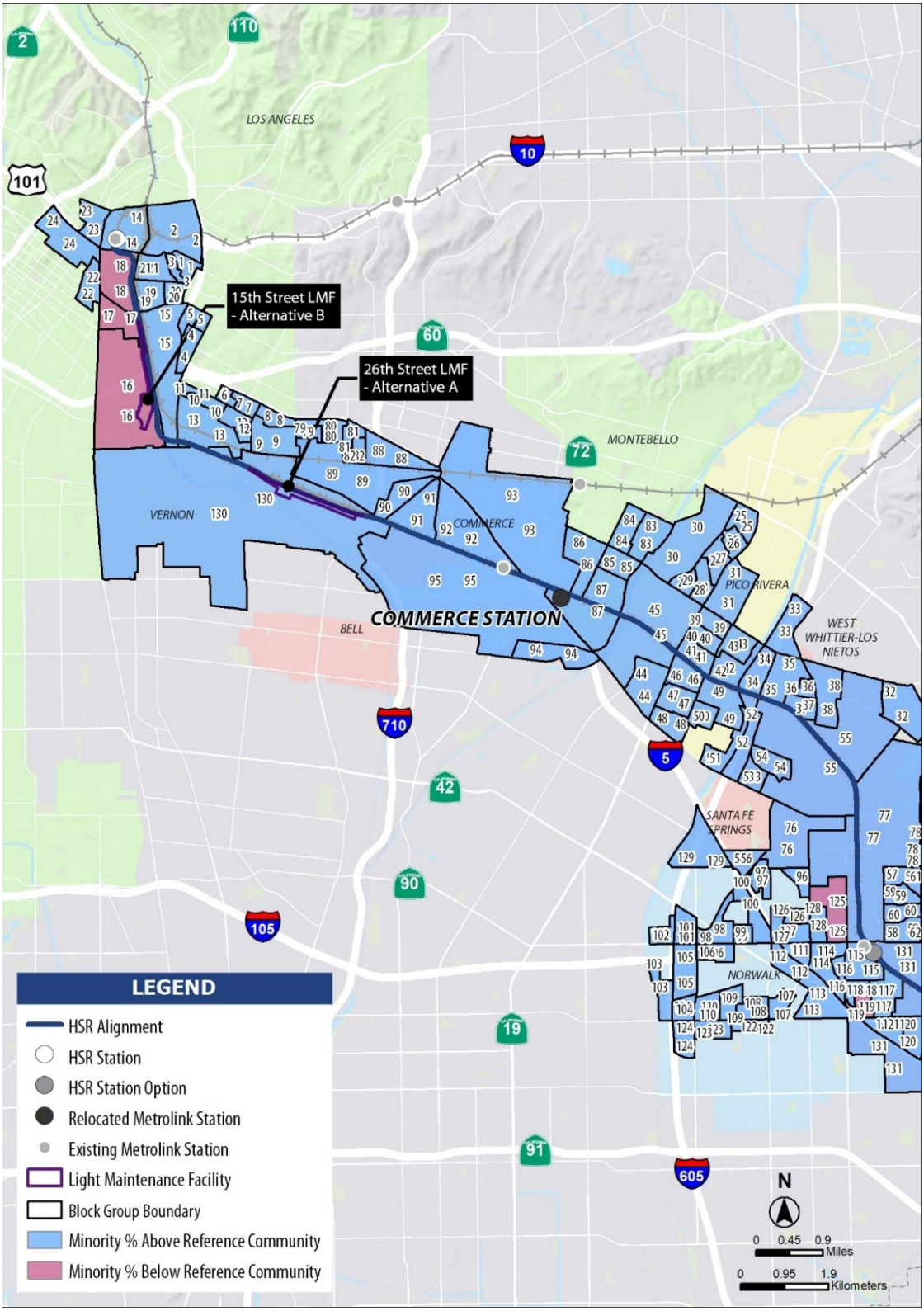
Source: U.S. Census Bureau 2021

Figure 5-2 Race and Ethnicity in the Community Analysis Resource Study Area, Sheet 1 of 2



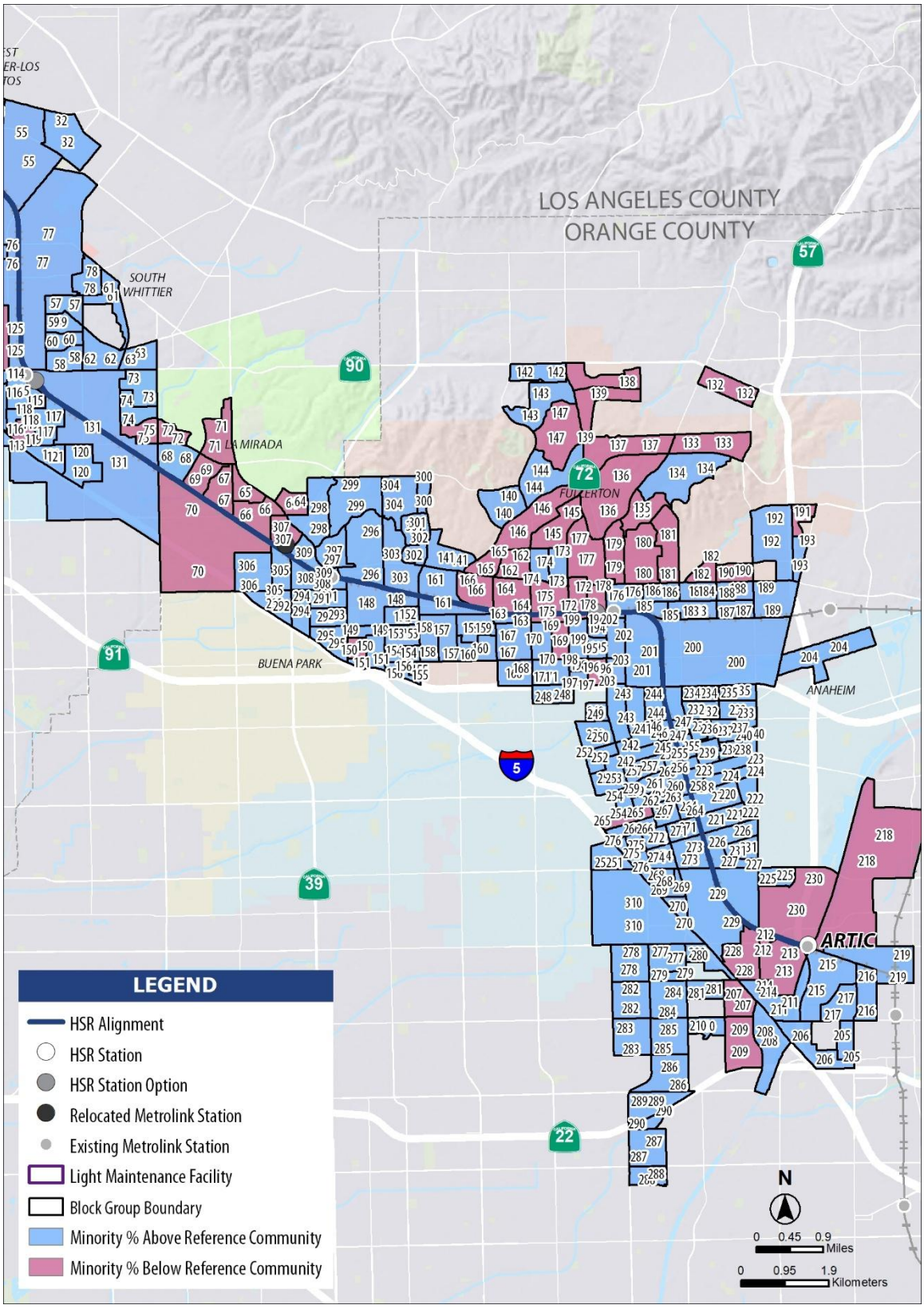
Source: U.S. Census Bureau 2021

Figure 5-2 Race and Ethnicity in the Community Analysis Resource Study Area, Sheet 2 of 2



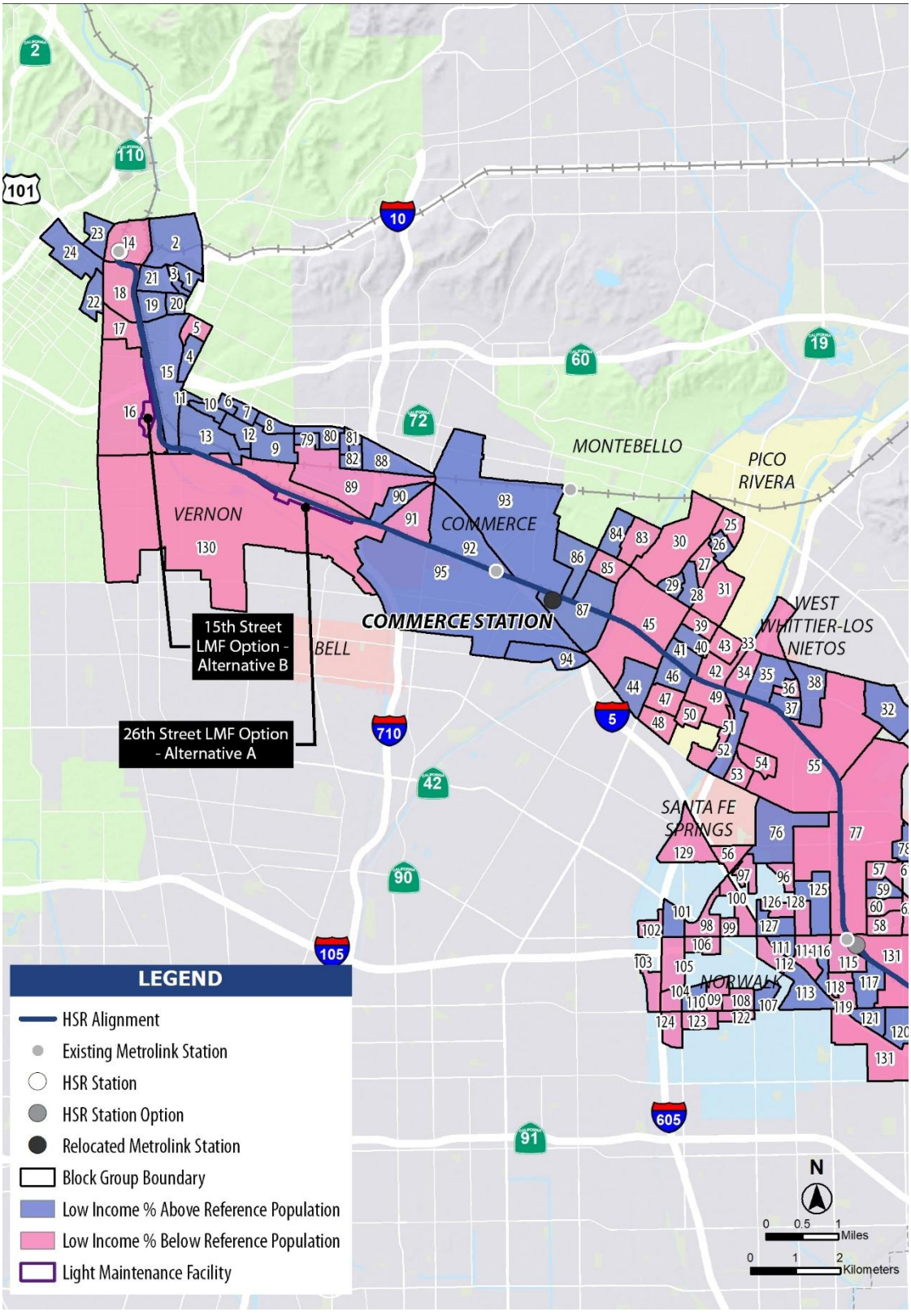
Source: U.S. Census Bureau 2021
Block group identification numbers and associated neighborhoods can be found in Table 5-51.

Figure 5-3 Minority Population in the Community Analysis Study Area, Sheet 1 of 2



Source: U.S. Census Bureau 2021

Figure 5-3 Minority Population in the Community Analysis Study Area, Sheet 2 of 2



Source: U.S. Census Bureau 2021

Figure 5-4 Low-Income Population in the Community Analysis Study Area, Sheet 1 of 2

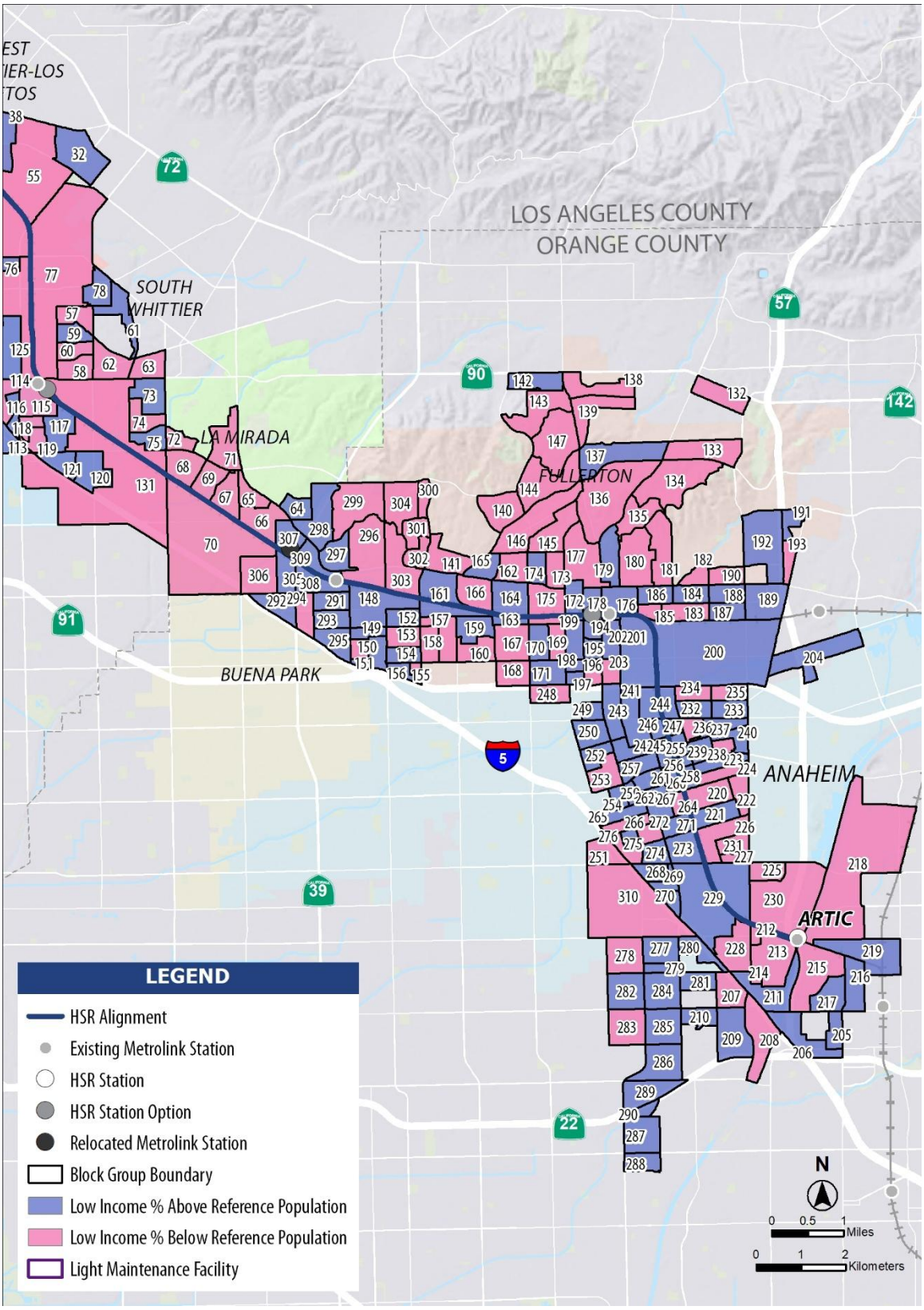


Figure 5-4 Low-Income Population in the Community Analysis Study Area, Sheet 2 of 2

5.3.3 Inclusive Public Engagement and Documentation

The Authority conducted public outreach and involvement activities in locations where minority and low-income populations may be affected by the construction and operational activities associated with the project section. The purpose of these outreach activities is to inform the public of the project and its status, solicit input on potential and perceived project impacts, and provide opportunities by which minority and low-income communities can effectively take part in the project planning process. Identification for targeted outreach was based on demographic and income information, correspondence with advocacy and community groups, and review of recent reports on inclusive engagement practices.

The Authority identified minority and low-income serving organizations relevant to the project in support of targeted and inclusive outreach. These organizations were contacted through various methods, including calls, emails, presentations (as applicable), and notifications for upcoming public meetings, with the intent of providing an update about the project and soliciting feedback. Appendix 9-A of Chapter 9 of the Draft EIR/EIS lists the advocacy and community groups serving minority and low-income communities.

Engagement methods identified to reach minority and low-income communities include strategic communication efforts such as:

- Ongoing meetings with elected officials, public agency staff, and community organizations where the Project Team solicits additional feedback on stakeholders and organizations that should be considered and engaged
- Published meeting and project information notices in local community outlets, social posts, advertisements, multilingual notice distribution, and display newspaper advertisements
- Continued online research and communication with Shared Passenger Track Alternatives' project area corridor city organizations that serve minority and low-income populations
- Identification and ongoing communication with local places of worship, schools, business groups. and other institutions that serve minority and low-income populations along the Shared Passenger Track Alternatives' project area
- Extended outreach e-blasts, phone calls, and follow-up correspondence with identified minority and low-income serving groups and stakeholders along the Shared Passenger Track Alternatives' project area
- Ongoing phone and email correspondence and presentations to community groups and public schools with requests to participate in upcoming events or meetings
- Ongoing phone, post-mail, and email correspondence regarding upcoming community meetings and project milestones
- Postcard mailing of public meeting/hearing notification
- Door-to-door notification flyer drop to minority and low-income residential areas
- Provision of language material and translation at public meetings, as applicable per meeting area
- Social media advertisements, in addition to sample text language provided to elected officials to post on their social media sites
- Ongoing participation in outreach events and speakers' bureau presentation opportunities in minority and low-income areas

For additional information on community engagement methods, refer to the Inclusive Public Engagement Plan included as Appendix B.

Table 5-52 contains a list of interested party outreach meetings and events. Other opportunities to gain a better understanding of the potential effects would include city council meetings,

stakeholder working groups, public information meetings, community pop-ups and coffees, group briefings, and opportunities to comment during the public hearings as part of the remainder of the Draft EIR/EIS process. Public comments during the outreach process were collected by the outreach team, and issues and concerns were captured in an appendix of Chapter 5 in the Draft EIR/EIS.

Table 5-52 Summary of Inclusive Public Engagement Events

Organization/Event	Location	Community Area	Date	Estimated Attendees[1]	Topics Discussed with Attendees/Key Themes
City of Anaheim/Orange County Citrus Festival	400 W Disney Way Anaheim, CA 92802	Anaheim	6/28/2015	17 engaged	Statewide materials were displayed and distributed both in English and Spanish. Community members were encouraged to study the statewide and project section maps and ask any questions. For more information on the project section and project in general, interested individuals were referred to the Authority's website. Additionally, all individuals were encouraged to provide their contact information to receive new information on the project as it becomes available. **Key Themes**: ▪ Construction timeline ▪ Funding source ▪ Train speed

Organization/Event	Location	Community Area	Date	Estimated Attendees[1]	Topics Discussed with Attendees/Key Themes
City of Los Angeles 20th Annual Central Avenue Jazz Festival	Central Ave between Martin Luther King Blvd and Vernon Ave Los Angeles, CA 90011	Los Angeles	7/25/2015–7/26/2015	250 engaged	This event provided opportunities to share statewide and project section information. For more information on the project section and project in general, interested individuals were referred to the Authority's website. Additionally, all individuals were encouraged to provide their contact information to receive new information on the project as it becomes available. **Key Themes:** ▪ Safety concerns at intersections ▪ Project start and completion date ▪ Community displacement concerns ▪ Connection to Las Vegas ▪ Train speed to Los Angeles ▪ Train speed in relation to the Japanese rail system ▪ Is this the high-speed train voter approved? ▪ Pet policy on train ▪ Will this be underground? ▪ Salary agreement for operators and construction workers ▪ Construction in the Central Valley ▪ Train routes and destinations ▪ Inquiries about shared passenger rail with Amtrak ▪ Project cost ▪ Probability of train derailment

Organization/Event	Location	Community Area	Date	Estimated Attendees[1]	Topics Discussed with Attendees/Key Themes
City of La Mirada/La Mirada Concerts in the Park	La Mirada Regional Park 13701 S Adelfa Ave La Mirada, CA 90638	La Mirada	8/6/2015	36 engaged	Community members were encouraged to study the statewide and project section maps and ask any questions. For more information on the project section and project in general, interested individuals were referred to the Authority's website. Additionally, all individuals were encouraged to provide their contact information to receive new information on the project as it becomes available. Common topics discussed: ▪ Project timeline ▪ Station locations ▪ Earthquake safety measures **Key Themes:** ▪ Project timeline ▪ HSR in comparison to Hyperloop ▪ Funding sources ▪ Station locations and routes ▪ Travel time within LA-A rail corridor ▪ HSR systems internationally ▪ Concerns of safety measures for earthquakes
City of Montebello/ Montebello Concerts in the Park	Montebello City Park 1300 W Whittier Blvd Montebello, CA 90640	Montebello	8/6/2015	250 attendees/ 45 engaged	This event provided statewide and project section information to individuals mostly unfamiliar with the program. **Key Themes:** ▪ Project overview ▪ Project timeline ▪ Train speed ▪ Job opportunities with HSR ▪ Train routes and destinations ▪ Cost of ridership and affordability

Organization/Event	Location	Community Area	Date	Estimated Attendees[1]	Topics Discussed with Attendees/Key Themes
Commerce Farmers Market/Information Table	2535 Commerce Way between City Hall and Rosewood Park Commerce, CA 90040	Commerce	8/13/2015	10 engaged	This information table at a local farmer's market provided an opportunity to engage community members about: ▪ Project statewide section ▪ LA–A Project Section **Key Themes:** ▪ Project timeline ▪ Job opportunities with HSR ▪ Train speeds ▪ Cost of ridership and affordability
City of Los Angeles/Los Angeles/City Councilman Gilbert Cedillos' Latin Jazz Festival	Sycamore Grove Park 4702 N Figueroa St Los Angeles, CA 90042	Los Angeles	8/23/2015	130 engaged	During this event, statewide materials were displayed and distributed in English and Spanish. Questions were addressed regarding general information on the project section and statewide program. Individuals were encouraged to provide their contact information to receive future updates. **Key Themes:** ▪ Safety measures at crossings ▪ Project timeline ▪ Displacement of people ▪ Train speeds within LA-A rail corridor ▪ HSR in comparison to Japan's rail system ▪ Onboard pet policies ▪ Tunneling ▪ Salaries and job opportunities for construction and train operators ▪ Cost of construction ▪ Cost of ridership and affordability

Organization/Event	Location	Community Area	Date	Estimated Attendees[1]	Topics Discussed with Attendees/Key Themes
Orange County Heritage Council/Orange County Black History Cultural Faire	205 W Center St Promenade Downtown Anaheim, CA 92805	Anaheim	2/16/2016	8,000 attendees/ 55 engaged	At this 36th annual event, the outreach team promoted the #IWillRide campaign and encouraged booth visitors to provide their contact information for project updates. Interested visitors asked about: ▪ Project timeline ▪ Project funding sources ▪ Overall statewide program **Key Themes:** ▪ Safety measures at grade crossings ▪ Likelihood of derailment ▪ Displacement of homes and businesses ▪ HSR connections to Las Vegas ▪ Train speed within LA-A rail corridor ▪ Onboard pet policies ▪ Tunneling ▪ Projected wages for construction workers and HSR operators ▪ Train routes and destinations
City of Bell/Bell 5K Run/Walk	Bell Community Center 6250 Pine Ave Bell, CA 90201	Bell	2/21/2016	21 engaged	At this 2nd annual 5K Run/Walk, the City of Bell brought together community members of all ages, including a children's run/walk event. Topics discussed at the information booth: ▪ Train routes and destination ▪ Project timeline ▪ HSR's positive impact on regional connections to public transit **Key Themes:** ▪ Train routes and destinations ▪ Duration of ride ▪ Cost of ridership and affordability

Organization/Event	Location	Community Area	Date	Estimated Attendees[1]	Topics Discussed with Attendees/Key Themes
Sobba Band of Mission Indians; Juaneño Band of Mission Indians; Juaneño Band of Mission Indians Acjachemen Nation; Gabrieleno Band of Mission Indians – Kizh Nation; Gabrieleno/Tongva San Gabriel Band of Mission Indians; Gabrielino Tongva Indians of California Tribal Council; Gabrielino-Tongva Tribe; Tongva Ancestral Territorial Tribal Nation; Gabrielino/Tongva Nation; Los Angeles City/County Native American Indian Commission; Fernandeno Tataviam Band of Mission Indians/Tribal Information Meeting	Authority Southern California Regional Office 700 N Alameda St Los Angeles, CA 90012	Los Angeles County, Orange County	2/25/2016	3 signed in	In collaboration with Authority staff, Arellano Associates met with tribal organizations affected by the project area and rail corridor. **Key Themes:** ▪ Statewide Program Overview: benefits/status ▪ Southern California overview and focused discussion of LA–A Project Section ▪ Lead federal agency perspective ▪ Status of the cultural resources investigation for LA–A Project Section ▪ HSR program cultural resources investigation process and tribal involvement ▪ Open forum Q&A
ARTIC/Information Booth	Lobby of ARTIC Transit Station 2626 E Katella Ave Anaheim, CA 92806	Anaheim	03/14/2016	16 engaged	The outreach team hosted an information booth at the lobby of ARTIC station to engage transit riders with general statewide and project section information. An iPad tablet was available to inform riders about where additional information can be accessed. In addition, the booth's banner display promoted the #IWillRide campaign. **Key Themes:** ▪ Project timeline ▪ Cost of ridership and affordability

Organization/Event	Location	Community Area	Date	Estimated Attendees[1]	Topics Discussed with Attendees/Key Themes
City of Montebello/ Montebello Earth Day	Montebello City Park 1301 W Whittier Blvd Montebello, CA 90640	Montebello	4/16/2016	34 engaged	This event featured booths representing local nonprofit organizations and public utilities. The outreach staff shared general project section information to raise awareness and generate excitement about statewide program. **Key Themes:** ▪ Statewide timeline of Phase 1 ▪ Project funding sources and budget allocations ▪ Safety measures ▪ Is this like Express Lanes? [A Los Angeles County High-Occupancy Toll Freeway Lane program] ▪ Cost of ridership and affordability ▪ Construction timeline of LA-A corridor ▪ Concerns about train noise ▪ Train route along Palmdale to Burbank corridor ▪ Station locations ▪ Opportunities for train routes to Las Vegas ▪ HSR in comparison to Japan's rail systems ▪ HSR in comparison to Hyperloop

Organization/Event	Location	Community Area	Date	Estimated Attendees[1]	Topics Discussed with Attendees/Key Themes
Los Angeles Department of Water and Power/Earth Day Los Angeles	Grand Park 200 N Grand Ave Los Angeles, CA 90012	Los Angeles	4/22/2016	150 engaged	The Authority took the opportunity to share the various environmentally friendly features of the program. Because this event was a green event, no collateral materials were handed out. Instead, the environmental fact sheets were displayed prominently on the table. An iPad tablet was available to share other materials as needed. Community members were encouraged to study the statewide and project section maps and ask any questions. All individuals were encouraged to provide their contact information to receive new information on the project as it becomes available. **Key Themes:** ▪ Project timeline ▪ Status of environmental process ▪ HSR relationship to Las Vegas HSR ▪ HSR routes from Victorville ▪ Construction timeline of High Desert Corridor ▪ Train speed within Palmdale to Burbank corridor ▪ HSR station connections to multimodal transit ▪ Southern California construction timeline ▪ HSR clearance process ▪ HSR amenities and services, such as Wi-Fi ▪ HSR connections to Metrolink and Amtrak stations ▪ Train routes and destinations ▪ Phase 1 environmental clearance timeline

Organization/Event	Location	Community Area	Date	Estimated Attendees[1]	Topics Discussed with Attendees/Key Themes
All Access Entertainment/ Fiesta Broadway	Downtown Los Angeles 1st St and Broadway	Los Angeles	4/24/2016	150,000 attendees; 300 engaged	At the 27th Annual Fiesta Broadway event, the information booth focused on raising general project awareness and addressed questions about the statewide program. Booth visitors were encouraged to sign up to receive future updates. **Key Themes:** ▪ Project timeline ▪ Job opportunities with HSR ▪ Role of Authority for HSR operations ▪ Connections with existing passenger rail, such as Metrolink and Amtrak ▪ HSR involvement in route to Las Vegas, N**evada** ▪ Duration of ride ▪ Train routes and destinations, such as cities in Inland Empire ▪ Station locations ▪ Cost of ridership and affordability ▪ Inclusive of diverse passengers on HSR ▪ Phase 2 timeline ▪ Public and government funding sources

Organization/Event	Location	Community Area	Date	Estimated Attendees[1]	Topics Discussed with Attendees/Key Themes
Metropolitan Water District of Southern California/ Spring Green Expo	Downtown Los Angeles Los Angeles Union Station Courtyard 700 N Alameda St Los Angeles, CA 90012	Los Angeles	4/28/2016	120 engaged	Many were interested in taking "I Will Ride" photos and number signed up to receive additional information. To demonstrate the Authority's commitment to promoting a green program and overall sustainability, a monitor was set up playing the Earth Day 2016 – Sustainability Facts video, which can be found on the Authority's YouTube channel. A number of sustainability fact sheets were also displayed. **Key Themes:** ▪ Project timeline ▪ Job opportunities ▪ Train routes and destinations ▪ Station locations ▪ Train speeds and duration of ride ▪ Commuter friendliness ▪ HSR connections to multimodal transportation ▪ Cost of ridership and affordability ▪ Phase 2 timeline ▪ Stations in Inland Empire

Organization/Event	Location	Community Area	Date	Estimated Attendees[1]	Topics Discussed with Attendees/Key Themes
City of Montebello/ Montebello Walk and Roll	Montebello Acuna Park 1700 W Victoria Ave, Montebello, CA 90640	Montebello	5/21/2016	150 attendees/ 25 engaged	At the information booth, statewide and project section materials were displayed and distributed both in English and Spanish. Community members were encouraged to study the statewide and project section maps and ask any questions. For more information on the project section and project in general, interested individuals were referred to the Authority's website. Additionally, all individuals were encouraged to provide their contact information to receive new information on the project as it becomes available. **Key Themes:** ▪ Safety concerns of train routes near schools ▪ Safety concerns of crossing configurations ▪ Negative impacts **on** local businesses ▪ Home and property acquisitions ▪ HSR relationship to Metro Eastside project ▪ Cost of ridership and affordability ▪ Noise concerns

Organization/Event	Location	Community Area	Date	Estimated Attendees[1]	Topics Discussed with Attendees/Key Themes
Holy Cross Cathedral/ Montebello Armenian Food Fair and Festival	Holy Cross Cathedral 900 W Lincoln Ave Montebello, CA 90640	Montebello	6/4/2016	34 engaged	Community members were encouraged to study the statewide and project section maps and ask questions. Although this was a LA–A event, attendees from Glendale were present and they were also provided with the Burbank to Los Angeles Project Section map. **Key Themes:** ▪ Project timeline ▪ Train routes and destinations ▪ HSR operations within High Desert Corridor ▪ HSR competition to Amtrak services ▪ Frequency of operations, such as evenings ▪ Station locations ▪ Phase 2 timeline ▪ Train speeds and safety measures ▪ How long does [the train] take to slow down?

Organization/Event	Location	Community Area	Date	Estimated Attendees[1]	Topics Discussed with Attendees/Key Themes
Tweedy Mile Association / South Gate Tweedy Mile Street Fair	3515 Tweedy Blvd South Gate, CA 90280	Los Angeles County, Montebello (South Gate)	6/3/2016–6/5/2016	96 engaged	The 24th Annual Tweedy Mile Street Fair in South Gate, provided an opportunity to conduct broader outreach beyond the corridor cities. By virtue of South Gate's large Latino community, the outreach team's participation at this event provided a unique opportunity to conduct inclusive public engagement. In addition, the Office of Speaker of the Assembly, Anthony Rendon requested public outreach within his district. General statewide and project information was provided to raise awareness and engagement. **Key Themes:** ▪ Train routes and destinations ▪ Negative environmental impacts of HSR ▪ Project timeline ▪ When will there be trains running? ▪ Duration of ride ▪ Train speed ▪ HSR comparison to Hyperloop

Organization/Event	Location	Community Area	Date	Estimated Attendees[1]	Topics Discussed with Attendees/Key Themes
California Walks 2016 PedsCount! Summit	Courtyard Marriott Long Beach Downtown 500 E First St Long Beach, CA 90802	Long Beach	6/6/2016–6/7/2016	62 engaged	This event is organized by California Walks and is attended by state, regional, and local individuals representing various organizations and entities all with the desire to create healthy, safe, and walkable communities throughout California. Most individuals were interested in the project's timeline and were invited to participate in the #IWillRide campaign. **Key Themes:** ▪ Phase 1 timeline ▪ Accessibility to HSR terminus stations in Los Angeles and Anaheim ▪ Onboard amenities and features, such as bike storage ▪ Train routes and destinations north of Sacramento ▪ Bicycle and pedestrian connectivity to HSR for rural communities ▪ Increase connectivity between HSR stations ▪ Displacement of and impact on homeless services ▪ Accessibility and affordability of ridership
City of La Mirada/La Mirada Stroll in the Park	La Mirada Creek Park 12021 Santa Gertrudes Ave La Mirada, CA 90638	La Mirada	7/28/2016	35 engaged	This event encouraged booth visitors to learn more about general project information and ways to stay informed by signing up to receive new updates. Among the people who stopped by the booth was City Manager, Jeff Boynton, who expressed interest in the project and mentioned that the Reimbursable Agreement documents will soon be presented to the City Council. **Key Themes:** ▪ Is the Authority hiring? ▪ Job opportunities with HSR ▪ Cost of ridership and affordability ▪ Duration of ride ▪ Project timeline

Organization/Event	Location	Community Area	Date	Estimated Attendees[1]	Topics Discussed with Attendees/Key Themes
City of Los Angeles/21st Annual Central Avenue Jazz Festival	Central Avenue between Martin Luther King, Jr, Blvd and Vernon Ave Los Angeles, CA 90011	Los Angeles	7/30/2016–7/31/2016	185 engaged	Community members were encouraged to study the statewide and project section maps and ask any questions. For more information on the project section and project in general, interested individuals were referred to the Authority's website. Additionally, all individuals were encouraged to provide their contact information to receive new information on the project as it becomes available. Many visitors had an idea of the program, but not extensive knowledge. Many individuals shared that they often ride the Metro and would be supportive of a statewide HSR program. **Key Themes:** ▪ Where can I find HSR jobs? ▪ Train routes and destinations ▪ HSR connections to multimodal transportation ▪ Cost of ridership and affordability ▪ Project timeline ▪ Duration of ride ▪ Project funding and sources ▪ HSR in comparison to international rail system in Japan ▪ Tunneling and grade separations

Organization/Event	Location	Community Area	Date	Estimated Attendees[1]	Topics Discussed with Attendees/Key Themes
All Access Entertainment/ Mexican Independence Day – Fiesta Patrias Festival	Placita Olvera 125 Paseo de la Plaza Los Angeles, CA 90012	Los Angeles	9/17/2016–9/18/2016	180 engaged	At this celebration event, outreach staff engaged with majority Spanish-speaking community members to share the following: ▪ Statewide Program ▪ LA–A Project Section **Key Themes:** ▪ Train routes and destinations ▪ HSR route to Las Vegas, Nevada ▪ Cost of ridership and affordability ▪ Public funding ▪ Government role in HSR operations ▪ Phase 2 timeline
Buena Park Noon Lions Club 59th Annual Silverado Days – Buena Park	William Peak Park 7225 El Dorado Dr Buena Park, CA 90620	Buena Park	10/15/2016–10/16/2016	95 engaged	During this free, 3-day event, the outreach team promoted the #IWillRide campaign to attendees and presented statewide and project section information. Additional topics included: ▪ Proposed statewide alignment ▪ Creating jobs through HSR ▪ Small business program **Key Themes:** ▪ Project timeline ▪ Projected maximum passenger capacity ▪ Cost of ridership and affordability ▪ Duration of ride ▪ Train speeds ▪ HSR competition in passenger rail, such as Amtrak ▪ Train routes and destinations ▪ Frequency of HSR operations, such as evenings

Organization/Event	Location	Community Area	Date	Estimated Attendees[1]	Topics Discussed with Attendees/Key Themes
Air Quality Management District/Our Voices, Our Air – A Conference on Environmental Justice and Air Pollution	Center at Cathedral Plaza 555 W Temple Los Angeles, CA 90012	Los Angeles	11/16/2016	40 engaged	Hosted by the South Coast Air Quality Management Board, the outreach team provided an information booth to discuss: ▪ Proposed statewide alignment ▪ Environmental benefits of HSR **Key Themes:** ▪ HSR's environmental impacts ▪ Inquiries about environmental benefits
Mexican American Opportunity Foundation and City of Cudahy/Vive tu Vida! Get up! Get Moving! (Gateway Cities Health Fair)	Clara Street Park 4835 Clara St Cudahy, CA 90201	Cudahy	11/19/2016	75 engaged	At this 10th annual health fair, most attendees learned about the statewide program and project section for the first time. Most conversations and project discussions were in Spanish and outreach staff provided resources to stay informed of project updates. **Key Themes:** ▪ Project timeline ▪ Cost of ridership and affordability ▪ Duration of ride ▪ Train speeds throughout statewide system ▪ Frequency of HSR operations, such as evenings ▪ HSR in relation to another passenger rail, such as Metrolink

Organization/Event	Location	Community Area	Date	Estimated Attendees[1]	Topics Discussed with Attendees/Key Themes
City of Buena Park/Buena Park Senior Center	Buena Park Senior Center 8150 Knott Ave Buena Park, CA 90620	Buena Park	12/8/2016	50 engaged	During a lunch hosted by the senior center, the outreach team provided general project information and discussed the following: ▪ Proposed statewide alignment ▪ Sustainability facts ▪ Rail safety **Key Themes:** ▪ Train routes and destinations ▪ HSR stations ▪ Cost of ridership and affordability ▪ Project funding and sources ▪ Construction timeline within Buena Park
SCAG/Metro Green Line Open House #2	Sproul Reception Center 12239 Sproul St. Norwalk, CA 90650	Norwalk	1/7/2017	35 engaged	This event addressed the Metro Green Line Extension connecting Norwalk Station to Santa Fe Springs Metrolink Station. The following additional information was provided: ▪ LA–A Project Section updates ▪ General statewide HSR information **Key Themes:** ▪ Project timeline ▪ Train routes and destinations ▪ Project benefits to Norwalk ▪ HSR in comparison to bullet trains internationally

Organization/Event	Location	Community Area	Date	Estimated Attendees[1]	Topics Discussed with Attendees/Key Themes
SCAG/Metro Green Line Open House #2	Sproul Reception Center 12239 Sproul St Norwalk, CA 90650	Norwalk	1/11/2017	35 engaged	This event addressed the Metro Green Line Extension connecting Norwalk Station to Santa Fe Springs Metrolink Station. The following additional information was provided: ▪ LA–A Project Section updates ▪ General statewide HSR information **Key Themes:** ▪ Train speeds within Norwalk and safety measures ▪ Project benefits to Norwalk ▪ HSR in comparison to international rail systems ▪ Project timeline ▪ Duration of ride ▪ Project funding and sources
Orange County Heritage Council/Orange County Black History and Cultural Faire	205 West Center St Promenade Anaheim, CA 92805	Anaheim	2/4/2017	8,000 attendees/ 125 engaged	At this 37th annual event, the outreach team provided information on: ▪ HSR's environmental benefits ▪ Statewide map ▪ Safety and noise concerns **Key Themes:** ▪ Train routes and destinations ▪ Cost of ridership and affordability ▪ Project timeline

Organization/Event	Location	Community Area	Date	Estimated Attendees[1]	Topics Discussed with Attendees/Key Themes
Korean Community Services/Fullerton Arirang (A.R.) Market (Korean)	A.R. Mart 1701 W Orangethorpe Ave Fullerton, CA 92883	Fullerton	3/12/2017	30 engaged	To engage Korean-speaking community members, the outreach team hosted an information booth outside a highly trafficked supermarket. Project materials distributed and discussions addressed: ▪ Travel duration ▪ LA–A rail corridor map **Key Themes:** ▪ Train routes and destinations ▪ HSR in comparison to Brightline West ▪ Cost of ridership and affordability ▪ Project timeline
Pioneer High School/ Annual Freshman Fair	Pioneer High School 10800 Benavon St Whittier, CA 90606	Whittier	3/23/2017	100 engaged	This event informed incoming students about the school year's involvement activities. The outreach team's information booth provided families details about: ▪ LA–A Project Section updates ▪ Potential construction impacts in Los Nietos area ▪ Invites to future open house meeting to learn more **Key Themes:** ▪ Project timeline ▪ Cost of ridership and affordability ▪ Duration of ride ▪ Train routes and destinations

Organization/Event	Location	Community Area	Date	Estimated Attendees[1]	Topics Discussed with Attendees/Key Themes
City of Anaheim/ Downtown Anaheim Farmers Market	Downtown Anaheim 201 Center St Promenade Anaheim, CA 92805	Anaheim	3/23/2017	5 engaged	This farmer's market provided an opportunity for the outreach team to share the following: ▪ Statewide project overview ▪ LA–A Project Section updates ▪ Ways to stay informed by providing contact information **Key Themes:** ▪ Project timeline ▪ Cost of ridership and affordability
Metropolitan Water District of Southern California/ Spring Green Expo	Downtown Los Angeles Los Angeles Union Station Courtyard 700 N Alameda St Los Angeles, CA 90012	Los Angeles	4/20/2017	60 engaged	At this sustainability centered event, the outreach team hosted an information table to share HSR's environmental impact and general statewide information. Topics included: ▪ Sustainability policy ▪ Project timeline ▪ LA–A Project Section updates **Key Themes:** ▪ Environmental impacts

Organization/Event	Location	Community Area	Date	Estimated Attendees[1]	Topics Discussed with Attendees/Key Themes
Southern California Railway Plaza Association/Fullerton Railroad Days	Fullerton Train Station (Metrolink) 120 E Santa Fe Ave Fullerton, CA 92832	Fullerton	5/5/2017–5/6/2017	403 engaged	At the 18th Annual Railroad Days, the outreach team connected with attendees who explored historical and model train exhibits. Topics discussed: ▪ Proposed statewide alignment ▪ Small business program ▪ LA–A Project Section updates **Key Themes:** ▪ Project timeline ▪ Project funding and sources ▪ Cost of ridership and affordability ▪ Duration of ride ▪ Shared tracks with freight and passenger rail ▪ Train routes and destinations ▪ Authority's purpose ▪ Phase 2 timeline
Los Nietos MASH/Los Nietos MASH Meeting	Los Nietos Community Center 11640 E Slauson Ave Whittier, CA 90606	Los Nietos/ Whittier unincorporated	5/18/2017	12 engaged	During a MASH group meeting, a PowerPoint presentation was provided. The presentation included: ▪ An overview of the HSR project, including a program overview and timeline construction ▪ Rail connections, grade separations ▪ Environmental process, stakeholder outreach, upcoming meetings, and how to stay connected. The LA–A fact sheet and grade separation insert was distributed to meeting attendees. **Key Themes:** ▪ Project timeline

Organization/Event	Location	Community Area	Date	Estimated Attendees[1]	Topics Discussed with Attendees/Key Themes
City of Pico Rivera/Pico Rivera Farmers' Market	Smith Park 6016 Rosemead Blvd Pico Rivera, CA 90660	Pico Rivera	7/26/2017	50 engaged	This community event provided an opportunity to spread awareness about the project section and engage community members to provide their contact information to receive new project updates. Engaged members indicated the following: ▪ Excitement for the project's completion ▪ In favor of constructing the statewide program **Key Themes:** ▪ Project timeline ▪ Cost of ridership and affordability ▪ Duration of ride ▪ HSR in comparison to Hyperloop ▪ Funding sources
Anaheim Indoor Marketplace/Community Health Fair at Anaheim Marketplace	Anaheim Indoor Marketplace 1440 S Anaheim Blvd Anaheim, CA 92805	Anaheim	8/20/2017	45 engaged	By holding an informational booth at this free community health fair, many attendees learned about the HSR system for the first time. Outreach staff provided general project information and directed visitors on ways to stay informed of future project updates. **Key Themes:** ▪ Project timeline ▪ Train routes and destinations ▪ Cost of ridership and affordability ▪ Duration of ride

Organization/Event	Location	Community Area	Date	Estimated Attendees[1]	Topics Discussed with Attendees/Key Themes
City of Commerce/ Commerce Fiestas Patrias	Bristow Park 1466 S McDonnell Ave Commerce, CA 90040	Commerce	9/16/2017	50 engaged	At this annual celebration event, the outreach team introduced the project to community members previously unaware of HSR and explained its community impacts: ▪ Proposed alignment option LA–A ▪ Statewide program **Key Themes:** ▪ Property impacts ▪ Project timeline ▪ Cost of ridership and affordability ▪ Duration of ride
Metropolitan Water District of Southern California/ Spring Green Expo	Downtown Los Angeles Los Angeles Union Station Courtyard 700 N Alameda St. Los Angeles, CA 90012	Los Angeles	4/19/2018	100 engaged	At this sustainability centered event, the outreach team hosted an information table to share HSR's environmental impact and general statewide information. Topics included: ▪ Sustainability measures ▪ Project timeline ▪ Project section overview **Key Themes:** ▪ Environmental impacts

Organization/Event	Location	Community Area	Date	Estimated Attendees[1]	Topics Discussed with Attendees/Key Themes
Commerce Pop-up at Ayers Residential Community	Bandini Park Community Center 4725 Astor Ave Commerce, CA 90040	Commerce	10/27/2018	20 engaged	In collaboration with the Southeast Community Development Corporation, a mobile technology center was parked outside the community center to engage community members. Using a recreational vehicle equipped with laptops, outreach staff presented a PowerPoint presentation and geographic information system map: ▪ State's Preferred Alternative ▪ Commerce Metrolink Station relocation ▪ Statewide program **Key Themes:** ▪ Construction timeline ▪ Notifications to community ▪ Commerce Metrolink Station Relocation
City of Commerce/ Commerce Pop-up at Halloween Trick and Trot 5K	Commerce City Hall 2535 Commerce Way Commerce, CA	Commerce	10/27/2018	25 engaged	At the request of Councilmember Oralia Y. Rebollo, the outreach team staffed an information booth. Topics included: ▪ Project timeline and funding ▪ State's Preferred Alternative ▪ Commerce Metrolink Station relocation **Key Themes:** ▪ Project **timeline** ▪ Property **acquisition** and **impacts on** Commerce ▪ Authority and city coordination
Pioneer High School/ Marketplace	Pioneer High School 10800 Benavon St Whittier, CA 90606	Los Nietos/ Whittier unincorporated	11/10/2018	42 engaged	Topics discussed: ▪ General statewide information ▪ LA–A Project Section ▪ Proposed statewide alignment **Key Themes:** ▪ Project timeline ▪ Construction impacts

Organization/Event	Location	Community Area	Date	Estimated Attendees[1]	Topics Discussed with Attendees/Key Themes
Commerce Neighborhood Watch/Commerce Neighborhood Watch Meeting	Cul-de-Sac at Ayers Ave/ Leonis St (Ayers Community) Commerce, CA 90040	Commerce	2/28/2019	15 attendees/7 engaged	At this organization's meeting, the outreach team hosted a booth to provide information on impacts on the Ayers residential community and planned stations. Common questions involved: ▪ Potential business impacts ▪ Project timeline **Key Themes:** ▪ Direct impacts **on** Ayers residential community ▪ Project timeline and scope ▪ HSR station in Commerce ▪ Cost of ridership and affordability ▪ Impacts **on** businesses ▪ Information booth with La Mirada Neighborhood Watch ▪ Community meetings with HSR
Los Nietos MASH/Los Nietos MASH Meeting	Los Nietos Community Center 11640 E Slauson Ave Whittier, CA 90606	Los Nietos/ Whittier Unincorporated	3/21/2019	11 engaged	At this organization's meeting, the outreach team gave a PowerPoint presentation on: ▪ General statewide information ▪ LA–A Project Section **Key Themes:** ▪ Project timeline ▪ Project's community benefits
CCAEJ Briefing	Virtual	Colton, Lenwood	9/22/2020	8 participants	The meeting was requested by CCAEJ through the Authority's virtual office hours, which are being offered to answer questions and help stakeholders navigate the scoping period. CCAEJ requested this as a follow up to its participation at a public scoping meeting as they had additional questions on the LA–A Colton Component. Their questions related to the Authority/BNSF roles on the Colton and Lenwood Components, the decision-making process leading up to the MOU between both agencies, as well as inquiries on the type studies and extent of the analysis

Organization/Event	Location	Community Area	Date	Estimated Attendees[1]	Topics Discussed with Attendees/Key Themes
					that will be included as part of the Draft EIR/EIS to assess the secondary impacts that the Inland Empire components may have on the residential communities. Note: The Authority disclosed that any comments or questions raised by CCAEJ during this meeting would not be part of the official scoping record and instructed the organization's representatives to submit and questions and comments by the approaching deadline of September 24, 2020. **Key Themes:** ▪ Environmental analysis and selection process of proposing Colton and Lenwood for BNSF Components ▪ Growth in goods movement and impact of Colton and Lenwood Components on communities ▪ Requests to analyze potential electrification of proposed freight activities in draft environmental documents ▪ BNSF electrify freight operations ▪ Public health risks and air quality concerns ▪ Prior to proposal for BNSF Components, insufficient public outreach within Colton and Lenwood communities ▪ Inquiries about timeline of public engagement in relation to project scoping
San Bernardino Equity Element	Virtual	San Bernardino	2/19/2021	17 participants	Provided a statewide and LA–A Project Section overview, environmental process milestones, stakeholder engagement efforts, and details of the Colton and Lenwood components. **Key Themes:** ▪ Inclusive public engagement strategies

Organization/Event	Location	Community Area	Date	Estimated Attendees[1]	Topics Discussed with Attendees/Key Themes
City of Commerce/Rockin' Walkin' Wednesday	Bandini Park 4725 Astor Ave Commerce, CA 90040	Commerce	8/11/2021	60 attendees/10 engaged	General statewide and project section information was shared with attendees. To stay informed of future updates, individuals were encouraged to sign up to be contacted. **Key Themes:** ▪ Project timeline ▪ Funding sources ▪ Train routes and destinations
City of Colton/Movies in the Park	Elizabeth Davis Park 1055 W Laurel Dr Colton, CA 92324	Colton	8/27/2021	15 attendees/3 engaged	At this free, community event, booth visitors asked about the proposed Colton Intermodal Facility. ▪ Colton Component **Key Themes:** ▪ Purpose of Colton Component ▪ What will the Colton Intermodal Facility look like? ▪ HSR stations
City of Los Angeles/ Sunday Sessions – Grand Park, Los Angeles	Downtown Los Angeles Gloria Molina Grand Park	Los Angeles	8/29/2021	150 attendees/ 25 engaged	During this free, outdoor music event, the informational booth invited community members to ask general questions about the statewide program and project section. Visitors asked about the various destinations and train routes. **Key Themes:** ▪ Train routes and destinations ▪ Cost of ridership and affordability ▪ Project funding, such as Infrastructure Bill ▪ Project timeline and construction

Organization/Event	Location	Community Area	Date	Estimated Attendees[1]	Topics Discussed with Attendees/Key Themes
City of Santa Fe Springs/ Fiestas Patrias	Los Nietos Park 11143 Charlesworth Rd Santa Fe Springs, CA 90670	Santa Fe Springs	9/10/2021	300 attendees/ 35 booth visitors	This community event provided opportunities for individuals to ask questions about the statewide program and project section. **Key Themes:** ▪ Train routes and destinations ▪ Construction time and impacts on corridor cities ▪ Train fares and project budget sources ▪ HSR in comparison to maglev
City of Colton/City of Colton PAWS in the Park	Gonzales Community Center 670 Colton Ave Colton, CA 92324	Colton	9/18/2021	45 engaged	At this pet adoption and wellness event, the outreach team discussed how and why HSR affects the Colton community: ▪ Proposed Colton Intermodal Facility **Key Themes:** ▪ Outreach efforts in Colton ▪ Purpose of Colton Component ▪ HSR stations
Fullerton Night Market	125 E Wilshire Ave Fullerton, CA 92832	Fullerton	9/23/2021	75–100 event attendees/ 30 booth visitors	Topics discussed included an overview of the statewide program and project section. Details were provided on how to stay connected with future project news. **Key Themes:** ▪ Project timeline ▪ Train routes and destination ▪ Cost of ridership and affordability ▪ Funding sources ▪ Shared rail tracks and right-of-way ▪ Phase 2 routes and destinations ▪ HSR in comparison to maglev trains

Organization/Event	Location	Community Area	Date	Estimated Attendees[1]	Topics Discussed with Attendees/Key Themes
City of Colton/Halloween Festival	Fleming Park 525 N La Cadena Dr Colton, CA 92324	Colton	10/28/2021	75 engaged	Community members stopping by the information booth were provided an overview of the LA–A Project Section and the Colton and Lenwood project components. Questions were asked on when HSR will be in operation, station locations, and fare. **Key Themes:** ▪ Purpose of Colton Component ▪ Project **timeline** ▪ Cost of ridership and affordability ▪ Train routes and destinations
City of Colton/Holiday Spectacular	City of Colton 650 N La Cadena Dr Colton, CA 92324	Colton	12/04/2021	62 engaged	Community members stopping by the information booth were provided an overview of the LA–A Project Section and the Colton and Lenwood project components. Questions on whether HSR will have a station in the Inland Empire, travel time for Los Angeles to San Francisco and if the HSR is the same train going to Las Vegas. **Key Themes:** ▪ Train routes and destinations ▪ Train speeds and duration of ride ▪ HSR system in comparison to Brightline West ▪ Purpose of Colton Component

Organization/Event	Location	Community Area	Date	Estimated Attendees[1]	Topics Discussed with Attendees/Key Themes
People's Collaborative for EJ, Earth Justice, Sierra Club, and USEPA	Virtual	Virtual	6/17/2022	9 participated	The group discussed meeting goals and interested parties identified the following goals: ▪ Receive update on project and better understand future process ▪ Status of conversations with BNSF ▪ Project specifics around Colton ▪ Understand outreach opportunities to engage ▪ Discuss concerns related to project ▪ Receive schedule update The group was provided an update on the statewide program and the LA–A Project Section. **Key Themes:** ▪ Climate crisis and environmental benefits of HSR ▪ Public health concerns from project construction
People's Collaborative for EJ, Earth Justice, Sierra Club, and USEPA	Virtual	Virtual	7/20/2022	9 participated	Follow up from June 2022 meeting. The Authority provided a project overview and a summary of outreach activities in the Inland Empire. Participants raised questions on goods movement, outreach efforts and an alternative location for a multimodal facility. The Authority asked for additional groups to include in outreach efforts. **Key Themes:** ▪ Inquiries about outreach plan ▪ What are the other proposed places [**intermodal facility** sites other than Colton], and will they be assessed in the draft environmental documents? ▪ Requests for HSR station in Colton

Organization/Event	Location	Community Area	Date	Estimated Attendees[1]	Topics Discussed with Attendees/Key Themes
People's Collaborative for EJ, Earth Justice, Sierra Club, and USEPA	Virtual	Virtual	9/6/2022	10 participated	Provided an overview on the project section, demographic maps and status of Draft EIR/EIS and public notification. Concerns on environmental impacts were expressed. **Key Themes:** ▪ Challenges of releasing the D**raft** EIR/**EI**S ▪ Outreach efforts in person, such as public meetings, in Colton ▪ Colton **Intermodal Facility** impacts **on** home property values ▪ Public health concerns for Colton residents ▪ Request for more maps of affected properties
City of Commerce/Turkey Trot 5K	Commerce City Hall 2535 Commerce Way Commerce, CA 90040	Commerce	11/18/2023	120 engaged	This annual event brought together community members of all ages who encountered the informational booth at the end of the race. The #IWillRide campaign banner engaged attendees who wanted photos and transitioned to conversations with the outreach staff. Attendees learned an overview of the environmental review process and were directed on where to find more details online. Topics discussed: ▪ Upcoming open house and information sessions ▪ Project timeline ▪ Train routes and destinations **Key Themes:** ▪ Statewide system timeline ▪ Funding sources and construction contracts ▪ HSR system's relationship to Brightline West

Organization/Event	Location	Community Area	Date	Estimated Attendees[1]	Topics Discussed with Attendees/Key Themes
City of Fullerton and Fullerton Certified Farmers' Market Board/ Fullerton Farmer's Market	Fullerton Community Center 340 W Commonwealth Ave Fullerton, CA 92832	Fullerton	11/22/2023	15 engaged	This weekly farmer's market provided an opportunity to engage community members in learning about the project section's purpose and need. Some booth visitors wondered whether the project section was privately funded and asked about projected train fares. Most expressed interest in favor of a high-speed rail. Attendees were encouraged to stay informed with contact information in flyers provided. **Key Themes:** ▪ Construction timeline ▪ Funding sources ▪ Cost of ridership and affordability ▪ Authority's role in HSR
Neighborhood pop-up information table – unincorporated Whittier	Cul-de-sac at 8525 Bradwell Ave Whittier, CA 90606	Los Nietos/ Whittier Unincorporated	11/25/2023	25 engaged	Notices were provided about an upcoming Open House meeting about the Supplemental Alternatives Analysis 2023. General project section information and fact sheets were provided. **Key Themes:** ▪ Project timeline ▪ Ridership cost ▪ Residential property safety from future construction
City of Santa Fe Springs/ Tree Lighting Information Booth	Town Center Hall 11710 Telegraph Rd Santa Fe Springs, CA 90670	Santa Fe Springs	12/02/2023	800 attendees/ 50 engaged	This community event provided attendees with an opportunity to ask questions about the statewide program and HSR stations in the LA–A rail corridor. Common questions addressed: ▪ Project funding sources ▪ Duration of ride **Key Themes:** ▪ Project timeline for Phase 1 completion ▪ Train routes and destinations, such as Norwalk ▪ Station options

Organization/Event	Location	Community Area	Date	Estimated Attendees[1]	Topics Discussed with Attendees/Key Themes
City of Anaheim/Tree Lighting Information Booth	City Hall 200 S Anaheim Blvd Anaheim, CA 92805	Anaheim	12/03/2023	~500–1000 attendees/102 engaged	This event connected with community members of all ages as many visitors had recently learned of another high-speed rail line by Brightline West. Attendees were interested in learning about whether existing or new rail tracks would be built. Overall, attendees expressed excitement for the statewide system and were eager for its construction. **Key Themes:** ▪ Project timeline ▪ Train speed ▪ Project funding sources
City of Santa Fe Springs/ Las Posadas in Santa Fe Springs	Heritage Park 12100 Mora Dr Santa Fe Springs, CA 90670	Santa Fe Springs	12/08/2023	250 attendees/ 25 engaged	This event provided an opportunity to introduce community members to the statewide system and share general project section information. Visitors asked about the project timeline and about the differences between the HSR system and the Brightline West line from San Bernardino, California to Las Vegas, Nevada. **Key Themes:** ▪ Project timeline ▪ Train routes and destinations ▪ Authority property acquisition ▪ Funding sources ▪ Tunneling within project section ▪ Grade separations and safety

Organization/Event	Location	Community Area	Date	Estimated Attendees[1]	Topics Discussed with Attendees/Key Themes
High Desert Farmers Market	Victor Valley College 18422 Bear Valley Rd Victorville, CA 92395	Victorville	3/21/2024	200 attendees/ 78 engaged	This event provided an opportunity to address confusion between the HSR statewide system and the Brightline West line from San Bernardino, California to Las Vegas, Nevada. Many booth visitors asked whether the HSR would pass directly through Hesperia and Victorville. **Key Themes:** ▪ Train routes and destinations, particularly within High Desert Corridor ▪ Job opportunities with HSR
Pico Rivera Regional Rail Station Feasibility Study Community Meeting: Tabling Event	Pico Rivera Senior Center 9200 Mines Ave Pico Rivera, CA 90660	Pico Rivera	2/20/2025	30 booth participants	This event was hosted by Metro and the Authority was offered the opportunity to staff a booth to introduce the statewide system and share general project section information to event participants. **Key Themes** ▪ Station locations ▪ Commerce Station relocation ▪ Project timeline and funding ▪ HSR frequency ▪ HSR expansion ▪ Intermediate stations ▪ Grade separations ▪ General project support
City of Bell Mayor's Clean Up: Pop-Up	City of Bell 7022 Walker Ave Bell, CA 90201	Bell	3/15/2025	50 booth participants	This event provided an opportunity to introduce community members to the statewide system and share general project section information. **Key Themes** ▪ Project support ▪ Interest in HSR stations and connections to other public transportation systems ▪ Construction timeline

Organization/Event	Location	Community Area	Date	Estimated Attendees[1]	Topics Discussed with Attendees/Key Themes
Norwalk/Santa Fe Springs Transportation Center: Pop-Up	Norwalk/Santa Fe Springs Transportation Center 12650 Imperial Hwy, Norwalk, CA 90650	Santa Fe Springs	3/19/2025	Morning event: 14 booth participants with 4 being Spanish speakers Evening event: 35 booth participants with 10 being Spanish speakers	Pop-ups were held both in the morning and evening to introduce transit riders to information on the statewide HSR system and share information on the project section. **Key Themes** ▪ Concerns about Buena Park Metrolink Station relocation ▪ Concerns about property acquisitions ▪ Impacts on passenger experience at the Norwalk/Santa Fe Springs Station ▪ Construction timeline
Future Titan Night at Pioneer High School: Pop-Up	Pioneer High School 10800 Benavon St Whittier, CA 90606	Whittier/Los Nietos	3/20/2025	35 booth participants	This event provided an opportunity to introduce high school students to information on the HSR statewide system and share general information on the project section. **Key Themes:** ▪ Local grade separations ▪ Project timeline and feasibility ▪ Funding ▪ Impact on the Norwalk/Santa Fe Springs Station
Santa Fe Springs Swap Meet: Pop-Up	Santa Fe Springs Swap Meet 13963 Alondra Blvd Santa Fe Springs, CA 90670	Santa Fe Springs	3/29/2025	--	This event provided an opportunity to introduce community members to the statewide system and share general project section information. **Key Themes:** ▪ Concerns on duration of building HSR ▪ Funding ▪ Cost ▪ Timeline ▪ Environmental process

Organization/Event	Location	Community Area	Date	Estimated Attendees[1]	Topics Discussed with Attendees/Key Themes
Korean Resource Fair: Pop-Up	City of Buena Park Buena Park Community Center 6688 Beach Blvd Buena Park, CA 90621	Buena Park	4/5/2025	250 booth participants, 5 Spanish speakers	This event provided an opportunity to introduce community members to the statewide system and share general project section information. **Key Themes:** ▪ Construction timeline ▪ Traffic impacts ▪ Fares and senior discounts ▪ Project support ▪ Clarification between HSR and Brightline West
City of Bell: Spring Festival Pop-Up	Veterans' Memorial Park 6500 Wilcox Ave Bell, CA 90201	Bell	4/12/2025	110 booth participants, 40 Spanish speakers	This event provided an opportunity to introduce community members to the statewide system and share general project section information. **Key Themes:** ▪ First time learning about HSR ▪ Challenges with existing public transportation/ connections ▪ Construction timeline for LA-A ▪ Project funding concerns ▪ Travel duration ▪ Location of relocated Commerce Metrolink Station ▪ Rail corridor ownership ▪ Will HSR have a need to install new tracks? ▪ Project support
Downtown Fullerton Night Market: Pop-Up	Fullerton Downtown Plaza 125 E. Wilshire Ave Fullerton, CA 92832	Fullerton	4/17/2025	52 booth participants	This event provided an opportunity to introduce community members to the statewide system and share general project section information. **Key Themes:** ▪ Construction timeline ▪ Connectivity ▪ Funding concerns ▪ Project support

Organization/Event	Location	Community Area	Date	Estimated Attendees[1]	Topics Discussed with Attendees/Key Themes
City of Pico Rivera Earth Day Fair: Pop-Up	Pico Park 9528 Beverly Blvd Pico Rivera, CA 90660	Pico Rivera	4/19/2025	60 booth participants, 20 Spanish speakers	This event provided an opportunity to introduce community members to the statewide system and share general project section information. **Key Themes:** ▪ Relation to Metro Pico Rivera Rail Station Feasibility Study ▪ HSR station support in Pico Rivera ▪ Property impacts
Downtown Anaheim Farmers Market: Pop-Up	Downtown Anaheim 435 W Center St Promenade Anaheim, CA 92805	Anaheim	5/8/2025	8 booth participants	This event provided an opportunity to introduce community members to the statewide system and share general project section information. **Key Themes:** ▪ Project timeline ▪ Project funding ▪ Environmental benefits ▪ Project support
Downtown Anaheim Farmers Market: Pop-Up (Authority-led)	Downtown Anaheim 435 W Center St Promenade Anaheim, CA 92805	Anaheim	5/22/2025	20 booth participants	This event provided an opportunity to introduce community members to the statewide system and share general project section information. **Key Themes:** ▪ ARTIC Station ▪ Travel time ▪ Project timeline ▪ Politics: Visitor who shops in Anaheim shared they are knowledgeable about the HSR program and its political controversy. Visitors shared that they are supportive of the project because it will improve transportation in California. ▪ Construction impacts ▪ Grade separations ▪ HSR fare

Organization/Event	Location	Community Area	Date	Estimated Attendees[1]	Topics Discussed with Attendees/Key Themes
Norwalk 5K Run/Walk and Health and Wellness Expo: Pop-Up	Norwalk Civic Center 12200 Imperial Hwy Norwalk, CA 90650	Norwalk	6/1/2025	60 booth participants	This event provided an opportunity to introduce community members to the statewide system and share general project section information. **Key Themes:** ▪ Interest in an HSR Norwalk/Santa Fe Springs station ▪ Public transit options to reduce commute times and congestion ▪ Construction timeline ▪ Support for efficient travel to Central and Northern California ▪ Information on ARTIC station
Stride for Pride 5K and Resource Fair: Pop-Up	Montebello City Hall 1600 W. Beverly Blvd Montebello, CA 90640	Montebello	6/7/2025	50 booth participants	This event provided an opportunity to introduce community members to the statewide system and share general project section information. **Key Themes:** ▪ Another booth staffer stopped by our booth and was interested in the ongoing development of the project. He stated he would like to see more outreach to people of color and queer people who may not have access to their own transportation. ▪ HSR fare ▪ Concerns on ongoing investigation by the current administration. ▪ Status of project section ▪ Funding ▪ Difference between HSR and Brightline West ▪ Status on the release of the Draft EIR/EIS

Organization/Event	Location	Community Area	Date	Estimated Attendees[1]	Topics Discussed with Attendees/Key Themes
Montebello Downtown Street Festival: Pop-Up	Along Whittier Blvd between Montebello Blvd/4th St Montebello, CA 90640	Montebello	7/26/2025	120 total booth visitors, 30 Spanish speakers	Provide project background and update focused on the project section, such as the proposed relocation of Commerce Metrolink Station studied in draft environmental documents. **Key Themes:** ▪ Confusion between project section and Metro, Eastside Transit Corridor Phase 2 ▪ Construction timeline ▪ Funding availability
Commerce Metrolink Station: Pop-Up	6433 E 26th Street Commerce, CA 90040	Commerce	8/5/2025	10 booth visitors	Provide HSR background and update focused on the project section, such as the proposed relocation of Commerce Metrolink Station studied in draft environmental documents. The outreach team shared information about the proposed relocation of the existing Commerce Metrolink Station. Most participants were in a rush to commute to work. **Key Themes:** ▪ Commuters were surprised that the project is still active and continuing with the environmental study ▪ The outreach team shared information about the proposed relocation of the existing Commerce Metrolink Station, but most participants were in a hurry to commute to work ▪ Train speed/projected travel times between LAUS and ARTIC

[1] Many outreach events involved hosting an information booth at a larger event, such as a conference or farmers market. "Attendees" represent the estimated number of people who attended the event; the number of "engaged" represents the attendees who interacted with the project booth or project-specific outreach activities.
ARTIC = Anaheim Regional Transportation Intermodal Center; Authority = California High-Speed Rail Authority; BNSF = BNSF Railway; CCAEJ = Center for Community Action and Environmental Justice ; EIR = environmental impact report; EIS = environmental impact statement; EJ = environmental justice; HSR = high-speed rail; LA–A = Los Angeles to Anaheim; LAUS = Los Angeles Union Station; LMF = might maintenance facility; MASH = More Advocates for Safer Homes; Metro = Los Angeles County Metropolitan Transportation Authority; MOU = memorandum of understanding; project section = Los Angeles to Anaheim Project Section; Q&A = question and answer; SCAG = Southern California Association of Governments; USEPA = U.S. Environmental Protection Agency

5.4 Local Economy

This section describes county and city employment status, unemployment rates, and employment by industry; county revenue generated by property tax levies and sales and use taxes; and sources of school district funding. Section 5.4.1, Employment, and Section 5.4.3, School District Funding, apply to the communities and neighborhoods RSA. City- and county-level demographic data are also summarized to provide regional context for the analysis. Section 5.4.2, Fiscal Conditions, applies to the economic effects RSA.

5.4.1 Employment

5.4.1.1 Region

Table 5-53 presents the number of employed and unemployed persons in the two-county region, along with the unemployment rate, according to the latest data issued by the California Employment Development Department for 2022. Unemployment rates for Los Angeles County and Orange County are 4.9 percent and 3.2 percent, respectively.

Table 5-53 Labor Force Characteristics for Los Angeles and Orange Counties

Location	Indicator	2016	2021	2022
State of California	Civilian labor force	19,012,000	18,973,400	19,252,000
	Percent unemployment rate	5.5%	7.3%	4.2%
Los Angeles County	Civilian labor force	5,018,900	4,993,500	4,984,800
	Percent unemployment rate	5.3%	8.9%	4.9%
Orange County	Civilian labor force	1,597,400	1,560,700	1,590,900
	Percent unemployment rate	4.1%	6.0%	3.2%

Source: EDD 2023

Table 5-54 presents employment by industry for Los Angeles and Orange Counties. The largest employment sectors for Los Angeles County are education, health care, and social assistance; professional, scientific, management, and administration; and leisure and hospitality. Major employers in Los Angeles County include the County of Los Angeles, Los Angeles Unified School District, the City of Los Angeles (including the Department of Water and Power), and the University of California, Los Angeles. The largest employment sectors for Orange County are education, health care, and social assistance; professional, scientific, management, and administration; and manufacturing. Major employers in Orange County include California State University, Kaiser Permanente, and Providence Medical Foundation.

Table 5-54 indicates that between 2010 and 2021, total employment by industry increased by 615,200 jobs (15 percent for the 11-year period or 1.4 percent annually) in Los Angeles County and 212,000 jobs (15 percent for the 11-year period or 1.4 percent annually) in Orange County. During this period, employment increased in several sectors in both Los Angeles and Orange Counties: construction; retail trade; transportation and warehousing utilities; information; finance, insurance, real estate rental, and leasing; professional, scientific, management, and administration; and education, health care, and social assistance. During this period, employment declined in the agricultural, forestry, fishing, hunting, and mining sector in both Los Angeles and Orange Counties. In Orange County, employment declined in the wholesale trade sector and increased in the public administration and “other services” sectors. In Los Angeles County, employment declined in the public administration and “other services” sectors and increased in the wholesale trade sector.

The California Employment Development Department’s 2020–2030 Local Employment Projections estimate the changes in industry and occupational employment over time resulting from industry growth, technological change, and other factors. These projections indicate an

anticipated 12.6 percent employment increase in the trade, transportation, and utilities sector in Los Angeles County, and a 15.1 percent increase in Orange County (EDD 2024). The leisure and hospitality sector has the largest projected employment increase of 48.4 percent and 50.7 percent for Los Angeles and Orange Counties, respectively. The educational services, health care, and social assistance sector is also anticipated to see a large increase in both counties by 2030 (21.7 percent in Los Angeles County and 20.5 percent in Orange County).

Table 5-54 Regional Employment by Industry: 2010–2021

Employment Sector	Los Angeles County			Orange County		
	2010	2021	Numeric Change (2010–2021)	2010	2021	Numeric Change (2010–2021)
Agriculture, forestry, fishing, hunting and mining	9,300	6,200	-3,100	4,100	2,400	-1,700
Construction	103,700	149,000	45,300	68,400	102,200	33,800
Manufacturing	380,500	313,100	-67,400	151,100	149,800	-1,300
Wholesale trade	201,900	202,600	700	75,900	75,600	-300
Retail trade	386,200	396,100	9,900	141,300	143,400	2,100
Transportation and warehousing, utilities	155,600	215,200	59,600	26,700	31,100	4,400
Information	192,300	208,800	16,500	21,700	24,000	2,300
Finance, insurance, real estate rental & leasing	211,300	213,200	1,900	103,700	117,100	13,400
Professional, scientific, management, and administration[1]	519,300	630,100	110,800	250,700	321,700	71,000
Education, health care, and social assistance	671,800	844,400	172,600	169,400	237,300	67,900
Leisure & hospitality[2]	384,100	434,200	50,100	168,700	180,400	11,700
Other services	136,800	135,700	-1,100	42,200	47,500	5,300
Public administration	579,600	560,200	-19,400	152,300	155,700	3,400
Total	**3,932,400**	**4,547,600**	**615,200**	**1,376,200**	**1,588,200**	**212,000**

Sources: U.S. Census Bureau 2010, 2021, Table DP03
[1] Includes waste management services.
[2] Includes arts, entertainment, and recreation, and accommodation and food services.

5.4.1.2 City

Table 5-55 presents the number of employed and unemployed persons in the cities within the communities and neighborhoods RSA, along with the unemployment rate, according to annual averages issued by the California Employment Development Department for 2021. Vernon, Bell, Montebello, and Norwalk have the highest unemployment rates, above or equal to 9.7 percent, which could indicate a higher number of low-income communities within these cities. The cities

within the RSA in Orange County had lower unemployment rates than the state average. In 2021, all cities within the RSA in Los Angeles County had higher unemployment rates than the state except for Santa Fe Springs.

Table 5-55 Labor Force Characteristics by City: 2021

Location	Indicator	2010	2021
Los Angeles County			
Los Angeles	Civilian labor force	1,970,000	2,050,200
	Percent unemployment rate	13.2%	8.9%
Vernon	Civilian labor force	100	100
	Percent unemployment rate	6.2%	10.5%
Bell	Civilian labor force	15,600	14,700
	Percent unemployment rate	16.6%	9.7%
Commerce	Civilian labor force	5,700	5,400
	Percent unemployment rate	17.8%	9.5%
Montebello	Civilian labor force	28,000	28,400
	Percent unemployment rate	10.8%	9.7%
Pico Rivera	Civilian labor force	29,700	29,600
	Percent unemployment rate	11.6%	9.7%
West Whittier–Los Nietos CDP	Civilian labor force	11,700	11,900
	Percent unemployment rate	15.2%	6.4%
Santa Fe Springs	Civilian labor force	7,400	8,700
	Percent unemployment rate	14.7%	6.0%
Norwalk	Civilian labor force	50,300	49,400
	Percent unemployment rate	12.8%	9.7%
South Whittier CDP	Civilian labor force	28,100	28,500
	Percent unemployment rate	11.6%	6.7%
La Mirada	Civilian labor force	23,100	23,300
	Percent unemployment rate	9.0%	8.0%
Orange County			
Buena Park	Civilian labor force	38,900	38,900
	Percent unemployment rate	8.4%	7.1%
Fullerton	Civilian labor force	69,200	68,600
	Percent unemployment rate	11.0%	6.4%

Location	Indicator	2010	2021
Anaheim	Civilian labor force	169,000	168,400
	Percent unemployment rate	12.2%	6.9%
Orange	Civilian labor force	70,700	69,200
	Percent unemployment rate	9.5%	5.6%

Sources: EDD 2023
CDP = Census-Designated Place

5.4.1.3 Community

Employment Status

The California Employment Development Department does not provide labor market data at the neighborhood level. Therefore, data related to employment status within the NCAs are not available.

Employment by Industry

Table 5-56 presents employment by industry for NCAs that intersect the RSA. Less than 1 percent of employment in NCAs is associated with agriculture, forestry, fishing, hunting, and mining. Employment sectors that make the greatest contribution to employment in the NCAs include professional, scientific, management, and administration; education, health care, and social assistance; leisure and hospitality; manufacturing; and construction.

Table 5-56 Employment by Industry in Los Angeles Neighborhood Council Areas: 2021

Employment Sector	Historic Cultural NCA	Lincoln Heights NCA	Downtown Los Angeles NCA	Boyle Heights NCA
	Number (%)	Number (%)	Number (%)	Number (%)
Agriculture, forestry, fishing, hunting & mining	0 (0.0)	1 (0.1)	0 (0.0)	29 (0.3)
Construction	250 (3.7)	42 (3.3)	17 (0.9)	1,038 (9.3)
Manufacturing	275 (4.0)	141 (11.2)	101 (5.4)	940 (8.4)
Wholesale trade	57 (0.8)	0 (0.0)	57 (3.1)	458 (4.1)
Retail trade	99 (1.4)	28 (2.2)	4 (0.2)	608 (5.4)
Transportation & warehousing, utilities	32 (0.5)	48 (3.8)	0 (0.0)	496 (4.4)
Information	336 (4.9)	43 (3.4)	73 (3.9)	181 (1.6)
Finance, insurance, real estate rental & leasing	264 (3.9)	0 (0.0)	30 (1.6)	143 (1.3)
Professional, scientific, management, and administration[1]	843 (12.3)	22 (1.8)	394 (21.1)	132 (1.2)
Education, health care, & social assistance	739 (10.8)	162 (12.9)	93 (5.0)	597 (5.3)
Leisure & hospitality[2]	334 (4.9)	6 (0.5)	131, (7.0)	254 (2.3)
Other services	105 (1.5)	6 (0.5)	47 (2.5)	192 (1.7)

Employment Sector	Historic Cultural NCA	Lincoln Heights NCA	Downtown Los Angeles NCA	Boyle Heights NCA
	Number (%)	Number (%)	Number (%)	Number (%)
Public administration	90 (1.3)	17 (1.4)	11 (0.6)	169 (1.5)
Total	6,845	1,255	1,865	11,215

Source: U.S. Census Bureau 2021
[1] Includes waste management services.
[2] Includes arts, entertainment, and recreation, and accommodation and food services.
NCA = Neighborhood Council Area

Table 5-57 presents employment by industry within the communities and neighborhoods RSA. Between 2010 and 2021, total employment by industry increased by 516,938 (0.80 percent for the 11-year period and annually) in the RSA. During this period, employment declined in the manufacturing; wholesale trade; and finance, insurance, and real estate rental and leasing sectors. The agriculture, forestry, fishing, hunting, and mining; construction; retail trade; transportation, warehousing, and utilities; information; professional, scientific, management, administration; education, health care, and social assistance; leisure and hospitality; other services; and public administration sectors experienced growth throughout the RSA.

Table 5-57 Labor Force Characteristics for the Resource Study Area: 2021

Employment Sector	2010	2021	Numeric Change (2010–2021)	Annual Average Percent Change
Agriculture, forestry, fishing, hunting and mining	27,508	32,942	5,434	1.8%
Construction	377,481	396,319	18,838	0.5%
Manufacturing	714,693	624,522	-90,171	-1.1%
Wholesale trade	234,378	210,981	-23,397	-0.9%
Retail trade	637,458	645,920	8,462	0.1%
Transportation, warehousing, and utilities	285,524	377,297	91,773	2.9%
Information	230,450	245,447	14,997	0.6%
Finance, insurance, and real estate rental and leasing	448,721	429,921	-18,800	-0.4%
Professional, scientific, management, and administration[1]	738,747	887,231	148,484	1.8%
Education, health care, and social assistance	1,155,527	1,367,152	211,625	1.7%
Leisure and hospitality[2]	577,304	687,684	110,380	1.7%
Other services	343,643	352,856	9,213	0.2%
Public administration	193,491	223,591	30,100	1.4%
Total employed	**5,964,925**	**6,481,863**	**516,938**	**0.8%**

Sources: U.S. Census Bureau 2010, 2021
[1] Includes waste management services.
[2] Includes arts, entertainment, and recreation, and accommodation and food services.
RSA = resource study area

5.4.2 Fiscal Conditions

Local governments impose property taxes on real property based on its value.

Table 5-58 and Table 5-59 present general property tax levies in Los Angeles and Orange Counties for FY 2017/2018 and FY 2021/2022. The following discussion compares the FY 2017/2018 property tax revenues to those levied in FY 2021/2022.

Assessed property values in Los Angeles rose to roughly $1.8 trillion between FY 2017/2018 and FY 2021/2022 as a result of re-assessed property values. Correspondingly, property taxes levied experienced an increase from roughly $16.8 billion in FY 2017/2018 to $20.9 billion in FY 2021/2022.

Trends in property tax revenues were similar in Orange County. Both property values and property tax levies increased between FY 2017/2018 and FY 2021/2022.

Table 5-58 General Property Tax Levies by County: Fiscal Year 2017/2018

County	Net Taxable Assessed Value ($)	Property Tax Allocations and Levies ($)					Average Tax Rate (%)
		Cities	County	School	Other Districts	Total	
Los Angeles	1.4 trillion	2.4 billion	3.4 billion	7.9 billion	3.1 billion	16.8 billion	1.175
Orange	560.8 billion	606.0 million	325.3 million	3.7 billion	1.3 billion	6.0 billion	1.069

Source: California Department of Tax and Fee Administration 2019
Detail may not compute to total because of rounding.

Table 5-59 General Property Tax Levies by County: Fiscal Year 2021/2022

County	Net Taxable Assessed Value ($)	Property Tax Allocations and Levies ($)					Average Tax Rate (%)
		Cities	County	School	Other Districts	Total	
Los Angeles	1.8 trillion	3.0 billion	4.3 billion	9.7 billion	3.9 billion	20.9 billion	1.169
Orange	686.5 billion	731.1 million	388.7 million	4.5 billion	1.7 billion	7.3 billion	1.067

Source: California Department of Tax and Fee Administration 2023
Detail may not compute to total because of rounding.

California imposes a statewide base sales and use tax rate of 7.25 percent, collected by the California Department of Tax and Fee Administration. As of 2023, 6.00 percent goes to state funds, 0.25 percent goes to the local county transportation fund, and the remaining 1.0 percent is allocated to the local jurisdiction (city or county of place of sale or use). Los Angeles and Orange Counties also collect district taxes. Most municipalities within Los Angeles County have a sales and use tax rate of 10.25 percent. Exceptions include the cities of Los Angeles and Bell (9.5 percent percent), and the city of Santa Fe Springs (10.5 percent). Most municipalities within Orange County, including the cities within the RSA, use a rate of 7.75 percent.

The California Department of Tax and Fee Administration distributes local tax revenues, less an administrative fee, to the cities and counties on a quarterly basis. As listed in Table 5-60, total revenue distributions to Los Angeles County increased by approximately 34.9 percent while distributions to Orange County decreased by approximately 39.5 percent between FY 2017/2018 and FY 2021/2022.

Table 5-60 Local Sales and Use Tax Revenues Distributed to Cities and Counties: Fiscal Years 2017/2018 and 2021/2022

Jurisdiction	Local Sales and Use Tax Revenues		Percent Change
	FY 2017/2018	FY 2021/2022	
Los Angeles County	**$62,664,102**	**$84,525,059**	**34.9**
Los Angeles	$530,500,168	$687,365,593	29.6
Vernon	$7,419,418	$11,128,232	50.0
Bell	$2,500,329	$3,801,049	52.0
Commerce	$20,367,359	$25,208,575	23.8
Montebello	$13,283,890	$14,774,305	11.2
Pico Rivera	$9,043,379	$7,729,829	-14.5
West Whittier–Los Nietos CDP[1]	-	-	-
Santa Fe Springs	$24,837,253	$37,987,571	52.9
Norwalk	$10,694,178	$15,142,787	41.6
La Mirada	$10,556,350	$14,556,525	37.9
South Whittier CDP[1]	-	-	-
Orange County	**$7,618,572**	**$10,625,716**	**39.5**
Buena Park	$20,943,000	$33,213,784	58.6
Fullerton	$21,279,747	$28,908,414	35.8
Anaheim	$79,115,228	$95,521,525	20.7
Orange	$41,760,076	$56,775,521	35.9

Sources: California Department of Tax and Fee Administration 2019, 2023; City of Buena Park 2020
[1] Data unavailable for Los Angeles County unincorporated areas.
CDP = Census-Designated Place; FY = Fiscal Year

5.4.3 School District Funding

Funding for California's Kindergarten–12 public schools comes primarily from the state budget, with local property taxes and the federal government as the other significant contributors. Each school district has its own particular combination of federal, state, and local sources. The amount depends on the average number of students attending district schools during the year (typically referred to as the average daily attendance), the general-purpose money the district receives for each student, and the support for specific programs for which it qualifies (typically referred to as categorical aid) (California Department of Education 2025). Although it typically represents a smaller share of school district funding in comparison to other funding sources, property tax revenue plays an important role in school district funding.

The RSAs for community and neighborhoods effects include portions of school districts that provide school services from kindergarten through high school. Table 5-61 lists the school districts that are partially within the RSA for communities and neighborhoods, the cities and communities served by those school districts, the average daily attendance during the 2021/2022 school year, and the total revenue received by each school district during FY 2021/2022, with a breakout of the revenues derived from property tax and average daily attendance funding sources. Figure 5-5 depicts the boundaries of the school districts in relation to the RSAs for community and neighborhoods impacts.

Table 5-61 School District Revenue in the Communities and Neighborhoods Resource Study Area: Fiscal Year 2021/2022

School District	RSA Cities within School District	ADA	ADA-Based[1]	Property Tax[2]	Total[3]
Los Angeles Unified School District	Los Angeles	380,372	$3,295,035,103	$1,551,062,902	$9,673,873,222
Los Nietos Elementary School District	West Whittier–Los Nietos	1,191	$8,723,894	$4,755,477	$25,274,023
Whittier Union High School District	West Whittier–Los Nietos, La Mirada, Santa Fe Springs	9,879	$59,756,803	$33,957,175	$201,295,600
Little Lake City Elementary School District	Santa Fe Springs, Norwalk	3,598	$20,997,039	$9,137,718	$60,419,857
South Whittier Elementary School District	La Mirada	2,146	$15,809,211	$6,888,890	$43,486,241
El Rancho Unified School District	Pico Rivera	6,812	$44,486,784	$15,796,085	$117,549,299
Montebello Unified School District	Los Angeles, Commerce, Montebello, Pico Rivera	19,685	$152,704,729	$53,873,540	$511,910,474
ABC Unified School District	Norwalk	17,580	$85,880,128	$42,360,921	$292,968,503
Norwalk-La Mirada Unified School District	Norwalk, La Mirada	14,230	$91,223,611	$39,367,621	$268,389,759
Fullerton Joint Union High School District	Buena Park, Fullerton	12,450	$54,758,413	$83,870,430	$199,636,053
Buena Park Elementary School District	Buena Park	3,701	$23,877,075	$22,420,090	$71,545,756
Fullerton Elementary School District	Fullerton	11,118	$49,011,977	$60,080,804	$184,609,137
Anaheim Union High School District	Anaheim	26,052	$154,330,668	$121,890,256	$488,687,827
Anaheim Elementary School District	Anaheim	13,291	$93,799,983	$103,998,690	$296,948,001
Orange Unified School District	Orange	22,218	$63,967,158	$173,871,024	$358,718,302

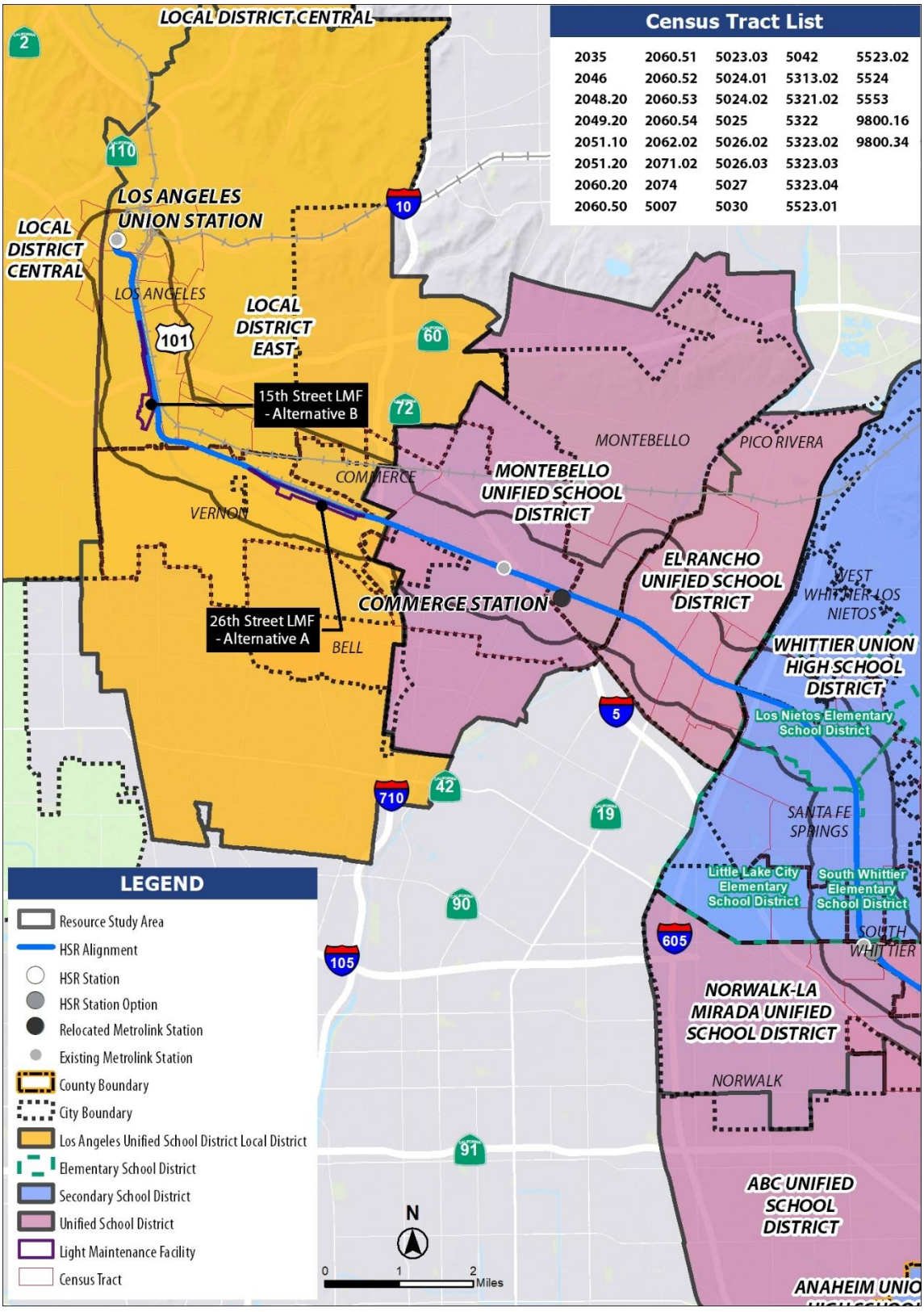
Source: California Department of Education 2023

[1] Includes revenues allocated to local school districts from the state based on ADA per Education Code Section 42238.

[2] Includes revenues derived from local property taxes.

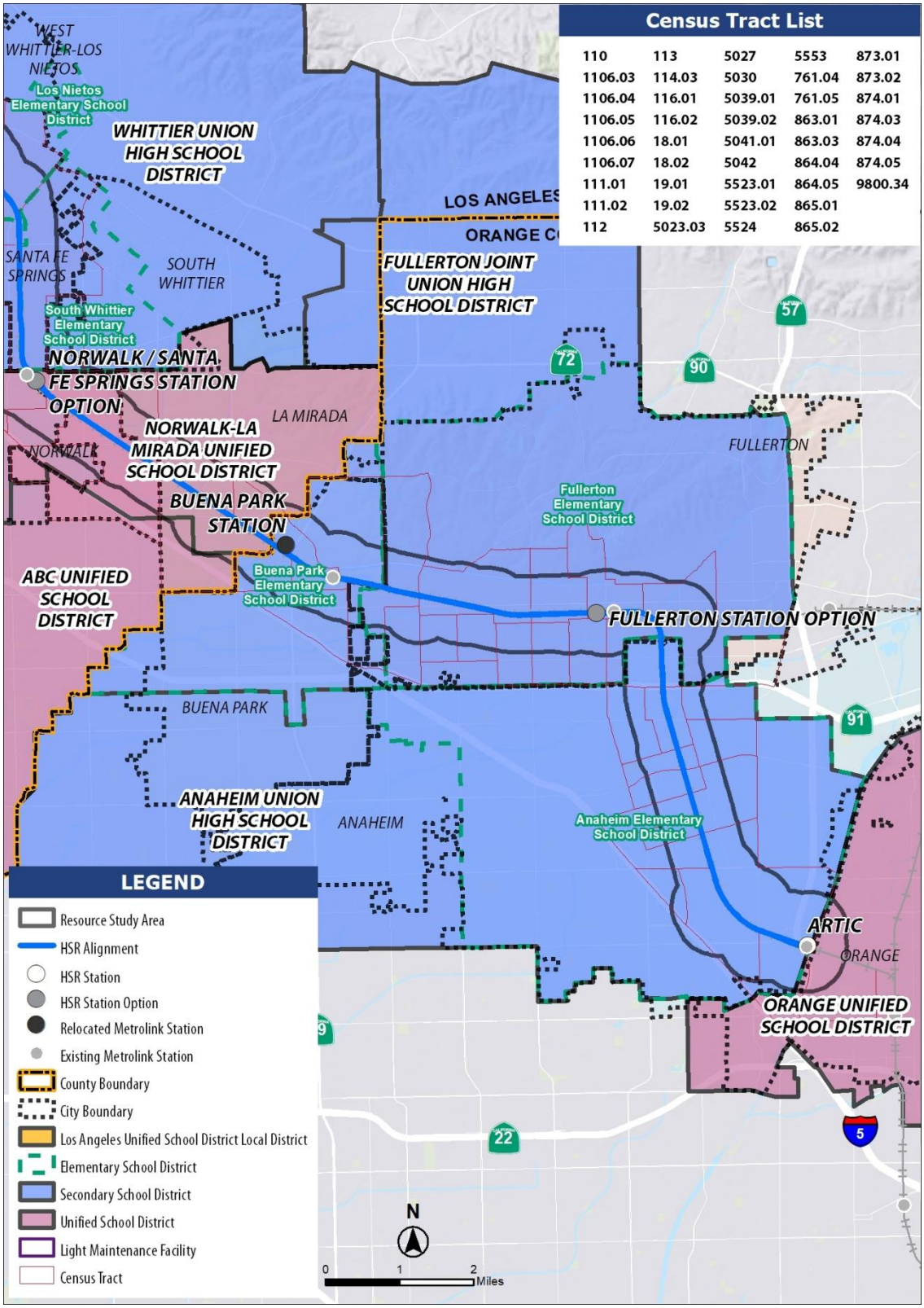
[3] Total revenues include revenues derived from Local Control Funding Formula sources, federal, other state, and other local revenues.

ADA = average daily attendance; RSA = resource study area



Sources: U.S. Census Bureau 2021; Los Angeles City Bureau of Engineering 2016; ESRI 2024

Figure 5-5 School District Boundaries, Sheet 1 of 2



Sources: U.S. Census Bureau 2021; Los Angeles City Bureau of Engineering 2016; ESRI 2024

Figure 5-5 School District Boundaries, Sheet 2 of 2

5.5 Public Services and Facilities

The social characteristics of a community include the public services and facilities that are in the community. Public services and facilities include police and fire stations, schools, libraries, post offices, parks, museums, and recreational facilities,[15] hospitals, clinics, social service providers, facilities for seniors, and religious facilities. Section 5.5.1, Regional Public Services and Facilities, Section 5.5.2, City Public Services and Facilities, and Section 5.5.3, Community Public Services and Facilities, describe the public services and facilities serving the region, cities, and neighborhoods in the communities and neighborhoods RSA. Figure 5-6 depicts the general location of these services and facilities, and Appendix C, Public Facilities in the Communities and Neighborhoods Resource Study Area, provides the names and addresses of services and facilities organized by the city in which they are located.

5.5.1 Regional Public Services and Facilities

5.5.1.1 Regional Facilities in the Resource Study Area

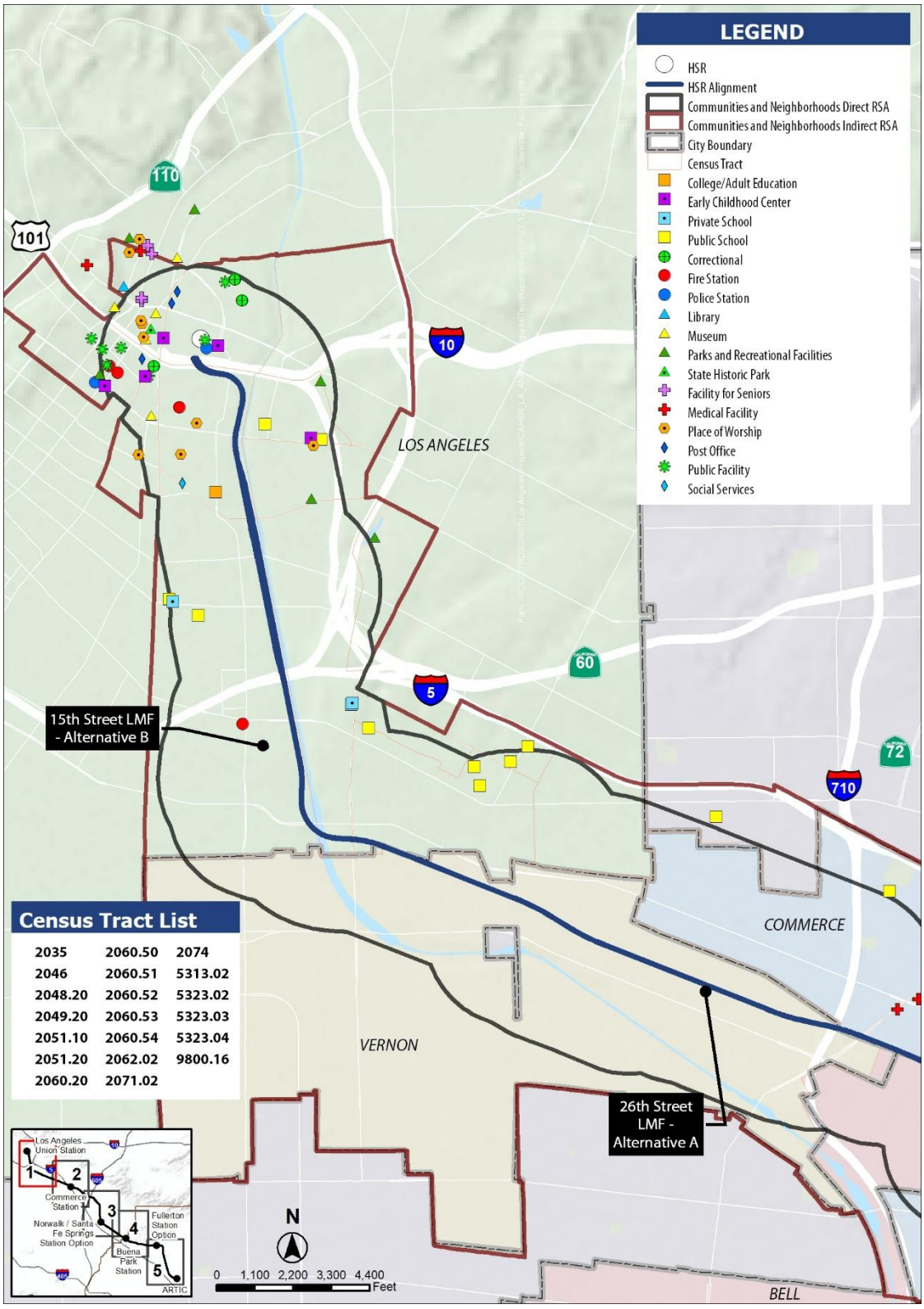
Regional public services and facilities in the community and neighborhoods RSA include museums, historic districts, and colleges with a regional draw, as well as county and federal courthouses.

Regional public services and facilities in the community and neighborhoods RSA include the following:

- Museums and historic districts:
  - Chinese American Museum
  - Fort Moore Pioneer Memorial
  - Geffen Museum of Contemporary Art
  - Japanese American National Museum
  - Los Angeles City Historical Society
  - Los Angeles Plaza Historic District (El Pueblo de Los Angeles)
  - Sepulveda House Museum
- Courthouses and city or federal buildings:
  - Edward R. Roybal Federal Building And U.S. Courthouse
  - Los Angeles City Hall and Hall of Records
  - Los Angeles County Superior Court, Central District: Central Arraignment Courts
  - Los Angeles County Superior Court, Central District: Clara Shortridge Foltz Criminal Justice Center
  - Spring Street Courthouse
  - United States District Court, Central District of California: Western Division
- Transit centers:
  - Los Angeles County Union Station
  - Center/Jackson Bus Terminal
- State hospitals:
  - Metropolitan State Hospital
- Colleges:
  - Southern California Institute of Architecture

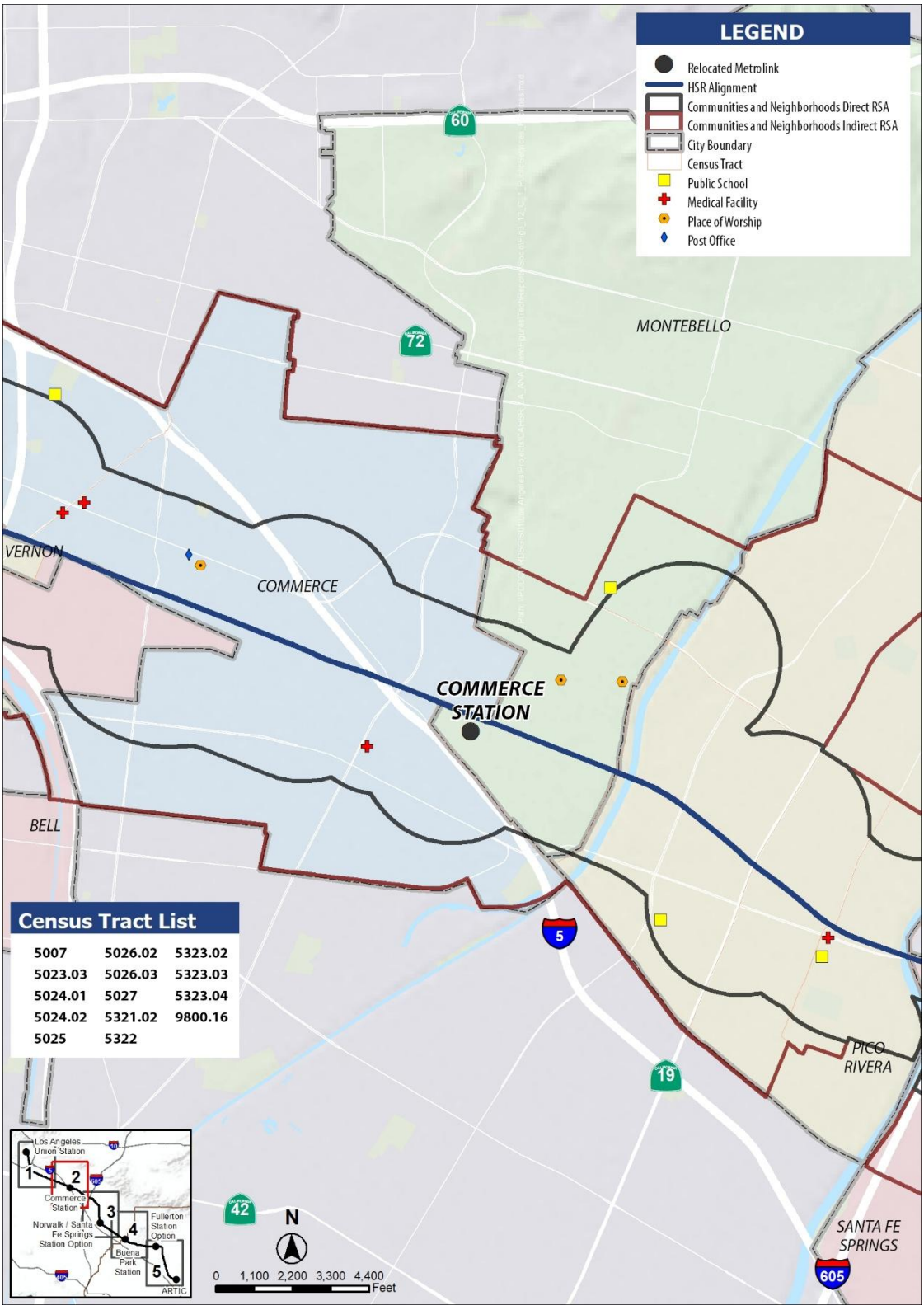
These regional facilities are in the cities of Los Angeles and Norwalk. Table C-1 and Table C-9 of Appendix C provide the addresses.

[15] The RSA also includes bikeways.



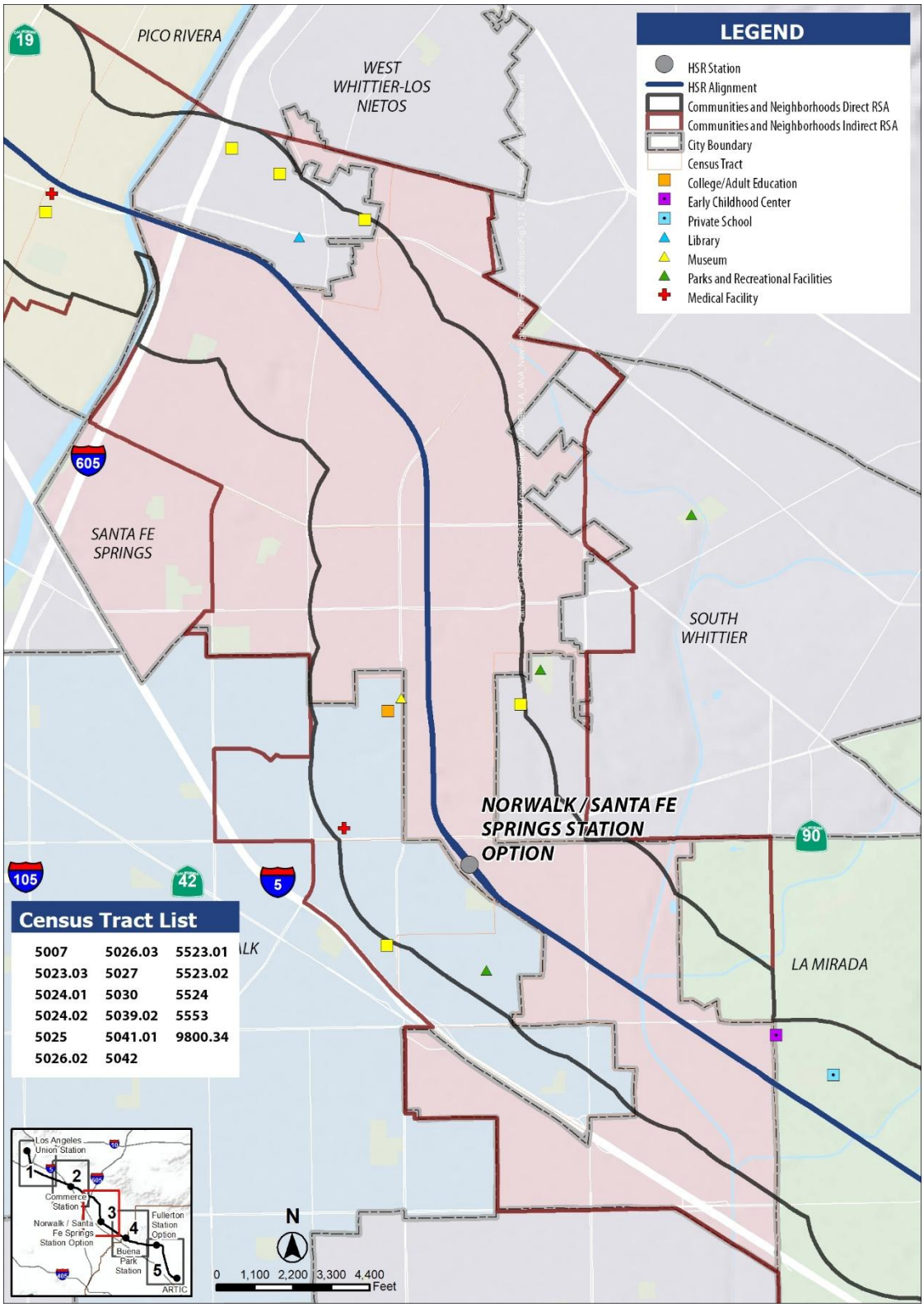
Sources: ESRI 2018; City of Los Angeles 2024d; City of Vernon 2024; City of Commerce 2024; City of Montebello 2024b; City of Pico Rivera 2024; City of Whittier 2024; City of Norwalk 2024; City of Santa Fe Springs 2024; City of La Mirada 2024; City of Whittier 2024; City of Buena Park 2024; City of Fullerton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

Figure 5-6 Public Services and Facilities, Sheet 1 of 5



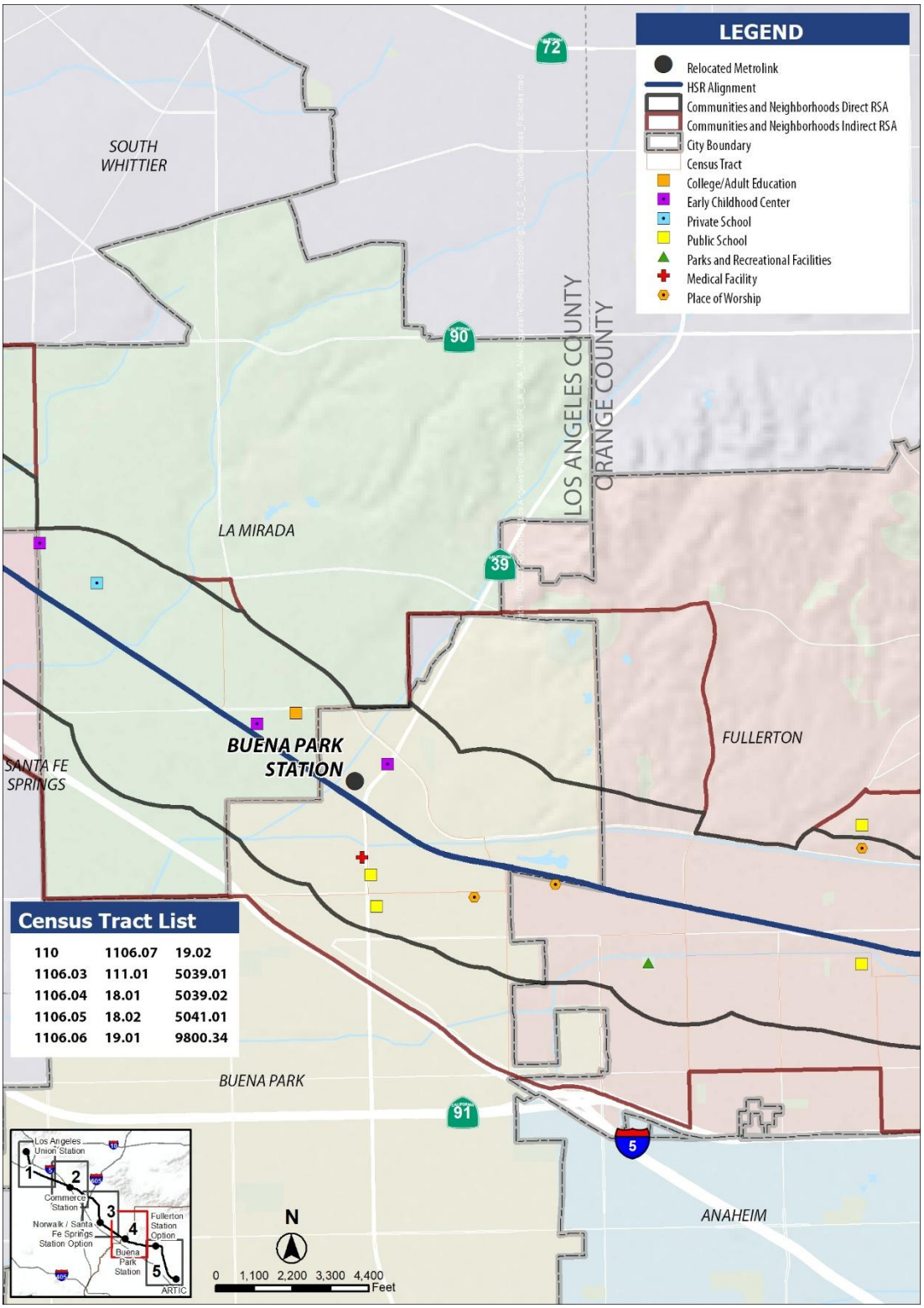
Sources: ESRI 2018; City of Los Angeles 2024d; City of Vernon 2024; City of Commerce 2024; City of Montebello 2024b; City of Pico Rivera 2024; City of Whittier 2024; City of Norwalk 2024; City of Santa Fe Springs 2024; City of La Mirada 2024; City of Whittier 2024; City of Buena Park 2024; City of Fullerton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

Figure 5-6 Public Services and Facilities, Sheet 2 of 5



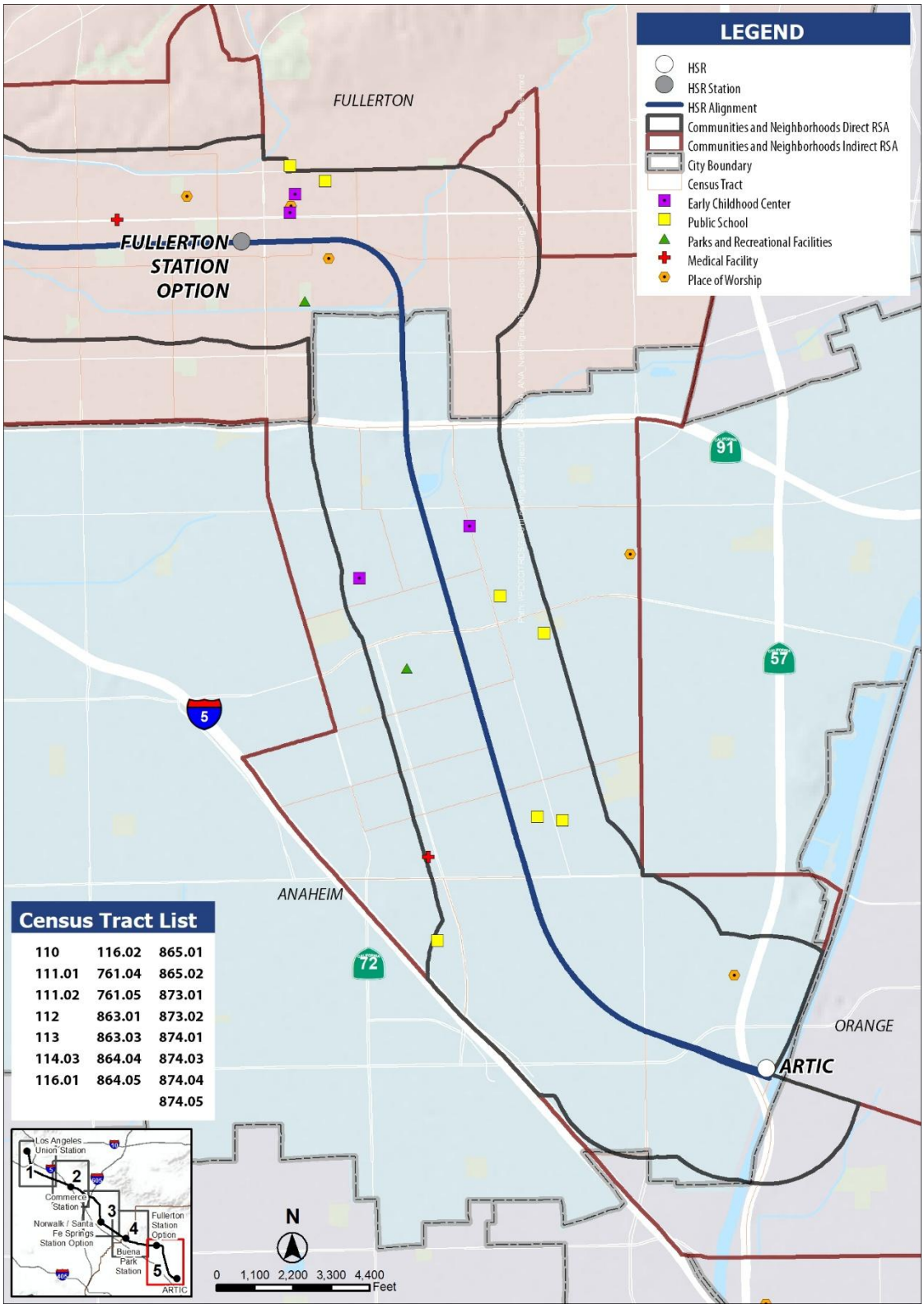
Sources: ESRI 2018; City of Los Angeles 2024d; City of Vernon 2024; City of Commerce 2024; City of Montebello 2024b; City of Pico Rivera 2024; City of Whittier 2024; City of Norwalk 2024; City of Santa Fe Springs 2024; City of La Mirada 2024; City of Whittier 2024; City of Buena Park 2024; City of Fullerton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

Figure 5-6 Public Services and Facilities, Sheet 3 of 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 Whittier 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

Figure 5-6 Public Services and Facilities, Sheet 4 of 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 Whittier 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

Figure 5-6 Public Services and Facilities, Sheet 5 of 5

5.5.1.2 Regional Utilities in the Resource Study Area

Utility providers identified in this discussion provide key services to residents within the RSA. Table 5-62 contains a list of regional utility providers serving the RSA, the type of service they provide, and their approximate service areas to support the analysis of potential utility service disruptions resulting from the project.

Table 5-62 Regional Utility Providers

Utility Type		Provider	County/City
Electric		City of Los Angeles Department of Water and Power	City of Los Angeles
		City of Anaheim Public Utilities	City of Anaheim
		Southern California Edison	Los Angeles and Orange Counties
Natural Gas		Southern California Gas Company	Los Angeles and Orange Counties
Petroleum and Fuel Pipelines		Southern California Gas Company	Los Angeles and Orange Counties
Communications	Telephone	TPX Communications	Los Angeles and Orange Counties
		AT&T	
		Sprint	
		QWEST	
		Verizon	
	Cable/ Internet	Spectrum	Los Angeles and Orange Counties
		AT&T	
		Comcast	
		Century Link	
Potable Water Supply		City of Los Angeles Department of Water and Power	Los Angeles County
		Crescenta Valley Water District	
		Los Angeles County Waterworks District	
		Irvine Ranch Water District	Orange County

Utility Type	Provider	County/City
Water Supply[1]	Metropolitan Water District of Southern CA	City of Los Angeles
	City of Fullerton Water District	City of Fullerton
	California Water Service Co.; South Montebello Irrigation District	City of Montebello
	Mutual Water Company	City of Bell
	Suburban Water Systems, So. Cal. Water	City of La Mirada
	Cerritos, Santa Fe Springs, Park Water Co., So. Cal. Water	City of Norwalk
	San Gabriel Valley Water Co., So Cal Water, Park Water, Suburban Water, Orchard Dale County Water District	City of Santa Fe Springs
	Metropolitan Water District of Southern California	City of Anaheim
Stormwater	City of Los Angeles	City of Los Angeles
	Los Angeles County Department of Public Works	Los Angeles County
	City of Norwalk	City of Norwalk
Solid Waste Collection	Browning-Ferris Industries (BFI)	City of Los Angeles
	Athens Disposal	City of Montebello
	Consolidated Disposal Services	City of Bell
	Consolidated Disposal, Jackson Disposal	City of Norwalk
	Consolidated Disposal, Jackson Disposal, Serv-Wel Disposal	City of Santa Fe Springs

Sources: Los Angeles Basin LAFCO 2006; West San Gabriel Valley LAFCO 2004; Central Orange County LAFCO 2006; Metropolitan Water District of Southern California 2016

[1] Includes local maintaining agencies within the Los Angeles to Anaheim Project Section vicinity.

5.5.2 City Public Services and Facilities

The general locations of public services and facilities in the RSA are depicted on Figure 5-6 and the names and addresses of RSA services and facilities in Los Angeles are listed in Appendix C.

- **Los Angeles**
  - 9 police and fire protection facilities
  - 26 educational facilities
  - 7 parks and recreation facilities
  - 6 museums and libraries
  - 10 medical facilities and social services
  - 13 religious facilities
  - 19 other facilities
- **Vernon**
  - One fire station
- **Bell**
  - No facilities

- **Commerce**
  - One fire station
  - Four educational facilities
  - Two parks and recreation facilities
  - One library
  - Three medical and social services
  - Three religious facilities
  - Three other facilities
- **Montebello**
  - Two educational facilities
  - Three religious facilities
- **Pico Rivera**
  - Two fire stations
  - Eight educational facilities
  - One park
  - One library
  - One medical facility
  - Six religious facilities
- **West Whittier–Los Nietos Census-Designated Place**
  - Seven educational facilities
  - One library
  - One religious facility
  - One other facility
- **Santa Fe Springs**
  - Two fire stations
  - Four educational facilities
  - One park
  - Two medical facilities
  - Three religious facilities
  - One other facility
- **Norwalk**
  - Three schools (John H. Glenn High School, Thomas B. Moffitt Elementary School, and St. Linus Elementary)
  - Southwest Regional Occupational Program
  - Three medical facilities (Metropolitan State Hospital, Norwalk Community Hospital, and Norwalk Dialysis Center)
  - Southern Youth Correctional Reception Center and Clinic
  - Norwalk Sherriff Station
  - Two recreational facilities (Zimmerman Park and Norwalk Golf Center)
  - Norwalk Library
  - Two religious facilities
- **La Mirada**
  - Eight educational facilities
  - Three parks and recreation facilities
  - Three religious facilities
- **South Whittier CDP**
  - Two parks and recreational facilities
  - Two religious facilities

- **Buena Park**
  - One fire station
  - Eight educational facilities
  - One park
  - Three medical facilities
  - Six religious facilities
- **Fullerton**
  - 4 police and fire facilities
  - 17 educational facilities
  - 10 parks and recreational facilities
  - 1 library
  - 3 medical facilities
  - 20 religious facilities
  - 4 other facilities
- **Anaheim**
  - 1 fire station
  - 11 educational facilities
  - 6 parks and recreation facilities
  - 1 library
  - 10 religious facilities
  - 2 other facilities
- **Orange**
  - One medical facility
  - Two religious facilities
  - Two other facilities

5.5.3 Community Public Services and Facilities

Public services and facilities within the community and neighborhoods indirect effects RSA in the city of Los Angeles include police and fire protection facilities, educational facilities, libraries, museums, recreational facilities and parks, medical facilities, facilities for seniors, religious facilities, and other public facilities such as courthouses and post offices. The general locations of public services and facilities in the NCAs in the RSA are depicted on Figure 5-6 and the names and addresses of RSA services and facilities in each NCA are listed in Table C-1 of Appendix C.

5.6 Nonmotorized Circulation and Access

Complete Streets is a mobility design concept that prioritizes developing accessible and vibrant streets. The goal of Complete Streets is to ensure that safety, accessibility, and convenience for all transportation users (pedestrians, bicyclists, transit riders, and motorists) is taken under consideration in street design.

Circulation and access in a community are important to the community's character and quality of life. The City of Los Angeles Complete Streets Design Guide is a policy document that serves as a guide that decision makers and community advocates can consult to ensure that street improvement projects incorporate "complete streets" concepts (City of Los Angeles n.d.). The existing Norwalk/Santa Fe Springs Transportation Station is at 12700 Imperial Highway. Pedestrian access to the platforms is available via multiple sidewalk paths from the adjacent parking lots. Pedestrian access to the station is available via sidewalks to Imperial Highway. Accessible curb ramps are provided at crosswalks that allow for pedestrian crossings. The existing Fullerton Station is pedestrian accessible from Santa Fe Avenue, which also provides a pedestrian linkage to an Orange County Transportation Authority bus depot directly across from Fullerton Station. The City of Fullerton mobility element of the *Fullerton Plan* also includes a Complete Streets policy (City of Fullerton 2025). Pedestrian access to ARTIC is available from

Douglass Road and from the Anaheim stadium parking lot via a pedestrian bridge over the existing tracks.

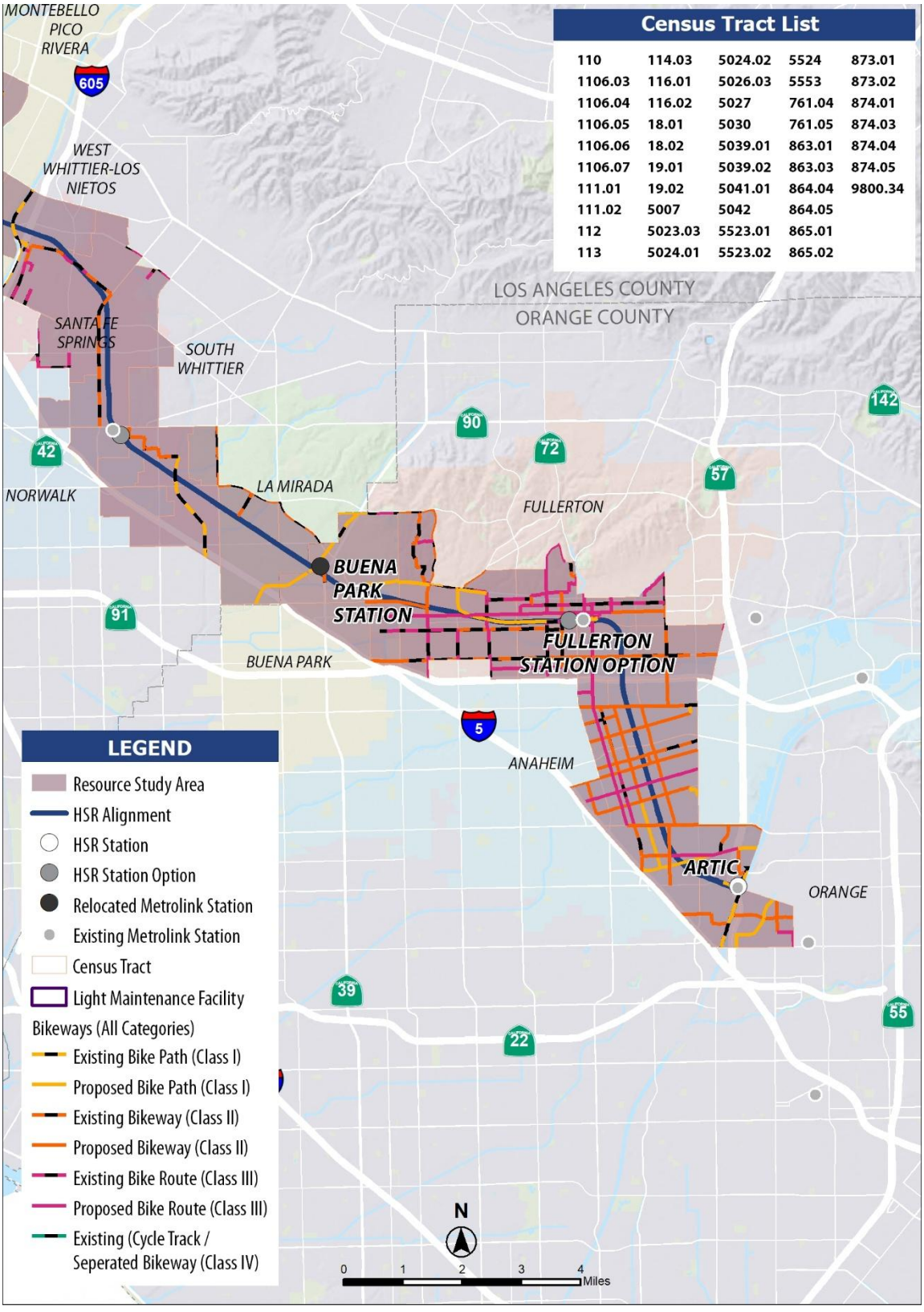
Several bikeways are in the communities and neighborhoods RSA, as depicted on Figure 5-7. Bikeways are categorized as Class I, II, or III. Class I bikeways are off-street, dedicated bike paths. Class II bikeways are on-street, striped, and stenciled bike lanes designated for use by bicyclists. Class III bikeways are on-street bike routes that do not include separate lanes but are designated as bike routes by signs. Five Class I bikeways cross the RSA: Rio Hondo River Trail, San Gabriel River Bike Path, Coyote Creek North Fork Bikeway, Fullerton Creek Drive, and Santa Ana River Trail. The Santa Ana River Trail also provides direct access to ARTIC. Five Class II bike lanes, four “commuter” bike routes, and 11 Class III bike routes also cross the RSA. “Commuter” bike routes are a classification used by the City of Los Angeles to designate Class III bike routes that are on the paved area of a road in the first 4 feet of the curb lane and are designated for preferential use by bicycles during posted peak hours.

The locations of existing and proposed county biking and pedestrian trails in the communities and neighborhoods RSA are also depicted on Figure 5-7.



Sources: ESRI 2024; Metro 2023; OCTA 2022

Figure 5-7 Bikeways within the Resource Study Area, Sheet 1 of 2



Sources: ESRI 2024; Metro 2023; OCTA 2022

Figure 5-7 Bikeways within the Resource Study Area, Sheet 2 of 2

6 IMPACT ANALYSIS

6.1 Introduction

This chapter provides analysis of the community and neighborhood, socioeconomic, and community analysis effects of building and operating the project section. The analysis includes the following:

- Effects on the character and cohesion of communities and neighborhoods
- Effects from residential displacements and from the acquisition of commercial, industrial, and other parcels
- Effects on minority and low-income populations
- Effects on school districts
- Effects on the fiscal (property and sales tax) revenues of county and city governments

Effects are presented by topic for communities and neighborhoods, properties, community analysis, and economics. This chapter contains an analysis of short-term (construction), long-term (operational), direct, and indirect effects.

6.2 No Project Alternative

Under the No Project Alternative, the proposed project would not be built. Currently known programmed and funded improvements to the LOSSAN Corridor would be developed and the corridor would continue to serve as a transportation corridor between communities on either side of the tracks. Other planned and committed projects would be built within the planning horizon for the HSR, which is 2040. Population shifts and employment growth in the region and the communities and neighborhoods RSA would add additional residential and business developments and associated infrastructure to the landscape. The No Project Alternative would include the future development reported in the general plans of the cities and counties crossed by the project section, including both suburban expansion and in-fill development. These projects include bridge replacement, highway expansion, grade separation, and utility improvement projects that could result in impacts similar to those of the Shared Passenger Track Alternatives with regard to temporary construction impacts (e.g., noise, vehicle delay, and traffic detours) and property or easement acquisition. Although these actions would introduce impacts similar to those of the project, improvements would occur at different locations and the degree of impacts would vary. Property acquisitions for new developments that displace residences and businesses could have impacts on local government revenue similar to those of the project if displacements cause losses in school district funding, property tax, or sales and use tax revenue. In addition, commercial developments for new business, residential, or mixed-use development could provide new housing and job opportunities and additional tax revenues to communities in the project section. These development and infrastructure projects could temporarily or permanently disrupt or divide established communities during construction, or permanently during operations, as a result of increased traffic congestion, increased noise and vibration, air quality deterioration, degradation of visual quality, and increased health and safety risks. Cities and counties in the region would evaluate the specific impacts of future projects in the course of environmental review and require that projects incorporate mitigation measures under NEPA and CEQA. In general, the job creation, other beneficial economic activity, and improvements to community connectivity in new grade-separated areas that would occur under the project would likely not occur under the No Project Alternative.

6.3 Communities and Neighborhoods

6.3.1 Disruption or Division of Existing Communities

The following forms of disruption and division of communities from construction of the Shared Passenger Track Alternatives could have an impact on community cohesion:

- Changes to the roadway network would cause permanent impacts on vehicle circulation and access in some areas that could result in a direct impact on community cohesion; however, improved bicycle and pedestrian facilities at select crossings and grade separation of current at-grade crossings would improve access and safety across the rail corridor throughout the project section that could directly increase community cohesion.
- Physical deterioration, defined as residential migration out of the community, extensive changes to the business environment of the community, or substantial reductions in revenue sources for local governments, could result from residential and business displacements.
- Noise, emissions, traffic detours, construction traffic, visual changes, and utility interruptions during construction could affect overall quality of life or character of communities near construction activities.

Operation of the Shared Passenger Track Alternatives could affect communities through disruption and division and job creation, as described below:

- Property acquisitions for project construction would result in permanent removal of homes and businesses that could indirectly affect community cohesion depending on the extent and location of the displacements and the nature of the businesses displaced.
- Increased traffic, noise and vibration, and air emissions; utility interruptions; induced population growth; or aesthetic changes from project operation that change the overall quality of life in a community or community character would have an indirect impact on community cohesion.
- Ongoing operation and maintenance of the project and improved accessibility in areas surrounding HSR stations would result in employment growth that could result in economic benefits that would indirectly affect community cohesion.

The following sections examine the disruption and division of existing communities during both construction and operation of the proposed project.

6.3.1.1 Project Impacts

Shared Passenger Track Alternative A

Construction

Residential and Business Displacements

Residential and business displacements could have a direct impact on community cohesion. As much as possible, construction activities would be limited to the project right-of-way. However, property acquisitions for project construction would result in permanent removal of 3 residential units and 256 businesses.

All residential displacements would occur in the vicinity of the proposed Pioneer Boulevard grade separation in the southwest neighborhood of West Whittier–Los Nietos CDP. However, Pioneer Boulevard and the existing rail corridor already divide the existing residential neighborhoods. Because project construction would be limited to widening this existing barrier, these displacements would not create a new division of existing communities.

The majority of the business displacements would result from the modifications to Hobart Yard and Commerce Yard in Commerce and Vernon. The remaining business displacements would result primarily from Metrolink station relocations and grade separations. Appendix 3.12-E of the Draft EIR/EIS presents locations of business displacements. Based on the locations of the displaced businesses in an industrial area adjacent to an existing rail corridor, these property acquisitions would not physically divide communities or isolate one community from another. Although several businesses would be relocated in this area, they represent a small proportion of the much larger commercial and industrial area spanning the cities of Los Angeles, Vernon, and Commerce, and would not substantially disrupt the larger existing district. For detailed information regarding residential and businesses displacements, refer to the *Los Angeles to Anaheim Project Section Draft Relocation Impact Report* (Authority 2025b).

Air Quality

Indirect construction effects would include the temporary generation of emissions of criteria pollutants through the use of heavy-duty construction equipment, construction worker vehicles, truck hauling, and generation of electricity. Even with incorporation of the impact avoidance and minimization features (IAMF) listed below, the project would exceed regulatory limits and health thresholds for nitrogen oxides (NO_X), resulting in the potential to cause regional air quality effects. Demolition activities could release asbestos and lead-based paint, which could present health hazards; however, project design and compliance with existing asbestos and lead-based paint handling and disposal standards would prevent exposure of sensitive receptors to substantial pollutant concentrations. Construction would be temporary and impacts at any particular place and time would depend on the specific construction activity, equipment and vehicle usage, schedule, and proximity to sensitive receptors.

AQ-IAMF#1, Fugitive Dust Emissions; **AQ-IAMF#2, Selection of Coatings**; **AQ-IAMF#3, Renewable Diesel**; **AQ-IAMF#4, Reduce Criteria Exhaust Emissions from Construction Equipment**; and **AQ-IAMF#5, Reduce Criteria Exhaust Emissions from On-Road Construction Equipment**, will reduce emissions of fugitive dust, criteria pollutants, volatile organic compounds, and GHGs during construction activities. IAMFs implementing a fugitive dust control plan, use of low-volatile-organic-compound architectural coatings, and use of Tier-4 compliant construction equipment have proven to be effective in reducing criteria pollutants, GHGs, and toxic air contaminant emissions. With incorporation of these IAMFs, all localized concentrations of carbon monoxide (CO), nitrogen dioxide, particulate matter 10 microns or less in diameter (PM_{10}), particulate matter 2.5 microns or less in diameter ($PM_{2.5}$), and sulfur dioxide, including background concentrations, would be below their respective thresholds, guidelines, or standards. Accordingly, localized impacts on air quality would not divide or disrupt existing communities in the RSA.

In addition to localized air quality impacts, construction would affect regional air quality from emissions of NO_X in excess of South Coast Air Quality Management District (SCAQMD) daily significance thresholds. Although construction-period emissions of NO_X would exceed daily significance thresholds, changes in regional air quality would not obstruct established travel routes or change community character to an extent that would physically divide or isolate the existing communities in the RSA. In addition, implementation of **AQ-MM#1, Offset Project Construction Emissions in the South Coast Air Basin (SCAB)**; **AQ-MM#2, Requirements for Use of Zero-Emission or Near-Zero-Emission Vehicles and Off-Road Equipment to Reduce Construction Emissions**; and **AQ-MM#3, Reduce the Potential Impact of Stationary Sources**, will further reduce impacts on air quality during construction. However, even with implementation of mitigation measures, emissions of NO_X from construction equipment and vehicles would continue to exceed SCAQMD daily significance thresholds. Even with the NO_X exceeding daily significance thresholds during construction, changes in air quality would not change community character to the extent that would affect community cohesion by physically dividing or isolating an existing community. Changes in regional air quality would be diffused across a broad area and therefore would not noticeably alter neighborhood character.

Noise and Vibration

Indirect construction effects would include temporary noise and vibration increase, which can cause annoyance and disruption to communities and affect community character. Incorporation of **NV-IAMF#1, Noise and Vibration**, which requires following the Federal Transit Administration and FRA guidelines for minimizing noise and vibration effects at sensitive receptors during construction, will reduce the effects of construction noise and vibration on communities. Although construction could occur for various durations around sensitive receptors, the likelihood of a sensitive receptor to be within the minimum distance to experience a noise impact for the entirety of that period is low. In addition, the highest noise-generating activities, such as pile driving, would only occur sporadically and not span the entire construction period. Overall, given communities' proximity to and familiarity with noise levels associated with the existing rail corridor, construction noise would not physically divide communities or considerably alter community character in a way that would create disruption to the communities.

Traffic Congestion and Pedestrian Safety

The permanent roadway modifications, such as the grade separations, would cause increased delays at intersections and roadway segments in surrounding areas, which could cause disruption to the community. Similarly, temporary lane or road closures, traffic detours, and increased truck trips and traffic from construction may increase congestion. These temporary transportation effects could disrupt vehicular, pedestrian, bicycle, and transit circulation patterns in proximity to construction sites and cause vehicle delay during the construction period. Depending on the duration for long-term closure operations, trip delays may exceed 30 minutes per vehicle (Authority 2025c). Construction-related congestion may increase delays but would not physically divide existing communities. **TR-IAMF#2, Construction Transportation Plan**, will reduce conflicts with construction-related traffic and maintain access during construction through implementation of a Construction Transportation Plan. In addition, the Authority's Construction Management Plan (**SOCIO-IAMF#1, Construction Management Plan**) will direct street users around the construction, enabling them to access commercial destinations. Although project construction would disrupt residents, businesses, and individual property owners, these effects would be temporary and would not disrupt or divide the community.

Actions that may affect pedestrians during construction include sidewalk closures, crosswalk closures, or pedestrian rerouting. In addition, in some locations law enforcement, fire, and emergency services could experience increased response times because of construction-related road closures, detours, and increased construction-related traffic congestion. Emergency vehicles may encounter delays while accessing construction sites, particularly sites where roadway grade is being raised or lowered on roadways crossing the project section. **SOCIO-IAMF#1** will ensure property access for local businesses, residences, and emergency services and minimize impacts on local and regional bus routes during construction. The following IAMFs will reduce conflicts with construction-related traffic and maintain pedestrian access during construction through implementation of a Construction Transportation Plan:

- **SS-IAMF#1: Construction Safety Transportation Management Plan**
- **TR-IAMF#2: Construction Transportation Plan**
- **TR-IAMF#4: Maintenance of Pedestrian Access**
- **TR-IAMF#5: Maintenance of Bicycle Access**
- **TR-IAMF#6: Restriction on Construction Hours**
- **TR-IAMF#8: Construction During Special Events**
- **TR-IAMF#11: Maintenance of Transit Access**
- **TR-IAMF#12: Pedestrian and Bicycle Safety**

These IAMFs will reduce emergency vehicle delays, reduce or avoid safety impacts of construction traffic hazards on pedestrians, and ensure that construction activities do not create barriers to pedestrian access. With these IAMFs, construction would not affect pedestrian safety in a way that would physically divide or disrupt established communities. Refer to the *Los Angeles to Anaheim Project Section Transportation Technical Report* (Authority 2025c) for further detail on construction effects and detours.

Visual Quality

Elements introduced during construction activities (e.g., construction materials, equipment, and on-site workers) and at construction staging areas (e.g., stored material and equipment) would result in visual changes to communities adjacent to the project footprint that would have an indirect impact on community character. On completion of construction at a given location, construction equipment would be removed, and construction staging areas and temporary structures would be dismantled (**LU-IAMF#3, Restoration of Land Used Temporarily During Construction**). Primary viewer groups within the project section include residents, local roadways, and thoroughfares. The employee, business patron, and traveler user groups are considered lower sensitivity based on the anticipated viewer exposure and awareness to the visual environment. Residents are considered a more sensitive viewer group and may have an adverse reaction to these visual changes. Temporary visual changes from construction would not create a physical division that would obstruct established paths of travel or isolate existing

communities from each other. Therefore, given the viewers' proximity to the existing rail corridor and major transportation thoroughfares, these temporary visual changes would not considerably alter community character in a way that would disrupt or divide the community.

Community Access and Cohesion

Community facilities provide important services to members of a community, help create a sense of cohesion, or otherwise have local importance as neighborhood assets, and can have historical, cultural, and social meaning to members of the community. Community facilities include childcare, places of worship, education facilities, government facilities, health and mental health facilities, libraries, parks and recreation, public safety facilities, and social services. Community facilities in the communities and neighborhoods RSA are listed in Appendix 3.12-B of the Draft EIR/EIS and their locations are depicted on figures in Appendix 3.12-C of the Draft EIR/EIS. There would be no displacements of community facilities identified in Appendix 3.12-B. Access to community facilities will be maintained during construction as required by **SOCIO-IAMF#1**, but could be temporarily modified during construction, potentially inconveniencing patrons. In addition, **SO-MM#2, Implement Measures to Reduce Impacts Associated with the Division of Communities**, will minimize project impacts on public facilities through a program of outreach to community organizations in affected neighborhoods. Through **SO-MM#2**, the Authority will conduct workshops that will provide communities opportunities to identify design and use options that could strengthen community cohesion and be compatible with the existing community character.

Construction activities could be particularly disruptive to community facilities and institutions that have normal hours of operation that coincide with construction work hours. Potential conflicts with special events, such as festivals, conventions, or sporting events at Angel Stadium, will be handled with additional traffic-handling measures, including (but not limited to) police officers directing traffic, special event parking, traffic cone placement, and use of shoulder lanes for through traffic (**TR-IAMF#8**). In addition, project construction would relocate the Commerce and Buena Park Metrolink Stations and modify the Norwalk/Santa Fe Springs and Fullerton Metrolink/Amtrak Stations. Access to these stations would be altered during HSR construction but maintained to minimize impacts on community travel patterns and cohesion.

In some instances, construction of grade separations would result in temporary disruptions to existing communities and neighborhoods. Specifically, construction of the proposed Pioneer Boulevard undercrossing would result in community disruptions, because this area of West Whittier–Los Nietos CDP is developed and contiguous on both sides of the rail corridor. The existing crossing is a vital connection between the neighborhoods on either side of the rail corridor and provides access to Pioneer High School. Although the Cerritos Avenue grade separation is not in a residential area, Cerritos Avenue provides access to the Salvation Army Emergency Center and Anaheim Adult Rehabilitation Center. Similarly, the Lakeland Road partial grade separation is not in a residential area but provides access to multiple community facilities in northeast Norwalk, including the California Conservation Corps, Metropolitan State Hospital Museum, Norwalk Community Hospital, and Southern Youth Correctional Reception Center and Clinic.

Construction of grade-separation improvements would be phased so that vehicular, bicycle, pedestrian, and emergency access across the existing rail corridor would be maintained. However, construction of the grade separation would still result in a new physical barrier to the community by permanently displacing residents and temporarily modifying community access. **SO-MM#1, Implement Measures to Reduce Impacts Associated with the Division of Residential Neighborhoods**, will reduce permanent impacts on community cohesion from residential displacements by making efforts to locate suitable replacement properties for displaced residents and taking measures to purchase vacant land or buildings in the area for those who wish to remain in the immediate vicinity.

Construction of the Pioneer Boulevard grade separation would have permanent impacts on the community because direct access to Rivera Road would be removed. This would create a new physical barrier that affects access for residents in the existing neighborhoods adjacent to Rivera

Road. To maintain paths of travel between these communities, a new roadway that loops west and south just north of the crossing would provide access from Pioneer Boulevard to Rivera Road. **SO-MM#2** will reduce community division impacts from grade-separation construction by evaluating the community's modified access, including the effectiveness of providing overcrossings or undercrossings of the HSR track, to allow continued use of community facilities and connectivity during construction. As part of **SO-MM#2**, the Authority will also conduct community workshops about the future use of the area beneath the rail guideway, where these would exist. These meetings will provide the community with an opportunity to identify design and use options that could strengthen community cohesion and be compatible with the existing community character. The Authority will be responsible for implementing the measures to reduce impacts through project design and through the long-term management of the measures. By implementing measures identified by the affected communities, **SO-MM#1** and **SO-MM#2** will effectively mitigate impacts on community cohesion. Grade-separation construction activities at the Norwalk Boulevard, Los Nietos Road, and State College Boulevard crossings would have lesser effects on communities, because these areas have fewer residential areas and community facilities. However, this portion of Anaheim is a major employment center. Construction would temporarily affect business access in the Platinum Triangle, although access would be maintained.

After grade separations are built and opened, bus lines that currently cross at-grade railroad crossings would operate with less delay. Passing trains and active grade-crossing safety equipment would no longer cause travel delays. This would be a beneficial effect on community cohesion by providing improved vehicular, pedestrian, and bicycle facilities that connect communities on either side of the rail corridor.

Overall, construction would temporarily affect individuals and property owners near the limits of construction. Because construction activities would generally occur along the existing rail right-of-way, construction would not affect community cohesion by physically dividing or isolating one community from another.

Operation

Air Quality

Project operation would have an adverse effect from continuous permanent direct impacts on localized air quality because of exposure to diesel particulate matter (DPM). The project would reconfigure Hobart Yard and Commerce Yard to make room for the shared passenger track, HSR track, BNSF mainline track, 26th Street LMF, and 101,094 feet of storage and staging tracks.

Operations health risk assessments (HRA) were conducted to evaluate the cancer risk and chronic noncancer risk from DPM emissions generated by the yard equipment activities at Hobart and Commerce Yards to determine the change in health risks caused by the reconfiguration of the yards. The HRAs indicate that health risks would decrease in future years when the project is operational compared to existing conditions, and operation of Shared Passenger Track Alternative A would not result in an incremental increase in cancer risk or chronic noncancer risks. Details of the analysis are provided in the HRAs in Appendix G of the *Los Angeles to Anaheim Project Section Air Quality and Global Climate Change Technical Report* (Authority 2025d). These results are based on the best data available to the Authority, as provided by BNSF (STV 2021). However, future activity data pertaining to the new tracks and BNSF mainline track shift are unknown, and therefore could not be analyzed in the HRA, so it is possible that project operation at Hobart Yard could pose health risk from exposure to DPM. To help mitigate this, the Authority would implement **AQ-MM#4, Requirement of a Future Operational Health Risk Assessment**, which requires an operational HRA to be conducted prior to the commencement of project operations. If the future operational HRA determines that impacts are below the SCAQMD project-level thresholds, no additional on-site or off-site mitigation measure would be required. In this case, there would not be a risk from exposure to DPM emissions from operational air quality. Because the Hobart Yard area is highly industrialized with limited residential presence, this impact would not disrupt or divide existing communities within the RSA.

In addition, project operation and the LMF would produce criteria pollutants and GHG emissions. Emissions associated with operations would be a result of combustion sources used primarily for space heating, facility landscaping, emergency generators, energy consumption for facility lighting, minor solvent and paint usage, employee traffic, passenger traffic, and train inspections, tests, verifications, and train maintenance.

However, overall operation of the HSR stations, maintenance facilities, and train movements would result in a net regional decrease in emissions of criteria pollutants. These decreases would be beneficial to the communities in the SCAB and would help the basin meet its attainment goals for ozone and particulate matter (PM_{10} and $PM_{2.5}$). Furthermore, the project would improve regional traffic conditions by reducing traffic congestion and reducing regional vehicle miles traveled. Therefore, the project would improve air quality in communities by reducing emissions of criteria pollutants and mobile-source air toxics (MSAT). These effects would not disrupt or physically divide any established communities.

Communities would not be affected by potentially odorous emissions from train operation because the trains would be powered from the regional electrical grid. Odorous emissions associated with operation at the HSR station and LMF operation would be similar to or less severe than odors from other commercial and industrial activities that would occur in these areas under the No Project Alternative. Therefore, air quality impacts would not affect community character in a way that would disrupt or physically divide existing communities.

Noise and Vibration

Operational noise levels are predicted to exceed noise impact criteria at residential locations along the project section, which could cause annoyance and result in an indirect impact on community cohesion. Noise levels from project operation would depend on the number of trains per day, speed of the trains, track configuration, and distance of receivers to the tracks. Operation of HSR trains would result in operational noise levels exceeding the severe impact criteria at 59 residences and moderate impact criteria at 443 residences in the project section. Noise impacts would remain in the following neighborhoods: McCampbell neighborhood in Pico Rivera (Rio Hondo channel to Rosemead Boulevard) and central Anaheim (Wilhelmina Street to Santa Ana Street). In addition, operational vibration would result in a permanent impact for 517 residences in the project section in the following neighborhoods: McCampbell neighborhood in Pico Rivera (Rio Hondo channel to Rosemead Boulevard), northeast Buena Park (Brea Creek to Dale Street), and central Anaheim (from Orangethorpe Avenue to Vermont Street). These impacts would result from the proximity of the receivers to the proposed track and the speed of the train and may cause disruption to the communities adjacent to the rail corridor.

Historical land use patterns around the corridor suggest that existing, ongoing train noise does not curtail the continued use of residential, commercial, or recreational land uses. Consequently, although communities would experience residual noise and vibration impacts, the moderate noise and vibration increases would not disrupt the existing community. In addition, because these impacts would occur along the existing rail corridor that already divides these communities, noise and vibration impacts would not create a new physical barrier that divides communities.

Traffic Congestion and Pedestrian Safety

Although operation would improve the regional transportation system, it would also result in delays at some intersections and roadway segments along the project alignment and near HSR stations. These effects would be caused by the additional trips to and from the station areas related to HSR station operations, and ambient growth of permanently relocated trips that would result from changes in the roadway network. The *Los Angeles to Anaheim Project Section Transportation Technical Report* (Authority 2025c) includes additional data and analysis on traffic effects for Phase 1 HSR service. Access between communities would be maintained, but delays could disrupt or slow down paths of travel for community residents. However, because the existing rail corridor already divides communities, added delays from HSR operations would not create a new physical division of established communities.

Visual Quality

Built elements of the project would introduce visual changes throughout the project section. However, the presence of the train cars themselves would be limited in both frequency and duration. Therefore, although they would be temporarily visible, because of the established presence of other train cars on the existing railway, train operations would not contribute to significant visual quality impacts that would disrupt or physically divide established communities. The project would contribute to increases in nighttime light levels because various buildings and facilities would be lit through the night to facilitate work safety and security. However, historical land use patterns suggest that the light associated with rail uses does not curtail the continued use of residential, commercial, or recreational land uses around the corridor. Therefore, the nighttime lighting changes would not disrupt the existing community.

The project would comply with applicable state statutes and guidelines concerning visual quality and aesthetics to ensure that the visual changes would be compatible with the existing visual character and that visual resources are not substantially altered or damaged. However, substantial aesthetic degradation resulting would still occur from operational activities and the moving and stationary security features (protective barriers, signage, and signal lights) on the four historic bridges. The protective barriers would be on top of the bridges to prevent objects and people from entering the right-of-way, and would not obstruct sidewalks, bike lanes, or vehicle lanes. Although the visual changes to the historic bridges would result in aesthetic degradation, the operational elements causing the visual changes would not obstruct established travel routes and therefore would not physically divide existing communities.

Community Access and Cohesion

Project operation and the quality-of-life perceptions stemming from an increase in use intensity of the existing rail corridor could disrupt established patterns of interactions among community residents or disrupt residents' access to community facilities and services. However, the HSR system would bring social benefits regionally by providing improved access to the region and beyond. This includes better access to jobs, community amenities, and facilities; reduced travel times and traffic congestion because of shifting trips from the roadway system to the HSR system; and new employment opportunities from project operation. Employment and revenue-associated effects would be regional, but the neighborhoods and communities around the HSR stations would also experience benefits. These effects are anticipated to occur primarily near the HSR station site rather than along the alignment. Regionally, the project could improve social conditions by facilitating new access to employment, recreation, and educational opportunities through reduced commuting times and increased connectivity statewide. Additionally, because the communities within the RSA are already adjacent to an existing rail corridor, operational impacts related to displacements, traffic, noise and vibration, and air quality would not result in a perceptible change to community cohesion.

Shared Passenger Track Alternative B

Construction

With the LMF at 15th Street, construction impacts on community disruption or division would be similar to those described for Shared Passenger Track Alternative A, with the exception of LMF-related construction impacts occurring in Los Angeles.

Residential and Business Displacements

Residential and business displacements could have a direct impact on community cohesion. There would be no residential displacements associated with either LMF, so impacts from residential displacements would be the same as those of Shared Passenger Track Alternative A. Acquisitions associated with the LMF at 15th Street would displace an additional 18 businesses when compared to Shared Passenger Track Alternative A (a total of 274 businesses). Based on the locations of the displaced businesses in an industrial area adjacent to an existing rail corridor, these property acquisitions would not physically divide communities or isolate one community from another. Although several businesses would be relocated in this area, they represent a small proportion of the much larger commercial and industrial area spanning the cities of Los Angeles

and Commerce and would not substantially disrupt the larger existing district. Property acquisitions would not displace community facilities..

Air Quality

Indirect construction impacts on community cohesion related to air quality, noise and vibration, and traffic and pedestrian safety would be similar to those described for Shared Passenger Track Alternative A, with the differences resulting from Shared Passenger Track Alternative B's development of the 15th Street LMF instead of the 26th Street LMF.

The total construction emissions would be slightly greater for Shared Passenger Track Alternative B, because it covers a larger area for the 15th Street LMF and requires a larger amount of excavation and haul trips to remove excavated material. Emissions of reactive organic gases, nitrogen dioxide, CO, sulfur dioxide, PM_{10}, and $PM_{2.5}$ would be less than the USEPA General Conformity *de minimis* levels applicable to the SCAB. Emissions of NO_X would exceed the General Conformity *de minimis* level applicable to the SCAB. As discussed for Shared Passenger Track Alternative A, changes in regional air quality would not degrade community character because they would be either less than the General Conformity *de minimis* levels (CO, PM_{10}, $PM_{2.5}$, and sulfur dioxide) or will be offset through **AQ-MM#1** to below the General Conformity *de minimis* levels (NO_X). Additionally, with implementation of **AQ-MM#2** and **AQ-MM#3**, construction emissions will be minimized. Changes in regional air quality would be diffused across a broad area and therefore would not noticeably alter neighborhood character.

Noise and Vibration

Construction impacts on noise and vibration would be the same as those described for Shared Passenger Track Alternative A. There are no additional sensitive receptors near the 15th Street LMF, so impacts on community division and disruption would be the same as for Shared Passenger Track Alternative A.

Traffic Congestion and Pedestrian Safety

Construction impacts related to traffic and pedestrian safety would be the same as those described for Shared Passenger Track Alternative A. The LMF location would not change impacts related to traffic and circulation patterns and no additional impacts on traffic are anticipated. Therefore, impacts on community division and disruption would be the same as for Shared Passenger Track Alternative A.

Visual Quality

Similar to the 26th Street LMF, the LMF at 15th Street is in a developed, industrial area and its impacts on visual quality would not have direct impacts on the existing community character. Elements introduced during construction activities (e.g., construction materials, equipment, on-site workers) and at construction staging areas (e.g., stored material and equipment) would result in visual changes to communities adjacent to the project footprint. On completion of construction at a given location, construction equipment would be removed and construction staging areas and temporary structures would be dismantled. Primary viewer groups include employees, business patrons, and travelers on local roadways. These user groups are considered lower sensitivity based on the anticipated viewer exposure and awareness to the visual environment. Temporary visual changes from construction would not obstruct established paths of travel and would not hinder existing communities' ability to communicate with each other. Therefore, given the viewers' proximity to and familiarity with the existing rail corridor, these temporary visual changes would not considerably alter community character in a way that would disrupt or physically divide established communities.

Community Access and Cohesion

The nature of impacts on community access and cohesion would be similar to those described for Shared Passenger Track Alternative A, but would occur instead at the LMF location at 15th Street. Because both LMF options would be in developed, industrial areas, their locations would have minimal impacts on community access and cohesion. Overall, construction activities would affect individuals and property owners near the limits of construction, but the effects on community cohesion and character would be temporary. Because construction activities would

generally occur along the existing rail right-of-way, construction would not affect community cohesion by physically dividing or isolating one community from another.

Operation

Air Quality, Noise and Vibration, and Traffic and Pedestrian Safety

Operational impacts on communities related to air quality, noise, vibration, and traffic would be similar to those described for Shared Passenger Track Alternative A. The LMF location would not affect the air quality, noise, and vibration, or traffic impacts discussed above for Shared Passenger Track Alternative A and therefore would not physically divide or disrupt communities.

Visual Quality

Built elements of Shared Passenger Track Alternative B would introduce visual changes throughout the project section, which could affect community character and have an indirect effect on community cohesion. Because the 15th Street LMF would be next to an existing rail yard in an area that is very industrialized, the scale and size of the proposed LMF would not substantially alter or degrade visual character. The visual changes would not obstruct established travel routes and therefore would not physically divide or disrupt communities.

Community Access and Cohesion

The project would include grade crossings and improvements to bicycle and pedestrian facilities that would improve community access. In addition, project operation would increase regional access and connectivity, especially for communities with a station. Because the communities within the RSA are already adjacent to an existing rail corridor, operational impacts related to traffic, noise and vibration, air quality, regional growth, and utility interruptions would not result in perceptible change to the overall quality of life or community character.

6.3.1.2 High-Speed Rail Station Options

This section summarizes disruption and division of communities impacts described in Section 6.3.1.1, ,Project Impacts that are specific to the station sites. Temporary impacts related to construction activities would be the same as described for the Shared Passenger Track Alternatives.

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

The Norwalk/Santa Fe Springs HSR Station Option would result in the following impacts related to traffic, noise and vibration, air quality, utility interruptions, regional growth, and aesthetic changes that could result in a direct or indirect change to the overall quality of life or community character within the communities and neighborhoods RSA.

Residential and Business Displacements

The Norwalk/Santa Fe Springs HSR Station Option would not displace any additional residential or business units. Therefore, impacts from residential and business displacements would be the same as those of the Shared Passenger Track Alternatives in the station area and would not physically divide or isolate one community from another.

Air Quality

With the Norwalk/Santa Fe Springs HSR Station Option, operational emissions may be slightly higher than those described for the Shared Passenger Track Alternatives. However, overall, operation of the HSR stations, maintenance facilities, and train movements would result in a net regional decrease in emissions of criteria pollutants and would not result in a change to community character that would disrupt or divide the community.

Noise and Vibration

Indirect operation effects would include noise and vibration increase, which can cause annoyance and disruption to communities and affect community character. With the Norwalk/Santa Fe Springs HSR Station Option, operational noise and vibration impacts would be similar to those described for the Shared Passenger Track Alternatives. Train speeds would be slower at the station, which lowers noise and vibration levels, but there are no additional noise-sensitive receptors in the station area. Therefore, noise and vibration impacts would not result in physical division or disruption of existing communities.

Visual Quality

Operation of the Norwalk/Santa Fe Springs HSR Station Option would introduce visual changes in the project section, which could result in a direct impact on community character and cohesion. The HSR station elements are similar to the other project elements that would be built in the station area (e.g., modified Metrolink platform, station plaza, and Metrolink parking) and the visual changes would be similar to those of the Shared Passenger Track Alternatives. Visual changes would not result in changes to community travel routes that would physically divide or disrupt communities and neighborhoods within the RSA.

Traffic and Pedestrian Safety

With the Norwalk/Santa Fe Springs HSR Station Option, additional intersections and roadway segments would be affected with inclusion of the HSR station option. The delays at these areas could disrupt established communities by disrupting paths of travel for community residents. However, because the existing rail corridor already divides communities, the delays from project operation would not create a new physical division of established communities.

Community Access and Cohesion

With the Norwalk/Santa Fe Springs HSR Station Option, project operation would increase regional access and connectivity, especially for communities near the station. Because the communities within the RSA are already adjacent to an existing rail corridor, operational impacts related to traffic, noise and vibration, visual quality, and air quality would not result in perceptible change to the overall quality of life or community character that would divide or disrupt the community.

High-Speed Rail Station Option: Fullerton

Residential and Business Displacements

No residential displacements are required for the Fullerton HSR Station Option. The Fullerton HSR Station Option would displace five additional commercial businesses and four additional industrial businesses, including automotive, fitness, warehousing, and brewing facilities. These businesses represent a small portion of the business community in Fullerton and would not disrupt or divide the community.

Air Quality

With the Fullerton HSR Station Option, operational emissions may be slightly higher than those described for the Shared Passenger Track Alternatives. However, overall, operation of the HSR stations, maintenance facilities, and train movements would result in a net regional decrease in emissions of criteria pollutants. Therefore, impacts would not result in division or disruption of existing communities.

Noise and Vibration

With the Fullerton HSR Station Option, operational noise and vibration would be similar to those of the Shared Passenger Track Alternatives. No additional sensitive noise receptors are within the station area. Therefore, noise and vibration impacts would not result in division or disruption of existing communities.

Traffic and Pedestrian Safety

With the Fullerton HSR Station Option, additional intersections and roadway segments would be affected with inclusion of the HSR station option. The delays at these areas could disrupt established communities by disrupting paths of travel for community residents. However, because the existing rail corridor already divides communities, the delays from the project would not create a new physical division of established communities.

Visual Quality

Operation of the Fullerton HSR Station Option would introduce visual changes in the project section, which could result in a direct impact on community character and cohesion. The Fullerton HSR Station Option would appear to be a visual expansion of the existing Fullerton Metrolink/ Amtrak Station, because the HSR platform would be built directly west of the existing station. However, the HSR station elements are similar to the other project elements that would be built in the station area (e.g., new Metrolink/Amtrak platform and station plaza) and the visual changes

would be similar to those of the Shared Passenger Track Alternatives. Operation of HSR would introduce visual changes in the project section that could disrupt communities and neighborhoods. Visual changes would not result in changes to community travel routes that would physically divide or disrupt communities and neighborhoods within the RSA.

6.3.1.3 Maintenance Facilities

Temporary impacts during construction activities would be the same as described for the Shared Passenger Track Alternatives. Construction of the 26th Street LMF would not result in residential displacements. There would be 24 business displacements from the 26th Street LMF, which are included in the total displacements for Shared Passenger Track Alternative A. There are an additional 18 business displacements anticipated for the 15th Street LMF. Based on the locations of the displaced businesses in an industrial area adjacent to an existing rail corridor, these property acquisitions would not physically divide communities or isolate one community from another. Additional impacts related to the operation of LMFs are included in the discussion for the Shared Passenger Track Alternatives.

6.3.1.4 Electric Power Utility Improvements

Temporary impacts during construction activities would be the same as described for the Shared Passenger Track Alternatives. Impacts during operation of proposed electric power utility improvements would be the same as those of the Shared Passenger Track Alternatives and would not cause disruption or division of existing communities.

6.3.1.5 Early Action Projects

This section summarizes the disruption and division of communities impacts from construction and operation of the early action projects.

Grade Separations

Construction Impacts

Residential and business displacements could have a direct impact on community cohesion. Property acquisitions related to grade separations would result in three residential displacements, as described in Section 6.4.1.5, Early Action Projects, and eight business displacements, as described in Section 6.4.2.5, Early Action Projects. Based on the number of residential and business units displaced and their location adjacent to the existing rail corridor, these property acquisitions would not affect community cohesion by physically dividing communities or isolating one community from another.

Grade separations at Pioneer Boulevard, Norwalk Boulevard, Los Nietos Road, Cerritos Avenue, and State College Boulevard would require temporary long-term lane closures or roadway closures lasting longer 3 days during construction. In some specific instances, roadway modifications, including grade separations and road closures, would result in substantial temporary effects on existing communities and neighborhoods.

Operational Impacts

Grade separations at Pioneer Boulevard, Norwalk Boulevard, Los Nietos Road, Cerritos Avenue, State College Boulevard would have a direct impact on community cohesion by improving connectivity across the corridor and allowing greater access to adjacent communities.

Metrolink Station Relocations

Construction Impacts

Air quality, noise and vibration, and visual quality impacts related to the Metrolink station relocations are encompassed in the discussions above for the Shared Passenger Track Alternatives. This section details displacement and traffic impacts specific to Metrolink station relocations that may have a direct effect on community cohesion. Property acquisitions related to the proposed Commerce and Buena Park Metrolink Station relocation sites would result in 7 business displacements, as described in Section 6.4.2.5. Based on the number of businesses

displaced and their location adjacent to the existing rail corridor, these property acquisitions would not affect community cohesion by physically dividing communities or isolating one community from another. There would be no residential displacements at the proposed Commerce or Buena Park Metrolink Station relocation sites.

Lane closures associated with construction at the Commerce Metrolink Station are anticipated. At the existing Commerce Metrolink Station, lane closures may be required on E 26th Street, as well as temporary disturbances to parking facilities. Construction traffic into and out of the existing Commerce Metrolink Station may affect Garfield Avenue, Telegraph Road, and Bandini Boulevard in Commerce between I-5 ramps. At the relocated Commerce Metrolink Station, construction traffic into and out of the relocated Commerce Metrolink Station may affect Garfield Avenue, Telegraph Road, and Bandini Boulevard in Commerce between I-5 ramps. No interruptions to Metrolink operations are anticipated during construction. Lane closures and temporary traffic congestion will not result in disruption or division of the community.

Lane closures at Stage Road in Buena Park may be necessary to relocate the Buena Park Metrolink Station. In addition, construction traffic into and out of the relocated Buena Park Metrolink Station may also affect Beach Boulevard (State Route 93) in Buena Park between the I-5 ramps. Lane closures and temporary traffic congestion will not result in disruption or division of the community.

Operational Impacts

Air quality, noise and vibration, and visual quality impacts related to the Metrolink station relocations are encompassed in the discussions above for the Shared Passenger Track Alternatives. Relocated Metrolink station operations in Commerce would lead to increased delays at the intersection of Garfield Avenue and E 26th Street in Commerce. Traffic delays will not result in disruption or division of the community.

Fullerton Metrolink/Amtrak Modifications (Fullerton Interlocker)

Construction Impacts

Impacts related to the disruption or division of communities would be the same as for the Shared Passenger Track Alternatives.

Operational Impacts

Impacts related to the disruption or division of communities would be the same as for the Shared Passenger Track Alternatives.

Reconfiguration of Freight Rail Facilities

Construction Impacts

Impacts related to the disruption or division of communities would be the same as for the Shared Passenger Track Alternatives.

Operational Impacts

Impacts related to the disruption or division of communities would be the same as for the Shared Passenger Track Alternatives.

6.3.2 Job Creation

The following section provides a quantitative assessment of the potential short-term and long-term effects of the Shared Passenger Track Alternatives on employment. Short-term employment effects would result from project construction. Long-term effects would result from the ongoing operation and maintenance of the HSR system and from improvements to accessibility. The short-term and long-term employment effects of the HSR system were estimated using the RIMS II model developed by the U.S. Department of Commerce's Bureau of Economic Analysis. RIMS II is a regional economic model used to objectively assess the potential economic effects of various projects. The model produces multipliers that are used in economic effect studies to

estimate the total effect of a project on a region. Employment effects are described for construction and operation of the project as a whole and for construction of station sites. It is not possible to estimate short-term or long-term job creation effects that would result from construction, operation, and maintenance of the LMF or electric power utility improvements because these costs are not clearly allocated in cost estimates and budget forecasts.

6.3.2.1 Shared Passenger Track Alternatives

Shared Passenger Track Alternative A

Short-Term Job Creation and Public Facilities

Construction

Table 6-1 presents estimated construction costs for Shared Passenger Track Alternative A. Local construction costs are the estimated percentage of construction costs that would be spent within the region. The construction costs exclude right-of-way acquisition, final design, and program management.

Table 6-1 Construction Costs (in 2023 Millions of Dollars)

Facility	Total Construction Costs	Local Construction Costs						
		2031	2032	2033	2034	2035	2036	2037
Shared Passenger Track Alternative A	$3,895	$270	$445	$612	$612	$711	$711	$536

Source: Construction spending estimates for the Los Angeles to Anaheim Project Section.

Construction of Shared Passenger Track Alternative A has the potential to stimulate short-term employment, and would create 31,950[16] additional direct, indirect, and induced job-years in the two affected counties.[17] Of the total created annual job-years, 15,300 would be direct, and 16,650 would be indirect and induced. Table 6-2 presents the employment effects for each year of construction. 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, which would reduce the number of jobs needing to be filled by new residents and the resulting population, housing, and public service effects.

Table 6-2 Employment Impacts During Construction[1] (in Annual Job-Years[2])

Employment[3]	2031	2032	2033	2034	2035	2036	2037	Total
Direct	1,060	1,750	2,400	2,400	2,790	2,790	2,110	15,300
Indirect and induced	1,160	1,900	2,610	2,610	3,040	3,040	2,290	16,650
Total	**2,220**	**3,650**	**5,010**	**5,010**	**5,830**	**5,830**	**4,400**	**31,950**

Source: Bureau of Economic Analysis 2015.

[1] Regional Input-Output Modeling System II multipliers for the two-county RSA 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.

[16] 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.

[17] An "annual job-year" is equivalent to one person fully employed for 1 year.

[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.

Long-Term Job Creation and Public Facilities

Long-term employment effects of the HSR system would result from two distinct factors. First, the ongoing operation and maintenance of the HSR system would result in the direct creation of jobs as well as additional indirect and induced jobs. 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.

Operation

Similar to employment in the short term from construction, long-term employment is predicted to increase as a result of the ongoing operation and maintenance of the HSR system. When considered on an annual basis, 680 jobs could be added to the region by 2040, assuming operation begins in 2029. These estimated increases in jobs account for both the direct jobs resulting from operation and maintenance of the HSR system as well as indirect and induced jobs. Table 6-3 presents the direct, indirect, and induced jobs created by 2040 from operation and maintenance of the HSR.

Table 6-3 Direct, Indirect, and Induced Jobs by 2040

County[1]	Direct	Indirect and Induced	Total
Two-County Region	210	470	**680**

Source: Bureau of Economic Analysis 2015.
[1] Employment effects are rounded up to the nearest 10 jobs, and totals may not add because of rounding.

The number of jobs created by HSR operation and maintenance is expected to grow at a steady rate between 2029 and 2040. The majority of jobs resulting from HSR operation and maintenance would be in the economic sector of transit and ground passenger transportation, which includes jobs related to train operations, dispatching, maintenance of equipment, and maintenance of infrastructure.

In the long term, the HSR is also expected to result in job creation because of improvements to 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. 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.

The analysis of job creation from increased accessibility was based on a review of available literature related to the long-term economic effects of HSR on local, regional, and national economies. This analysis considered a future time horizon of 2040 in an attempt to fully capture employment increases that could be attributed to improved accessibility. As detailed in two reports by the Authority, *California High-Speed Rail 2016 Business Plan Ridership and Revenue Forecasting Technical Report* (Authority 2016); and *California High-Speed Rail Authority 2022 Economic Impact Analysis* (Authority 2023c), a range of effect “factors” were developed from the literature review on the long-term economic effect of HSR. Employment forecasts were then made by applying these effect factors to estimates of accessibility improvements for different HSR sections. These calculations resulted in 2040 forecasts of newly created permanent jobs in the range of 52,000 to 189,000 jobs. This analysis uses the mid-point of these two estimates, or

an estimate of 102,000 additional jobs created for the state of California by 2040 because of improved accessibility.

Using the estimated accessibility increase calculations for different counties, these increased jobs can be apportioned across California counties. For example, applying the estimated percentage change in accessibility for Los Angeles County of 4.8 percent results in an estimated increase in jobs for Los Angeles County of 4,900 jobs by 2040. The estimated percentage change in accessibility for Orange County is 0 percent, implying that no job creation is expected in Orange County from increased accessibility.

It should be noted that the accessibility measures available from the previous work are imperfect, and do not capture the important accessibility gains from enhanced connectivity between the Bay Area and the Los Angeles Basin, nor do they capture accessibility provided from major airports and to and from major tourist destinations throughout the corridor. Additionally, the accessibility measures from the previous work do not take into account the relative dynamism and economic structure of individual sub-regions. For example, while the Los Angeles Basin is forecasted to experience relatively small accessibility gains, its economy is complex and has high value-added industry sectors that benefit in particular from enhanced linkages to other metropolitan areas of the state, and to the global economy. Measuring accessibility is not straightforward, and there is much literature on the subject, which reveals the wide variability in approaches to quantifying accessibility.

Shared Passenger Track Alternative B

Short-Term Job Creation and Public Facilities

Construction

Because the LMF location would not affect construction cost or employment estimates, short-term job creation impacts for Shared Passenger Track Alternative B would be similar to those of Shared Passenger Track Alternative A. There would be no additional job creation or public facilities affected.

Long-Term Job Creation and Public Facilities

Operation

Because the LMF location would not affect long-term employment estimates, long-term job creation impacts for Shared Passenger Track Alternative B would be the same as those of Shared Passenger Track Alternative A. There would be no additional job creation or public facilities affected.

High-Speed Rail Station Options

Short-Term Job Creation and Public Facilities

Construction

Table 6-4 presents estimated construction costs for the HSR stations. Local construction costs are the estimated percentage of construction costs that would be spent within the region. The construction costs exclude right-of-way acquisition, final design, and program management.

Table 6-4 Construction Costs (in 2023 Millions of Dollars)

Facility	Total Construction Costs	Local Construction Costs						
		2031	2032	2033	2034	2035	2036	2037
Norwalk/Santa Fe Springs HSR Station Option	$100	$7	$11	$16	$16	$18	$18	$14
Fullerton HSR Station Option	$211	$15	$24	$33	$33	$39	$39	$29

Source: Construction spending estimates for the Los Angeles to Anaheim Project Section
HSR = high-speed rail

Table 6-5 presents the annual direct, indirect, and induced employment estimates for the intermediate HSR station options for the project section. Construction of the Norwalk/Santa Fe Springs HSR Station Option would create an estimated 840 total additional annual job-years, with 400 additional direct annual job-years and 440 indirect/induced job-years related to construction. Construction of the Fullerton HSR Station Option would create an estimated 1,740 total additional annual job-years, with 820 additional direct annual job-years and 920 additional indirect/induced job-years related to construction.

Table 6-5 Employment Effects During Construction of the High-Speed Rail Stations (in Annual Job-Years)

Employment	2031	2032	2033	2034	2035	2036	2037	Total
High-Speed Rail Station Option: Norwalk/Santa Fe Springs								
Direct	30	40	70	70	70	70	50	400
Indirect and induced	30	50	70	70	80	80	60	440
Total	**60**	**90**	**140**	**140**	**150**	**150**	**110**	**840**
High-Speed Rail Station Option: Fullerton								
Direct	60	90	130	130	150	150	110	820
Indirect and induced	60	110	150	150	160	160	130	920
Total	**120**	**200**	**280**	**280**	**310**	**310**	**240**	**1,740**

Source: Bureau of Economic Analysis 2015

[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.

Long-Term Job Creation and Public Facilities

Operation

It is not possible to estimate the long-term job creation effects that would result from operation and maintenance of station sites because these costs are not clearly allocated in operation and maintenance budget forecasts. In addition, it is not possible to estimate the indirect and induced jobs resulting from the operation and maintenance of station sites because this is not an economic sector that is defined and estimated by the RIMS II model.

For similar reasons, it is not possible to estimate the long-term job creation effects from increased accessibility that can be attributed to station sites. However, because station sites are a key factor in providing increases in accessibility, it could be assumed that station sites are a major contributor to the long-term job creation results that are estimated from increased accessibility.

6.4 Displacements and Relocations

This section is based on analysis done in the *Los Angeles to Anaheim Project Section Draft Relocation Impact Report* (Authority 2025b).

This section identifies the number and type of displacements (full or partial acquisition, easements, and temporary) that would result from the proposed project based on the analysis described in Chapter 4. These displacements represent a direct impact on communities. This section also addresses the adequacy of replacement resources available to accommodate displaced residences and businesses.

Here, the term *displacement* refers to businesses and residences occupying property acquired for the project. The term *relocation* refers to the movement of affected businesses and residences into suitable replacement sites.

The Uniform Act established requirements for relocation assistance to be provided to persons displaced as a result of land acquisition for public projects. The Authority must comply with the Uniform Act, as described in **SOCIO-IAMF#2, Compliance with Uniform Relocation Assistance and Real Property Acquisition Policies Act**. The Authority's relocation assistance programs, to be described in full in a separate relocation plan, will meet or exceed the requirements of federal and state laws for relocation.

The Authority's policy is as follows:

- Nontenured occupants will not be required to relocate until comparable replacement housing has been made available to them.
- The relocation program will be realistic and adequate to provide orderly, timely, and efficient relocation of displaced persons.
- The Authority will also develop a relocation plan that details how the various forms of relocation assistance will be provided.
- The specific elements of the relocation plan will include:
- Assumptions regarding the HSR Project Alternative
- Full discussion and explanation of existing and expected relocation assistance programs
- Itemization of these programs by the type of relocation (e.g., residential, commercial, or industrial)
- Discussion of special relocation considerations
- Evaluation of options for addressing those special considerations

The relocation plan will evaluate options such as adequate lead time prior to displacement, the potential for interpreter services, the creation of potential field offices to assist displacees, and the identification of last-resort housing. Objectives and design requirements for the Relocation Mitigation Plan are discussed in detail in **SOCIO-IAMF#3, Relocation Implementation Plan**.

6.4.1 Residential Displacements

6.4.1.1 Shared Passenger Track Alternatives

Shared Passenger Track Alternative A

The proposed route closely follows the existing LOSSAN Corridor, with most of the planned facility falling within the existing railroad right-of-way. Land use along the corridor is primarily industrial with warehouses, manufacturing facilities, and rail-related uses dominating the majority of adjacent properties. As a result, the project would affect relatively few residential properties considering its scale.

The project would displace three single-family residential units in West Whittier–Los Nietos CDP (Table 6-6) and no multifamily residential units. An estimated 12 residents would be displaced from single-family residential units.

Table 6-6 Single-Family Residential Displacements

Location	Residential Units Displaced	Estimated Residents to be Displaced
West Whittier–Los Nietos CDP	3	12

Sources: LandVision 2023; U.S. Census Bureau 2010–2014; Google Earth 2023; Google Street View 2023
CDP = Census-Designated Place

An analysis of suitable replacement housing finds that a sufficient number of comparable replacement residences are available in West Whittier–Los Nietos CDP. Table 6-7 presents the gap analysis of single-family residential displacements.

Table 6-7 Gap Analysis of Single-Family Residential Displacements

Location	Single-Family Residential Units Displaced	Residential Units Available	Size of Surplus
West Whittier–Los Nietos CDP	3	84*	81

Sources: LandVision 2016; CRMLS 2023; Google Earth 2016; Google Street View 2016
*This number represents the available single-family residential replacement sites in unincorporated West Whittier, unincorporated South Whittier, and the city of Whittier combined.
CDP = Census-Designated Place

The replacement housing stock available at the time of this report's publication is based on current market conditions and vacancy rates. It is possible that a decrease in vacancy rates at the time of acquisition could result in a reduced number of available replacement sites; however, the abundance of replacement sites currently available relative to the number of anticipated displacements suggests there should be no issue finding replacement sites.

Shared Passenger Track Alternative B

Because there are no residential displacements associated with either LMF location, impacts on residential displacements would be the same as described for Shared Passenger Track Alternative A. Shared Passenger Track Alternative B would have no additional residential displacements.

6.4.1.2 Station Sites

ARTIC

There would be no residential displacements at the ARTIC station site.

High-Speed Rail Station Options

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

There would be no residential displacements at the proposed station site.

High-Speed Rail Station Option: Fullerton

There would be no residential displacements at the proposed station site.

6.4.1.3 Maintenance Facilities

There would be no residential displacements at proposed maintenance facility sites.

6.4.1.4 Electric Power Utility Improvements

There are no residential displacements at proposed electric power and utility improvement sites.

6.4.1.5 Early Action Projects

Grade Separations

There would be six new railroad/roadway grade separations in the project section, one of which would have residential displacements. The grade separation at Pioneer Boulevard would displace 3 single-family residences in West Whittier–Los Nietos CDP, displacing an estimated 12 residents. Impacts of these three displacements are discussed under Shared Passenger Track Alternative A.

Metrolink Station Relocations

There would be no residential displacements at the proposed Commerce or Buena Park Metrolink Station relocation sites.

Fullerton Metrolink/Amtrak Modifications (Fullerton Interlocker)

There would be no residential displacements related to the proposed Fullerton Interlocker.

Reconfiguration of Freight Rail Facilities

There would be no residential displacements at the proposed BNSF Los Angeles Intermodal Facility (Hobart Yard) or at the proposed Commerce Yard.

6.4.2 Commercial and Industrial Business Relocations

6.4.2.1 Shared Passenger Track Alternatives

Shared Passenger Track Alternative A

Based on the prevailing property use types in the project footprint, a much higher number of commercial and industrial properties would be displaced by the project relative to residential. The project would displace 256 commercial and industrial businesses. These displacements correspond to an estimated 2,948 displaced employees. Table 6-8 presents a breakdown of the total commercial and industrial business displacements throughout the rail corridor.

Los Angeles County

The majority of commercial and industrial displacements would occur in Los Angeles County. The project would displace 178 businesses, resulting in an estimated 2,310 displaced employees in the county.

The largest number of business and employee displacements would occur in Commerce and Vernon, resulting from the expansion in the Hobart Yard area to accommodate HSR facilities and reconfigured freight rail infrastructure. There would be an estimated 115 displaced businesses and 1,101 displaced employees in Commerce and an estimated 37 displaced businesses and 911 displaced employees in Vernon. Although several businesses would be relocated in this area, they represent a small proportion of the much larger industrial area spanning the cities of Los Angeles, Vernon, and Commerce, and would not substantially disrupt the larger existing district.

Remaining Los Angeles County commercial and industrial displacements would occur in Montebello (2 businesses and 82 employees), Pico Rivera (one business and nine employees), Santa Fe Springs (17 businesses and 178 employees), and La Mirada (6 businesses and 29 employees).

Orange County

Commercial and industrial displacements combined in Orange County are estimated to be 78, with a total of 638 displaced employees at those displaced businesses. The largest number of business displacements occurs in Anaheim, with an estimated 43 displaced businesses and 279 displaced employees. The remaining displacements occur in Buena Park (12 businesses and 262 employees) and Fullerton (23 businesses and 97 employees). In Buena Park, several large industrial facilities employing between 25 and 100 employees each would be displaced, accounting for the relatively high number of displaced employees.

Table 6-8 Commercial and Industrial Displacements for Shared Passenger Track Alternative A

City	Businesses Displaced	Estimated Employees Displaced
Los Angeles County	**178**	**2,310**
Los Angeles	--	--
Vernon	37	911
Commerce	115	1,101

City	Businesses Displaced	Estimated Employees Displaced
Bell	--	--
Montebello	2	82
Pico Rivera	1	9
West Whittier–Los Nietos CDP	--	--
Santa Fe Springs	--	--
Norwalk	17	178
South Whittier CDP	--	--
La Mirada	6	29
Orange County	**78**	**638**
Buena Park	12	262
Fullerton	23	97
Anaheim	43	279
Orange	--	--
Grand Total	**256**	**2,948**

Sources: Reference USA 2023; Costar 2023; Google Earth 2023; Google Street View 2023
CDP = Census-Designated Place

Table 6-9 presents the distribution of commercial and industrial displacements in each city by property category.

Table 6-9 Commercial and Industrial Displacements by City and Category for Shared Passenger Track Alternative A

City	Commercial	Industrial	Total
Los Angeles County	**92**	**86**	**178**
Los Angeles	--	--	--
Vernon	19	18	37
Commerce	58	57	115
Bell	--	--	--
Montebello	--	2	2
Pico Rivera	--	1	1
West Whittier–Los Nietos CDP	--	--	--
Norwalk	--	--	--
Santa Fe Springs	9	8	17
South Whittier CDP	--	--	--
La Mirada	6	--	6
Orange County	**21**	**57**	**78**
Buena Park	--	12	12

City	Commercial	Industrial	Total
Fullerton	13	10	23
Anaheim	8	35	43
Orange	--	--	--
Grand Total	**113**	**143**	**256**

Sources: Reference USA 2023; Costar 2023; Google Earth 2023; Google Street View 2023
CDP = Census-Designated Place

Table 6-10 and Table 6-11 present the available commercial and industrial properties for lease and for sale, respectively. Hereafter, total available replacement units discussed in this report refer to the aggregate of units for lease and units for sale. This analysis assumes the relative proportion of properties for lease and for sale approximately correspond to the proportion of owner-occupied and tenant-occupied displacements. The actual number of owner- versus tenant-occupied displacements would be verified at the time relocation interviews are performed.

Table 6-10 Inventory of Available Commercial and Industrial Properties for Lease

City	Commercial	Industrial
Los Angeles County	**1,206**	**664**
Los Angeles[1]	1,046	351
Vernon	2	64
Bell	10	6
Commerce	10	66
Montebello	15	19
Pico Rivera	16	12
Whittier[2]	54	13
Santa Fe Springs	7	99
Norwalk	28	7
La Mirada	18	27
Orange County	**210**	**146**
Buena Park	15	16
Fullerton	32	28
Anaheim	106	80
Orange	57	22

Source: Costar 2023
[1] Los Angeles here includes the following zip codes: 90012, 90013, 90021, 90023, 90033.
[2] Whittier here refers to West Whittier–Los Nietos CDP, and South Whittier CDP, and the city of Whittier.
CDP = Census-Designated Place

Table 6-11 Inventory of Available Commercial and Industrial Properties for Sale

City	Commercial	Industrial
Los Angeles County	**383**	**236**
Los Angeles[1]	333	179

City	Commercial	Industrial
Vernon	1	16
Bell	4	0
Commerce	5	8
Montebello	8	3
Pico Rivera	4	3
Whittier[2]	13	3
Santa Fe Springs	2	21
Norwalk	11	2
La Mirada	2	1
Orange County	**48**	**48**
Buena Park	5	7
Fullerton	14	9
Anaheim	17	20
Orange	12	12

Source: Costar 2023
[1] Los Angeles here includes the following zip codes: 90012, 90013, 90021, 90023, 90033.
[2] Whittier here refers to West Whittier–Los Nietos CDP, South Whittier CDP, the city of Whittier.
CDP = Census-Designated Place

Table 6-12 presents the results of the gap analysis for commercial businesses and Table 6-13 presents the gap analysis for industrial businesses. A comparative analysis between the inventory of available commercial and industrial units and number of displaced businesses finds there are sufficient replacement units to accommodate all displaced properties within each of the respective cities, except for Vernon and Commerce. Vernon has a deficit of 16 commercial units, and Commerce has a deficit of 43 commercial units.

Table 6-12 Gap Analysis of Commercial Displacements for Shared Passenger Track Alternative A

City	Businesses Displaced	Commercial Units Available	Surplus (Deficit)
Los Angeles County	**92**	**1,589**	**1,497**
Los Angeles	--	1,379[1]	1,379
Vernon	19	3	(-16)
Commerce	58	15	(-43)
Bell	--	14	14
Montebello	--	23	23
Pico Rivera	--	20	20
Whittier	--	67[2]	67
Norwalk	--	39	39
Santa Fe Springs	9	9	0

City	Businesses Displaced	Commercial Units Available	Surplus (Deficit)
La Mirada	6	20	14
Orange County	**21**	**258**	**237**
Buena Park	--	20	20
Fullerton	13	46	33
Anaheim	8	123	115
Orange	--	69	69

Sources: Reference USA 2023; Costar 2023; Google Earth 2023; Google Street View 2023
[1] This represents the number units available in the following zip codes in Los Angeles: 90012, 90013, 90021, 90023, 90033.
[2] This represents the number of units available in the West Whittier–Los Nietos CDP, South Whittier CDP, and the city of Whittier.
CDP = Census-Designated Place

Table 6-13 Gap Analysis of Industrial Displacements for Shared Passenger Track Alternative A

City	Businesses Displaced	Industrial Units Available	Surplus (Deficit)
Los Angeles County	**84**	**900**	**814**
Los Angeles	--	530[1]	530
Vernon	18	80	62
Bell	--	6	6
Commerce	57	74	17
Montebello	2	22	20
Pico Rivera	1	15	14
Whittier	--	16[2]	16
Santa Fe Springs	8	120	112
Norwalk	--	9	9
La Mirada	--	28	28
Orange County	**47**	**194**	**147**
Buena Park	12	23	11
Fullerton	--	37	37
Anaheim	35	100	65
Orange	--	34	34

Sources: Reference USA 2023; Costar 2023; Google Earth 2023; Google Street View 2023
[1] This represents the number units available in the following zip codes in Los Angeles: 90012, 90013, 90021, 90023, 90033.
[2] This represents the number of units available in the West Whittier–Los Nietos CDP, South Whittier CDP, and as the city of Whittier.
CDP = Census-Designated Place

Property acquisitions for the construction would result in the following displacements and relocation opportunities:

- In the city of Vernon, there is a surplus of suitable industrial replacement sites and a deficit of suitable commercial replacement sites for the 18 industrial displacements and 19 commercial displacements.
- In the city of Commerce, there is a surplus of suitable industrial replacement sites and a deficit of suitable commercial replacement sites for the 57 industrial displacements and 58 commercial displacements.
- In the city of Montebello, there is a surplus of suitable replacement sites for the two industrial displacements.
- In the city of Pico Rivera, there is a surplus of suitable replacement sites for the one industrial displacement.
- In the city of Santa Fe Springs, there is a surplus of suitable replacement sites for the nine commercial and eight industrial displacements.
- In the city of La Mirada, there is a surplus of suitable commercial replacement sites for the six commercial displacements.
- In the city of Buena Park, there is a surplus of suitable replacement sites for the 12 industrial displacements.
- In the city of Fullerton, there is a surplus of suitable replacement sites for the 13 commercial displacements and 10 industrial displacements.
- In the city of Anaheim, there is a surplus of suitable replacement sites for the 8 commercial displacements and 35 industrial displacements.

The effect of displacing businesses and employees would be temporary in jurisdictions where there is a surplus of replacement sites for displaced businesses. In Commerce and Vernon, where there is a deficiency of replacement sites, effects could be long term. However, suitable relocation sites for those businesses have been identified in surrounding cities with similar zoning and land use for commercial businesses—Montebello, Bell, Norwalk, Whittier, and Los Angeles. Given the nature of many businesses near the rail corridor, certain commercial or industrial businesses and employees may rely on being close to specialized customers or suppliers and may need special considerations when relocating. Ideally, replacement sites would be close enough to avoid putting an undue burden on employees who would need to travel from their homes to the new business location. Incorporation of **SOCIO-IAMF#3** will provide relocated business owners with individualized relocation assistance with the objective of minimizing the permanent closure of businesses and the economic disruptions to displaced businesses, and will provide regulatory compliance assistance to businesses that require complex permitting to relocate.

Shared Passenger Track Alternative B

Shared Passenger Track Alternative B follows the same project alignment and shares most of the same project features and operational assumptions as Shared Passenger Track Alternative A, except for the location of the LMF. As presented in Table 6-14 and Table 6-15, Shared Passenger Track Alternative B would displace an estimated 274 commercial and industrial businesses. These displacements correspond to an estimated 3,781 displaced employees. When compared to Shared Passenger Track Alternative A, Shared Passenger Track Alternative B would displace 18 additional businesses in Los Angeles for the 15th Street LMF. Other than these 18 displacements in Los Angeles, all other displacements listed in Table 6-14 and Table 6-15 would be the same as for Shared Passenger Track Alternative A.

Table 6-14 Commercial and Industrial Displacements for Shared Passenger Track Alternative B

City	Businesses Displaced	Estimated Employees Displaced
Los Angeles County	**196**	**3,143**
Los Angeles	18	833
Vernon	37	911
Commerce	115	1,101
Bell	--	--
Montebello	2	82
Pico Rivera	1	9
West Whittier–Los Nietos CDP	--	--
Norwalk	--	--
Santa Fe Springs	17	178
South Whittier CDP	--	--
La Mirada	6	29
Orange County	**78**	**638**
Buena Park	12	262
Fullerton	23	97
Anaheim	43	279
Orange	--	--
Grand Total	**274**	**3,781**

Sources: Reference USA 2023; Costar 2023; Google Earth 2023; Google Street View 2023
CDP = Census-Designated Place

Table 6-15 Commercial and Industrial Displacements by City and Category for Shared Passenger Track Alternative B

City	Commercial	Industrial	Total
Los Angeles County	**101**	**95**	**196**
Los Angeles	9	9	18
Vernon	19	18	37
Commerce	58	57	115
Bell	--	--	--
Montebello	--	2	2
Pico Rivera	--	1	1
West Whittier–Los Nietos CDP	--	--	--
Norwalk	--	--	--
Santa Fe Springs	9	8	17
South Whittier CDP	--	--	--

City	Commercial	Industrial	Total
La Mirada	6	--	6
Orange County	**21**	**57**	**78**
Buena Park	--	12	12
Fullerton	13	10	23
Anaheim	8	35	43
Orange	--	--	--
Grand Total	**122**	**152**	**274**

Sources: Reference USA 2023; Costar 2023; Google Earth 2023; Google Street View 2023
CDP = Census-Designated Place

Table 6-16 and Table 6-17 present the results of the gap analysis for commercial and industrial businesses, respectively. Shared Passenger Track Alternative B would have the same impacts as Shared Passenger Track Alternative A, with a deficit of 16 commercial units in Vernon and 43 commercial units in Commerce.

Table 6-16 Gap Analysis of Commercial Displacements for Shared Passenger Track Alternative B

City	Businesses Displaced	Commercial Units Available	Surplus (Deficit)
Los Angeles County	**101**	**1,589**	**1,488**
Los Angeles	9	1,379[1]	1,370
Vernon	19	3	(-16)
Commerce	58	15	(-43)
Bell	--	14	14
Montebello	--	23	23
Pico Rivera	--	20	20
Whittier	--	67[2]	67
Norwalk	--	39	39
Santa Fe Springs	9	9	0
La Mirada	6	20	14
Orange County	**21**	**258**	**237**
Buena Park	--	20	20
Fullerton	13	46	33
Anaheim	8	123	115
Orange	--	69	69

Sources: Reference USA 2023; Costar 2023; Google Earth 2023; Google Street View 2023
[1] This represents the number units available in the following zip codes in Los Angeles: 90012, 90013, 90021, 90023, 90033.
[2] This represents the number of units available in West Whittier–Los Nietos CDP, South Whittier CDP, and the city of Whittier.
CDP = census-designated place

Table 6-17 Gap Analysis of Industrial Displacements for Shared Passenger Track Alternative B

City	Businesses Displaced	Industrial Units Available	Surplus (Deficit)
Los Angeles County	**95**	**900**	**805**
Los Angeles	9	530[1]	521
Vernon	18	80	62
Commerce	57	74	17
Bell	--	6	6
Montebello	22	22	20
Pico Rivera	1	15	14
Whittier	--	16[2]	16
Norwalk	--	9	9
Santa Fe Springs	8	120	112
La Mirada	--	28	28
Orange County	**57**	**194**	**147**
Buena Park	12	23	11
Fullerton	10	37	37
Anaheim	35	100	65
Orange	--	34	34

Sources: Reference USA 2023; Costar 2023; Google Earth 2023; Google Street View 2023
[1] This represents the number units available in the following zip codes in Los Angeles: 90012, 90013, 90021, 90023, 90033.
[2] This represents the number of units available in West Whittier–Los Nietos CDP, South Whittier CDP, and the city of Whittier.
CDP = census-designated place

6.4.2.2 Station Sites

The following section summarizes the business displacements that would result from construction of proposed station sites including options. Table 6-18 presents a breakdown of the number of displacements by business type as well as the estimated number of employees at each station site.

Table 6-18 Commercial and Industrial Displacements at Station Sites

Station	Commercial		Industrial	
	Businesses Displaced	Estimated Employees Displaced	Businesses Displaced	Estimated Employees Displaced
ARTIC	30	156	--	--
Norwalk/Santa Fe Springs HSR Station Option	1	59	3	30
Fullerton HSR Station Option	5	26	4	55

Sources: Reference USA 2023; Costar 2023; Google Earth 2023; Google Street View 2023
ARTIC = Anaheim Regional Transportation Intermodal Center; HSR = high-speed rail

ARTIC

There would be 30 commercial businesses displaced at one property at 1725 S Douglass Road, which is a commerce center comprising offices and warehousing and distribution facilities. These business displacements are included in the total displacements discussed for the Shared Passenger Track Alternatives.

High-Speed Rail Station Options

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

The Norwalk/Santa Fe Springs HSR Station Option would displace four businesses. The businesses are a mixture of logistics, warehousing, transportation, and construction companies. These same businesses would be displaced even without construction of this HSR station option; therefore, the effects would be the same in the station area as those of the Shared Passenger Track Alternatives.

High-Speed Rail Station Option: Fullerton

The Fullerton HSR Station Option would displace an additional five commercial businesses and four industrial businesses compared to the Shared Passenger Track Alternatives. The businesses include automotive, fitness, warehousing, and brewing facilities.

6.4.2.3 Maintenance Facility

26th Street Light Maintenance Facility

Construction of the 26th Street LMF would not result in residential displacements. There would be 24 business displacements, which are included in the total displacements for Shared Passenger Track Alternative A. Additional displacements may be triggered in the future on a site inspection and relocation interview with the business owner. It is assumed the businesses affected by the maintenance facilities for Shared Passenger Track Alternative A would be displaced because a portion or all the business operations lie within the right-of-way. However, if the remaining portion of the building is reasonably suitable for continuing use, no displacement would occur.

15th Street Light Maintenance Facility

There are 18 business displacements associated with the 15th Street LMF anticipated at this time. Additional displacements may be triggered in the future on a site inspection and relocation interview with the business owner. Although the 26th Street LMF would not be built if Shared Passenger Track Alternative B is selected, the 24 business displacements for the Shared Passenger Track Alternative A 26th Street LMF would still occur because of construction of other project elements in that vicinity.

6.4.2.4 Electric Power Utility Improvements

Table 6-19 summarizes the number of commercial and industrial displacements and the estimated number of displaced employees at TPSSs, switching stations, and paralleling stations, and the bullets below describe the types of properties that would be displaced:

- In Los Angeles, a vacant lot used for trailer storage would be displaced for the TPSS.
- The paralleling station in Montebello is part of the Commerce Metrolink Station relocation. The proposed facility would affect a large industrial warehouse and result in displacement of two businesses.
- The switching station in Santa Fe Springs is on BNSF-owned property. There are no business displacements associated with this facility.
- In Fullerton, the paralleling station would affect the vehicle storage on a vacant portion of the parcel. There are no business displacements associated with this partial acquisition.
- In Anaheim, a stone supply business would be displaced by the TPSS.

Table 6-19 Summary of Business Displacements by Electric Power Utility Improvements

Traction Power Station Type	City	Site APN	Commercial Displacements	Industrial Displacements	Total Businesses Displaced	Estimated Employees Displaced
TPSS	Los Angeles	5169-028-018	--	--	--	--
Paralleling station	Montebello	6354-024-024	--	1	2	82
Switching station	Santa Fe Springs	8002-021-803	--	--	--	--
Paralleling station	Fullerton	066-391-07	--	--	--	--
TPSS	Anaheim	082-160-27	--	1	1	2

Sources: Reference USA 2023; Costar 2023; Google Earth 2023; Google Street View 2023
APN = Assessor's Parcel Number; TPSS = traction power substation

6.4.2.5 Early Action Projects

This section describes business displacements under the project associated with the early action projects.

Grade Separations

There are five roadways being fully grade-separated in the project section, all of which would have business displacements. Table 6-20 presents the number of commercial and industrial displacements occurring at the grade separations with displacements.

Table 6-20 Summary of Business Displacements at Grade Separations

Roadway	Commercial		Industrial	
	Businesses Displaced	Estimated Employees Displaced	Businesses Displaced	Estimated Employees Displaced
Pioneer Boulevard	3	16	1	41
Norwalk Boulevard/Los Nietos Road[1]	1	--	--	--
Cerritos Avenue	2	12	--	--
State College Boulevard	3	35	1	10

Sources: Reference USA 2023; Costar 2023; Google Earth 2023; Google Street View 2023
[1] The construction of either grade separation would result in the same displacement. For the purposes of this analysis, the grade separations at Norwalk Boulevard and Los Nietos Road have been consolidated to avoid double counting.

Metrolink Station Relocation

Table 6-21 Summary of Business Displacements at Metrolink Station Relocation Sites

Metrolink Station	Commercial		Industrial	
	Businesses Displaced	Estimated Employees Displaced	Businesses Displaced	Estimated Employees Displaced
Commerce	--	--	1	--
Buena Park	--	--	12	262

Sources: Reference USA 2023; Costar 2023; Google Earth 2023; Google Street View 2023

Fullerton Metrolink/Amtrak Modifications (Fullerton Interlocker)

There are no additional business displacements for Fullerton Metrolink/Amtrak modifications.

Reconfiguration of Freight Rail Facilities

There are two BNSF storage and intermodal facilities in the project section that would be modified and would have business displacements. Table 6-22 presents the number of commercial and industrial displacements occurring at each facility.

Table 6-22 Summary of Business Displacements at BNSF Railway Storage and Intermodal Facilities

Facility	Commercial		Industrial	
	Businesses Displaced	Estimated Employees Displaced	Businesses Displaced	Estimated Employees Displaced
Hobart Yard[1]	20	213	86	952
Commerce Yard	2	--	1	--

Sources: Reference USA 2023; Costar 2023; Google Earth 2023; Google Street View 2023
[1] BNSF Railway Los Angeles Intermodal Facility

6.4.3 Agricultural

On review of land use and zoning information for affected properties in the corridor, it was determined that no agricultural properties would be affected. There would be no displacements of agricultural property. As a result, displacement of agricultural properties is not analyzed in this report.

6.4.4 Community Facilities

There would be no displacements of community facilities.

6.4.5 Sensitive Population Relocations

Displacement of residential units because of project construction could result in the relocation of sensitive populations, including minority and low-income residents. It follows that adequate relocation plans must be put in place to meet special needs. Section 6.5, Community Analysis, considers the relocation of minority and low-income populations.

6.4.5.1 Shared Passenger Track Alternatives

Residential displacements would occur in the West Whittier–Los Nietos CDP (12 residents displaced). Section 5.1 identifies the percentage of the population in the West Whittier–Los Nietos CDP that is minority or low-income. Because sensitive populations occur in areas where residential displacements would occur, there is the potential for displacement of sensitive populations. Relocation plans and resources provided would take these populations into account

during the acquisition process. The Authority has established **SOCIO-IAMF#2** to provide fair and equitable relocation assistance and advisory services to displaced persons and businesses.

6.4.5.2 Station Sites

ARTIC

There would be no residential displacements at the proposed ARTIC site and therefore no potential sensitive population relocation impacts.

High-Speed Rail Station Options

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

There would be no residential displacements at the Norwalk/Santa Fe Springs HSR Station Option site and therefore no potential sensitive population relocation impacts.

High-Speed Rail Station Option: Fullerton

There would be no residential displacements at the Fullerton HSR Station Option site and therefore no potential sensitive population relocation impacts.

6.4.5.3 Maintenance Facilities

There would be no residential displacements at either of the proposed LMF locations and therefore no potential sensitive population relocation impacts.

6.4.5.4 Electric Power Utility Improvements

There would be no residential displacements at proposed electric power utility improvement sites and therefore no potential sensitive population relocation impacts.

6.4.5.5 Early Action Projects

This section summarizes sensitive population relocations associated with early action projects.

Grade Separations

Potential sensitive population relocation impacts as a result of the project would be associated with the grade separation early action project at Pioneer Boulevard. Residential displacements would occur in the West Whittier–Los Nietos CDP (12 residents displaced). Section 5.1 identifies the percentage of the population in the West Whittier–Los Nietos CDP that is minority or low income. Because sensitive populations occur in areas where residential displacements would occur, there is the potential for displacement of sensitive populations. Relocation plans and resources provided would take these populations into account during the acquisition process. The Authority has established **SOCIO-IAMF#2** to provide fair and equitable relocation assistance and advisory services to displaced persons and businesses.

Metrolink Station Relocation

There would be no residential displacements and therefore no potential sensitive population relocation impacts associated with Metrolink Station relocations.

Fullerton Metrolink/Amtrak Modifications (Fullerton Interlocker)

There would be no residential displacements and therefore no potential sensitive population relocation impacts associated with the Fullerton Interlocker.

Reconfigurations of Freight Rail Facilities

There would be no residential displacements and therefore no potential sensitive population relocation impacts associated with the reconfiguration of freight rail facilities.

6.5 Community Analysis

Section 5.3, Community Analysis, identifies communities where the minority or low-income population percentages are greater than in the general population of the reference community

(Los Angeles County or Orange County). This section provides the potential effects on minority and low-income communities within the community analysis RSAs.

6.5.1 Potential Effects on Minority and Low-Income Populations by Relevant Resource Topic

This section describes the potential effects of building and operating the Shared Passenger Track Alternatives (including HSR track, stations, the LMF, and electric utility improvements) on minority and low-income populations by resource topic.

6.5.1.1 Transportation/Traffic

Project effects on traffic and transportation from construction and operation of the project are described briefly below and in detail in the *Los Angeles to Anaheim Project Section Transportation Technical Report* (Authority 2025c).

Shared Passenger Track Alternative A

Construction

Construction of Shared Passenger Track Alternative A would result in the following adverse effects: permanent impacts on signalized intersections from construction of permanent roadway modifications, permanent impacts on unsignalized intersections from construction of permanent roadway modifications, permanent impacts on roadway segments from construction of permanent roadway modifications, and temporary impacts on freight and passenger rail operations.

Construction would require permanent changes to roadways or the road network that would lead to changes in traffic and circulation patterns. Construction would occur throughout the project section and pass through several communities in the RSA. Truck trips would be required during project construction that would add vehicles to the transportation networks, contributing to existing traffic congestion. During the inclusive public engagement process, traffic impacts from station and grade separations construction were expressed as key concerns of many community members in Anaheim.

Table 6-23 presents the roadways and intersections that would experience level-of-service delays as a result of the permanent modifications to roadways under Shared Passenger Track Alternative A. As presented in Table 6-23, the majority of affected intersections would be within minority and low-income populations, which means there is a potential DHAE.

Table 6-23 Intersections and Roadways with Construction Impacts

Intersection/Roadway Segment	Mitigation Measures	Community/ Neighborhood	BG	Minority?	Low-Income?
Signalized Intersections					
Atlantic Blvd/I-710 NB ramps and Bandini Blvd	TRAN-MM#1, TRAN-MM#2, TRAN-MM#4	Hobart in Commerce	6037980016	Yes	No
East St and Lincoln Ave	TRAN-MM#1, TRAN-MM#2, TRAN-MM#4	The Colony in Anaheim	60590873012	Yes	Yes
Unsignalized Intersections					
Indiana St and Bandini Blvd	TRAN-MM#3	Hobart in Commerce	6037980016	Yes	No
Roadway Segments					
Bandini Blvd, Downey Rd to Atlantic Blvd	TRAN-MM#5	Vernon	6037980016	Yes	No

Intersection/Roadway Segment	Mitigation Measures	Community/ Neighborhood	BG	Minority?	Low-Income?
Santa Ana St, west of East St	TRAN-MM#5	The Colony in Anaheim	60590873012	Yes	Yes
		The Colony in Anaheim	6059087302	Yes	Yes
		The Colony in Anaheim	60590873023	Yes	Yes
		The Colony in Anaheim	60590874011	Yes	No
Total	**N/A**	**N/A**	**N/A**	**100%**	**50%**

BG = block group; I = Interstate; N/A = not applicable; NB = northbound

Shared Passenger Track Alternative A would include IAMFs that avoid significant delays to the transportation networks by repairing damage to public roadways caused by construction; implementing a Construction Transportation Plan; ensuring adequate off-street parking for construction-related vehicles; addressing maintenance of pedestrian, bicycle, and transit access; restricting construction during peak period travel; designating appropriate truck routes; restricting roadway construction activities during special events; and preserving or enhancing pedestrian and bicycle accessibility (**TR-IAMF#1, Protection of Public Roadways During Construction**; **TR-IAMF#2**; **TR-IAMF#3, Off-Street Parking for Construction-Related Vehicles**; **TR-IAMF#4**; **TR-IAMF#5**; **TR-IAMF#6**; **TR-IAMF#7, Construction Truck Routes**; **TR-IAMF#8**; **TR-IAMF#11**; **TR-IAMF#12**; and **TR-IAMF#13, Stakeholder Coordination with Transportation Agencies**). However, permanent impacts would remain at the intersections and segments above.

Mitigation measures **TRAN-MM#1, Modify Traffic Signal Controls**; **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**, if implemented, would reduce adverse effects on the intersections and roadways discussed in Table 6-23. If these measures are implemented, they would be implemented equally for communities and would reduce effects to less-than-adverse levels. Therefore, with implementation of **TRAN-MM#1**, **TRAN-MM#2**, **TRAN-MM#3**, **TRAN-MM#4**, and **TRAN-MM#5**, there would be no DHAE associated with transportation.

Construction is anticipated to have minimal impacts on freight and passenger rail operations, because service could be maintained with limited disruptions through the scheduling of specific work windows and staging for freight trains provided by the High Desert Operational Efficiency Project. The majority of the transportation RSA is in minority and low-income communities. Therefore, this impact represents a potential DHAE. To prevent construction from adversely affecting existing and planned rail service within the corridor or transit service at passenger rail stations, the Authority will incorporate **TR-IAMF#9, Protection of Freight and Passenger Rail During Construction**; **TR-IAMF#11**; and **TR-IAMF#13**. Through implementation of **TR-IAMF#13**, the Authority will work closely with all agencies that provide freight and passenger rail services or bus services or maintain operating rights within the corridor to ensure that the design, construction, and operation of the project section do not adversely affect existing and planned rail service. However, 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 and the potential DHAE would remain. **TRAN-MM#6, Prepare Track Construction Work Window Plan**, will 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. With implementation of **TRAN-MM#6**, there would not be a DHAE from transportation impacts on freight and passenger rail operations.

Operation

Project operation would have the following adverse effects: continuous permanent impacts on signalized intersections, continuous permanent impacts on unsignalized intersections, continuous permanent impacts on roadway segments, and continuous permanent impacts on a freeway ramp during operations. These effects would be caused by the additional trips to and from the station area related to HSR station operations, and ambient growth of permanently relocated trips that would result from changes in the roadway network.

Table 6-24 presents the impact location and BG information. As presented in Table 6-24, the majority of impacts would be in minority communities; therefore, there is a potential DHAE from operational traffic impacts.

Table 6-24 Operational Impacts on Traffic from Shared Passenger Track Alternative A

Intersection/Roadway Segment	Mitigation Measures	Community/ Neighborhood	Census BGs Affected	Minority?	Low-Income?
Signalized Intersections					
East St and Lincoln Ave	TRAN-MM#1, TRAN-MM#2, TRAN-MM#4	The Colony in Anaheim	60590873012	Yes	Yes
Garfield Ave and Washington Blvd	TRAN-MM#1, TRAN-MM#2, TRAN-MM#4	East Commerce	60375323033	Yes	Yes
Beach Blvd (SR 39) and La Mirada Blvd/ Malvern Ave	TRAN-MM#1, TRAN-MM#2, TRAN-MM#4	North Buena Park	60591106071	No	Yes
Studebaker Rd and Imperial Hwy	TRAN-MM#1, TRAN-MM#2, TRAN-MM#4	Studebaker neighborhood in Norwalk	60375503012	Yes	Yes
Bloomfield Ave and Firestone Blvd (south)	TRAN-MM#1, TRAN-MM#2, TRAN-MM#4	East Norwalk	60375522004	Yes	Yes
Carmenita Rd and Rosecrans Ave	TRAN-MM#1, TRAN-MM#2, TRAN-MM#4	East Norwalk	60379800341	Yes	No
Malden Ave and Commonwealth Ave	TRAN-MM#1, TRAN-MM#2, TRAN-MM#4	South-central Fullerton	60590113003	No	Yes
Harbor Blvd and Imperial Hwy (SR 90)	TRAN-MM#1, TRAN-MM#2, TRAN-MM#4	North Fullerton	60590017051	Yes	Yes
Harbor Blvd and Chapman Ave	TRAN-MM#1, TRAN-MM#2, TRAN-MM#4	Central Fullerton	60590113003	No	Yes
Harbor Blvd and Santa Fe Ave	TRAN-MM#1, TRAN-MM#2, TRAN-MM#4	South-central Fullerton	60590113003	No	Yes

Intersection/Roadway Segment	Mitigation Measures	Community/ Neighborhood	Census BGs Affected	Minority?	Low-Income?
Lemon St and Chapman Ave	TRAN-MM#1, TRAN-MM#2, TRAN-MM#4	Central Fullerton	60590114011	No	Yes
Lemon St and Commonwealth Ave	TRAN-MM#1, TRAN-MM#2, TRAN-MM#4	South-central Fullerton	60590113003	No	Yes
Lemon St and Orangethorpe Ave	TRAN-MM#1, TRAN-MM#2, TRAN-MM#	South Fullerton 4	60590116022	Yes	Yes
Anaheim Blvd/Lemon St and SR 91 EB ramps	TRAN-MM#1, TRAN-MM#2, TRAN-MM#4	South Fullerton	60590865013	Yes	Yes
Raymond Ave and Chapman Ave	TRAN-MM#1, TRAN-MM#2, TRAN-MM#4	Southeast Fullerton	60590114022	No	No
State College Blvd and Chapman Ave	TRAN-MM#1, TRAN-MM#2, TRAN-MM#4	East Fullerton	60590761041	Yes	Yes
SR 57 SB ramps and Nutwood Ave	TRAN-MM#1, TRAN-MM#2, TRAN-MM#4	East Fullerton	60590115042	Yes	Yes
State College Blvd and Orangewood Ave	TRAN-MM#1, TRAN-MM#2, TRAN-MM#4	West Anaheim Junction	60590761041	Yes	Yes
Sunkist St and Cerritos Ave	TRAN-MM#1, TRAN-MM#2, TRAN-MM#4	Southeast Anaheim	60590863036	No	No
Anaheim Blvd and Cerritos Ave	TRAN-MM#1, TRAN-MM#2, TRAN-MM#4	Platinum Triangle Anaheim	60590874033	Yes	Yes
Unsignalized Intersections					
Eastern Ave and driveway	TRAN-MM#3	Hobart/west Commerce	60375323042	Yes	Yes
Malden Ave and Chapman Ave	TRAN-MM#3	South Fullerton	60590113002	No	No
Roadway Segments					
Bandini Blvd, from Downey Rd to Atlantic Blvd	TRAN-MM#5	Hobart in Commerce	60379800161	Yes	No
Carmenita Rd, from Imperial Hwy to Orden Dr	TRAN-MM#5	South Santa Fe Springs	60379800341	Yes	No

Intersection/Roadway Segment	Mitigation Measures	Community/ Neighborhood	Census BGs Affected	Minority?	Low-Income?
Studebaker Rd, from Imperial Hwy to I-105	TRAN-MM#5	Studebaker neighborhood in Norwalk	60375519004	Yes	No
			60375520011	Yes	No
Carmenita Rd, from Orden Dr to Rosecrans Ave	TRAN-MM#5	South Santa Fe Springs	60379800341	Yes	No
Rosecrans Ave, from Studebaker Rd to Pioneer Blvd	TRAN-MM#5	Studebaker neighborhood in Norwalk	60375521003	Yes	No
			60375521004	Yes	No
			60375521005	Yes	Yes
			60375528001	Yes	No
			60375528004	Yes	No
Euclid St, from Bastanchury Rd to Malvern Ave	TRAN-MM#5	West Norwalk	60590017062	No	No
			60590017063	No	No
			60590110002	No	No
			60590112003	Yes	Yes
Euclid St, Malvern Ave to Commonwealth Ave	TRAN-MM#5	South-central Fullerton	60590110004	No	Yes
			60590112004	No	No
Harbor Blvd, from Imperial Hwy to Bastanchury Rd	TRAN-MM#5	South-central Fullerton	60590017051	Yes	Yes
			60590017053	Yes	No
			60590016042	No	No
			60590016044	No	No
			60590017061	Yes	No
			60590017064	No	No
			60590016032	No	Yes
Harbor Blvd, from Chapman Ave to Commonwealth Ave	TRAN-MM#5	South-central Fullerton	60590113001	Yes	Yes
			60590113003	No	Yes
Harbor Blvd, from Commonwealth Ave to Orangethorpe Ave	TRAN-MM#5	Downtown Fullerton	60590113001	Yes	Yes
			60590113003	No	Yes
			60590116011	Yes	Yes
			60590116012	Yes	Yes
			60590116023	Yes	Yes
Lemon St, from Commonwealth Ave to Orangethorpe Ave	TRAN-MM#5	Downtown Fullerton	60590113001	Yes	Yes
			60590116022	Yes	Yes
			60590116023	Yes	Yes

Intersection/Roadway Segment	Mitigation Measures	Community/ Neighborhood	Census BGs Affected	Minority?	Low-Income?
Lemon St, south of Orangethorpe Ave	TRAN-MM#5	Downtown Fullerton	60590116022	Yes	Yes
			60590116024	Yes	No
			60590865013	Yes	Yes
Chapman Ave, from Harbor Blvd to Raymond Ave	TRAN-MM#5	Downtown Fullerton	60590113001	Yes	Yes
			60590113002	No	No
			60590114011	No	Yes
			60590114012	No	No
			60590114022	No	No
			60590114035	Yes	Yes
Chapman Ave, from Raymond Ave to Acacia Ave	TRAN-MM#5	Southeast Fullerton	60590114022	No	No
			60590114031	No	No
			60590114033	Yes	Yes
Chapman Ave, from Acacia Ave to State College Blvd	TRAN-MM#5	Southeast Fullerton	60590115032	No	No
			60590115022	Yes	Yes
Chapman Ave, from State College Blvd to Commonwealth Ave	TRAN-MM#5	Southeast Fullerton	60590115023	Yes	Yes
			60590115044	Yes	No
SR 57 NB Frontage Rd, from Nutwood Ave to Chapman Ave	TRAN-MM#5	Southeast Fullerton	60590115042	Yes	Yes
			60590115044	Yes	No
Brea Blvd, from Rolling Hills Dr to Bastanchury Rd	TRAN-MM#5	Northeast Fullerton	60590015053	No	No
			60590016032	No	Yes
Brea Blvd, from Harbor Rd to Bastanchury Rd	TRAN-MM#5	Northeast Fullerton	60590114011	No	Yes
			60590016024	No	No
			60590016021	Yes	No
Santa Fe Ave, Harbor Blvd to Lemon St	TRAN-MM#5	Downtown Fullerton	60590113001	Yes	Yes
			60590113003	No	Yes
Freeway On-Ramps					
SB SR 57 on-ramp at WB Katella Ave	TRAN-MM#6	Platinum Triangle Neighborhood in Anaheim	60590863036	No	No
Total	**N/A**	**N/A**	**N/A**	**59.3%**	**42.4%**

BG = block group; EB = eastbound; I = Interstate; N/A = not applicable; NB = northbound; SB = southbound; SR = State Route; WB = westbound

If the Authority implements **TRAN-MM#1**, **TRAN-MM#2**, **TRAN-MM#3**, **TRAN-MM#4**, and **TRAN-MM#5**, effects on traffic in BGs will be reduced for all BGs in Table 6-24. Although the majority of traffic impacts would be in minority communities, with mitigation, effects on intersections and roadways would be reduced to have no adverse effect in any community. Therefore, with **TRAN-**

MM#1, **TRAN-MM#2**, **TRAN-MM#3**, **TRAN-MM#4**, and **TRAN-MM#5**, there would not be a DHAE related to transportation.

One on-ramp queue length is anticipated to exceed the transportation impact thresholds at southbound State Route 57 at westbound Katella Avenue. This on-ramp is in BG 60590863036 in the Platinum Triangle neighborhood in Anaheim, which is not a low-income or minority community. If implemented, **TRAN-MM#6** would provide sufficient capacity to accommodate the additional 680-foot queue length for vehicles exiting onto State Route 57 from Katella Avenue during peak hours and would reduce the effect to less-than-adverse levels.

In addition to the impacts discussed above, the project would have a beneficial effect on the continuous permanent impacts on vehicle miles traveled. Shared Passenger Track Alternative A would provide benefits to the regional transportation system by reducing vehicle trips on the freeways by diverting intercity trips from road trips to HSR. This reduction in future vehicle trips would improve the system performance of the regional roadway system compared with existing conditions and compared with the No Project Alternative.

Shared Passenger Track Alternative B

Construction

Shared Passenger Track Alternative B differs only in that the LMF would be at 15th Street, not 26th Street. The 15th Street LMF is in the Redondo Junction neighborhood of Los Angeles, which is not in minority or low-income BGs. The LMF location would not change impacts related to traffic and circulation patterns, roadway modifications, or passenger and freight rail operations. Therefore, impacts on communities would be the same as those of Shared Passenger Track Alternative A. With incorporation of the IAMFs and implementation of mitigation measures, if the Authority implements them (**TR-IAMF#1**, **TR-IAMF#2**, **TR-IAMF#3**, **TR-IAMF#4**, **TR-IAMF#5**, **TR-IAMF#6**, **TR-IAMF#7**, **TR-IAMF#8**, **TR-IAMF#9**, **TR-IAMF#11**, **TR-IAMF#12**, **TR-IAMF#13**, **TRAN-MM#1**, **TRAN-MM#2**, **TRAN-MM#3**, **TRAN-MM#4**, **TRAN-MM#5**, **TRAN-MM#6**), traffic conflicts would be reduced, access would be maintained, and freight and passenger rail operation conflicts would be minimized. Detour routes would also be available during project closures. Level-of-service impacts on intersections and roadways would be reduced. If these measures are implemented, they would be implemented equally for communities and would reduce effects to less-than-adverse levels. Therefore, with implementation of **TRAN-MM#1**, **TRAN-MM#2**, **TRAN-MM#3**, **TRAN-MM#4**, **TRAN-MM#5**, and **TRAN-MM#6** there would not be a DHAE associated with transportation.

Operation

As discussed in the *Los Angeles to Anaheim Project Section Transportation Technical Report* (Authority 2025c), the 15th Street LMF would not generate a significant number of trips and would not change the analysis described above. The 15th Street LMF is in the Redondo Junction neighborhood of Los Angeles, which is not in minority or low-income BGs. Shared Passenger Track Alternative B would also have a beneficial effect on the continuous permanent impacts on vehicle miles traveled, because the location of the LMF would not affect ridership on the system or vehicle trips on regional roadways. With implementation of **TRAN-MM#1**, **TRAN-MM#2**, **TRAN-MM#3**, **TRAN-MM#4**, and **TRAN-MM#5**, adverse impacts would be reduced for intersections and roadway segments along the project corridor.

High-Speed Rail Station Options

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

Construction

With the Norwalk/Santa Fe Springs HSR Station Option, which is in the minority community of east Norwalk/southwest Santa Fe Springs, traffic and circulation patterns during construction would be similar to those described for the Shared Passenger Track Alternatives in the station area. Construction of the HSR platform, station facilities, and additional parking would result in minor differences in permanent roadway modifications (addition of a new signalized intersection), but it would not result in additional adverse impacts on signalized intersections, unsignalized

intersections, or roadway segments when compared to the Shared Passenger Track Alternatives. Impacts on passenger and freight rail operations would be the same as those of Shared Passenger Track Alternative A. With incorporation of the IAMFs and implementation of mitigation measures, if the Authority implements them (**TR-IAMF#1**, **TR-IAMF#2**, **TR-IAMF#3**, **TR-IAMF#4**, **TR-IAMF#5**, **TR-IAMF#6**, **TR-IAMF#7**, **TR-IAMF#8**, **TR-IAMF#9, TR-IAMF#11**, **TR-IAMF#12**, **TR-IAMF#13**, **TRAN-MM#1**, **TRAN-MM#2**, **TRAN-MM#3**, **TRAN-MM#4**, **TRAN-MM#5**, **TRAN-MM#6**), traffic conflicts would be reduced, access would be maintained, and freight and passenger rail operation conflicts would be minimized. As a result, changes to traffic and circulation patterns during construction would not result in a DHAE associated with transportation.

Operation

With the Norwalk/Santa Fe Springs HSR Station Option, which is within the minority community of east Norwalk/southwest Santa Fe Springs, additional intersections and roadway segments would be affected when compared to the Shared Passenger Track Alternatives. These additional intersections and roadways are presented in Table 6-25. As presented in Table 6-25, the majority of these impacts would be within low-income and minority BGs; therefore, these impacts represent a potential DHAE before mitigation. If implemented, **TRAN-MM#1**, **TRAN-MM#2**, **TRAN-MM#3**, **TRAN-MM#4**, and **TRAN-MM#5** would reduce adverse effects for all communities. Therefore, with **TRAN-MM#1**, **TRAN-MM#2**, **TRAN-MM#3**, **TRAN-MM#4**, and **TRAN-MM#5**, there would not be a DHAE.

Table 6-25 Operational Impacts on Traffic from Norwalk/Santa Fe Springs High-Speed Rail Station Option

Intersection/Roadway Segment	Mitigation Measures	Community/ Neighborhood	Census BGs Affected	Minority?	Low-Income?
Signalized Intersections					
Downey Rd and Washington Blvd	TRAN-MM#1, TRAN-MM#2, TRAN-MM#4	Hobart	60379800161	Yes	No
Downey Road and Bandini Blvd	TRAN-MM#1, TRAN-MM#2, TRAN-MM#4	Hobart	60379800161	Yes	No
Bonnie Beach Pl and Bandini Blvd	TRAN-MM#1, TRAN-MM#2, TRAN-MM#4	Hobart	60379800161	Yes	No
Atlantic Blvd/I-710 NB ramps and Bandini Blvd	TRAN-MM#1, TRAN-MM#2, TRAN-MM#4	Hobart	60379800161	Yes	No
Beach Blvd (SR 39) and Stage Rd	TRAN-MM#1, TRAN-MM#2, TRAN-MM#4	North Buena Park	60591106071	No	Yes
Valley View Ave and Alondra Blvd	TRAN-MM#1, TRAN-MM#2, TRAN-MM#4	South Santa Fe Springs	60379800341	Yes	No
Firestone Blvd and Imperial Hwy	TRAN-MM#1, TRAN-MM#2, TRAN-MM#4	Studebaker neighborhood in Norwalk	60375502023	Yes	No
Norwalk Blvd and Imperial Hwy	TRAN-MM#1, TRAN-MM#2, TRAN-MM#4	Northeast Norwalk	60375553003	Yes	Yes

Intersection/Roadway Segment	Mitigation Measures	Community/ Neighborhood	Census BGs Affected	Minority?	Low-Income?
Bloomfield Ave and Imperial Hwy	TRAN-MM#1, TRAN-MM#2, TRAN-MM#4	Northeast Norwalk	60375553003	Yes	Yes
I-5 NB on-ramp and Imperial Hwy	TRAN-MM#1, TRAN-MM#2, TRAN-MM#4	East Norwalk	60375553003	Yes	Yes
Harbor Blvd and Commonwealth Ave	TRAN-MM#1, TRAN-MM#2, TRAN-MM#4	South-central Fullerton	60590113003	No	Yes
Unsignalized Intersections					
Indiana St and Bandini Blvd	TRAN-MM#3	Hobart	60379800161	Yes	No
Ayers Ave and Bandini Blvd	TRAN-MM#3	Hobart	60379800161	Yes	No
Gage Rd and Telegraph Rd	TRAN-MM#3	Bandini	60375322003	Yes	Yes
			60375323042	Yes	Yes
Chapin Rd and Union St	TRAN-MM#3	Bandini	60375322003	Yes	Yes
Pioneer Blvd and Orr and Day Rd	TRAN-MM#3	West Whittier	60375027001	Yes	Yes
Dodds Ave (east) and Stage Rd	TRAN-MM#3	North Buena Park	60591106071	No	Yes
Roadway Segments					
Imperial Hwy, between Norwalk Blvd and Bloomfield Ave	TRAN-MM#5	Northeast Norwalk	60375523011	Yes	No
			60375553001	No	Yes
			60375553004	Yes	No
Shoemaker Rd, between Imperial Hwy and Foster Rd	TRAN-MM#5	East Norwalk/southwest Santa Fe Springs	60379800341	Yes	No
			60375523021	Yes	Yes
			60375523012	Yes	No
Harbor Blvd, between Brea Blvd and Berkeley Ave	TRAN-MM#5	Hillcrest neighborhood in Fullerton	60590016031	No	No
			60590113002	No	No
			60590114011	No	Yes
Harbor Blvd, between Berkeley Ave and Chapman Ave	TRAN-MM#5	Central Fullerton	60590113002	No	No
			60590114011	No	Yes
Harbor Blvd, from south of Orangethorpe Ave	TRAN-MM#5	South-Central Fullerton	60590116013	No	No
			60590116024	Yes	No
			60590866014	Yes	Yes
			60590865013	Yes	Yes

Intersection/Roadway Segment	Mitigation Measures	Community/ Neighborhood	Census BGs Affected	Minority?	Low-Income?
Santa Fe Ave, between Malden Ave and Harbor Blvd	TRAN-MM#5	Southeast Fullerton	60590113003	No	Yes
Total	**N/A**	**N/A**	**N/A**	**67.6%**	**50.0%**

BG = block group; I = Interstate; N/A = not applicable; NB = northbound; SR = State Route

High-Speed Rail Station Option: Fullerton

Construction

With the Fullerton HSR Station Option, which is partially in minority and low-income BGs in downtown Fullerton, traffic and circulation patterns during construction would be similar to those described for the Shared Passenger Track Alternatives in the station area. Construction of the HSR platform, station facilities, and additional parking would result in minor differences in permanent roadway modifications (slightly different changes along the Walnut Avenue realignment), but it would not result in additional adverse impacts on signalized intersections, unsignalized intersections, or roadway segments when compared to the Shared Passenger Track Alternatives. Impacts on passenger and freight rail operations would be the same as those of Shared Passenger Track Alternative A. With incorporation of the IAMFs and implementation of mitigation measures, if the Authority implements them (**TR-IAMF#1**, **TR-IAMF#2**, **TR-IAMF#3**, **TR-IAMF#4**, **TR-IAMF#5**, **TR-IAMF#6**, **TR-IAMF#7**, **TR-IAMF#8**, **TR-IAMF#9**, **TR-IAMF#11**, **TR-IAMF#12**, **TR-IAMF#13**, **TRAN-MM#1**, **TRAN-MM#2**, **TRAN-MM#3**, **TRAN-MM#4**, **TRAN-MM#5**, **TRAN-MM#6**), traffic conflicts would be reduced, access would be maintained, and freight and passenger rail operation conflicts would be minimized. As a result, changes to traffic and circulation patterns during construction would not result in a DHAE associated with transportation.

Operation

With the Fullerton HSR Station Option, which would be partially within low-income and minority BGs in downtown Fullerton, additional intersections and roadway segments would be affected compared to the Shared Passenger Track Alternatives. These additional intersections and roadways are presented in Table 6-26. As presented in Table 6-26, the majority of these impacts would be within low-income and minority BGs; therefore, these impacts represent a potential DHAE before mitigation. If implemented, **TRAN-MM#1**, **TRAN-MM#2**, **TRAN-MM#3**, **TRAN-MM#4**, and **TRAN-MM#5** would reduce adverse effects for all communities. Therefore, with **TRAN-MM#1**, **TRAN-MM#2**, **TRAN-MM#3**, **TRAN-MM#4**, and **TRAN-MM#5**, there would not be a DHAE.

Table 6-26 Operational Impacts on Traffic from Fullerton High-Speed Rail Station Option

Intersection/Roadway Segment	Mitigation Measures	Community/ Neighborhood	Census BGs Affected	Minority?	Low-Income?
Signalized Intersections					
Beach Blvd (SR 39) and Stage Rd	TRAN-MM#1, TRAN-MM#2, TRAN-MM#4	North Buena Park	60591106071	No	Yes
Valley View Ave and Alondra Blvd	TRAN-MM#1, TRAN-MM#2, TRAN-MM#4	South Santa Fe Springs	60379800341	Yes	No
Firestone Blvd and Imperial Hwy	TRAN-MM#1, TRAN-MM#2, TRAN-MM#4	Studebaker neighborhood in Norwalk	60375502023	Yes	No

Intersection/Roadway Segment	Mitigation Measures	Community/ Neighborhood	Census BGs Affected	Minority?	Low-Income?
Unsignalized Intersections					
Eastern Ave and driveway	TRAN-MM#3	Hobart/west Commerce	60375323042	Yes	Yes
Malden Ave and Chapman Ave	TRAN-MM#3	South Fullerton	60590113002	No	No
Roadway Segments					
Harbor Blvd, from south of Orangethorpe Ave	TRAN-MM#5	Southeast Fullerton	60590116013	No	No
			60590116024	Yes	No
			60590866014	Yes	Yes
			60590865013	Yes	Yes
Total	**N/A**	**N/A**	**N/A**	**66.7%**	**44.4%**

BG = block group; N/A = not applicable; SR = State Route

6.5.1.2 Air Quality and Global Climate Change

Project effects on air quality from project construction and operation are described briefly below and in detail in the *Los Angeles to Anaheim Project Section Air Quality and Global Climate Change Technical Report* (Authority 2025d).

Shared Passenger Track Alternative A

Construction

As discussed in the *Los Angeles to Anaheim Project Section Air Quality and Global Climate Change Technical Report*, construction of Shared Passenger Track Alternative A would result in adverse effects. The following regional, state, and global impacts would result in adverse effects: temporary direct and indirect impacts on air quality within applicable air basin, temporary direct impacts on implementation of an applicable air quality plan, and temporary direct and indirect impacts on global climate change—GHG emissions. Shared Passenger Track Alternative A would exceed regulatory limits and health thresholds for NO_X, resulting in the potential to cause regional air quality effects. All communities along the alignment could be affected by regional criteria emissions.

The Authority will prepare a dust control plan and employ measures to minimize fugitive dust emissions by washing vehicles before exiting the construction site, watering unpaved surfaces, limiting vehicle travel speed, and suspending dust-generating activities when wind speed is greater than 25 miles per hour (**AQ-IAMF#1**). The Authority will use low-volatile-organic-compound paint that complies with SCAQMD Rule 1113 to limit volatile organic compound emissions (**AQ-IAMF#2**). The Authority will use renewable diesel fuel in equipment and vehicles to reduce exhaust emissions of criteria pollutants and toxic air contaminants (**AQ-IAMF#3**). All heavy-duty off-road construction diesel equipment will be required to use Tier 4 Final engines to reduce exhaust emissions of criteria pollutants and toxic air contaminants (**AQ-IAMF#4**). The average age of heavy-duty construction vehicles will be limited to reduce exhaust emissions of criteria pollutants and toxic air contaminants (**AQ-IAMF#5**).

With application of the IAMFs, emissions of reactive organic gases, nitrogen dioxide, CO, sulfur oxides, PM_{10}, and $PM_{2.5}$ would be less than the USEPA General Conformity *de minimis* levels applicable to the SCAB. All emissions would be less than the USEPA General Conformity *de minimis* levels applicable to the Mojave Desert Air Basin. Emissions of NO_X would exceed the General Conformity level applicable to the SCAB. Implementation of **AQ-MM#1** will address these threshold exceedances because emissions of NO_X (for CEQA and conformity) from construction

equipment and vehicles would be offset. **AQ-MM#2** will 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. However, even with implementation of mitigation measures, emissions of NO_X from construction equipment and vehicles would continue to exceed SCAQMD daily significance thresholds. No thresholds would be exceeded in the Mojave Desert Air Basin. Because all communities in the SCAB can be affected by regional criteria emissions and mitigation measures would be implemented equally for communities, this would not result in a DHAE associated with air quality.

Operation

Localized Air Quality – Exposure to Diesel Particulate Matter (Health Risk)

As discussed in the *Los Angeles to Anaheim Project Section Air Quality and Global Climate Change Technical Report* (Authority 2025d), project operation would have an adverse effect from continuous permanent direct impacts on localized air quality – exposure to DPM. During the 2020 scoping meetings, participants raised concerns about air quality impacts of the HSR system. This impact may be changed to not adverse based on new information or comments received during the public comment period. The project would reconfigure Hobart Yard and Commerce Yard to make room for the shared passenger track, HSR track, BNSF mainline track, 26th Street LMF, and 101,094 feet of storage and staging tracks. As displayed in Table 6-27, Hobart Yard and Commerce Yard are in minority and low-income communities in the neighborhoods of Hobart/west Commerce, east Commerce, and Hobart in Vernon.

Table 6-27 Hobart Yard and Commerce Yard

Construction Activity	Community/ Neighborhood	Census BGs Affected	Minority?	Low-Income?
Hobart Yard and Commerce Yard Reconfiguration	Hobart/West Commerce	60375323022	Yes	No
	Hobart/West Commerce	60375323042	Yes	Yes
	Hobart in Vernon	60379800161	Yes	No
	Hobart/West Commerce	60375323023	Yes	Yes
	Hobart/West Commerce	60375323031	Yes	No
	East Commerce	60375323032	Yes	Yes
Total	**N/A**	**N/A**	**100%**	**50%**

BG = block group; N/A = not applicable

Operations HRAs were conducted to evaluate the cancer risk and chronic noncancer risk from DPM emissions generated by the yard equipment activities at Hobart and Commerce Yards to determine the change in health risks caused by the reconfiguration of the yards.[18] The HRAs indicate that health risks would decrease in future years when the project is operational compared to existing conditions, and operation of Shared Passenger Track Alternative A would not result in an incremental increase in cancer risk or chronic noncancer risks. Details of the analysis are provided in the HRAs in Appendix G of the *Los Angeles to Anaheim Project Section Air Quality and Global Climate Change Technical Report*.

These results are based on the best data available to the Authority, as provided by BNSF (STV 2021). However, some future operational data on DPM emissions are unavailable. As noted

[18] Acute (short-term) noncancer risk was not evaluated because no threshold (reference exposure level) for acute noncancer risk has been established for DPM.

above, project operation at Hobart Yard would add about 101,094 feet of additional storage and staging tracks, spread across 14 new tracks. The BNSF mainline tracks would also be shifted along some locations in the project corridor. Future activity pertaining to the new tracks and BNSF mainline track shift is unknown, and therefore could not be analyzed in the HRA. Without clear activity data to analyze, it is possible that project operation at 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 DHAE from exposure to DPM emissions.

To help mitigate this impact, the Authority would implement **AQ-MM#4**, which requires that an operational HRA to be conducted prior to the commencement of project operations. **AQ-MM#4** also requires 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. Without knowing if there is a potential health risk impact, or the level of this impact, the Authority is unable to implement other feasible mitigation measures. In the absence of certainty, exposure to DPM emissions would result in a DHAE 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. If that should occur, there would not be a DHAE from exposure to DPM emissions. Additionally, this DHAE may be reconsidered based on new information or comments received during the public comment period.

Operational Benefits to Air Quality

Project operation would also result in a benefit to air quality through a regional decrease in vehicle miles traveled from a shift in modes of travel from vehicles and aircraft to HSR, which has fewer emissions relative to existing modes of transportation. Shared Passenger Track Alternative A would not create traffic conditions that would result in localized CO hot spots. Localized increases in MSAT emissions could occur near ARTIC, which is partially within a minority and low-income community in the Platinum Triangle neighborhood, because of additional passenger and employee commute trips. However, even though there may be localized increases in MSAT emissions with Shared Passenger Track Alternative A, USEPA's vehicle and fuel regulations, coupled with fleet turnover, would cause MSAT reductions over time, thereby offsetting the increase in localized traffic associated with project operation. Overall, project operation would result in a net regional decrease in emissions of criteria pollutants and MSAT emissions and a long-term net reduction in GHG emissions compared to the No Project Alternative. As a result, Shared Passenger Track Alternative A would provide long-term benefits to the region as a whole from improvements in air quality during operations.

Shared Passenger Track Alternative B

Construction

Construction impacts for Shared Passenger Track Alternative B would be similar to those of Shared Passenger Track Alternative A, with the exception that Shared Passenger Track Alternative B would develop the 15th Street LMF instead of the 26th Street LMF. The 15th Street LMF is in the Redondo Junction neighborhood of Los Angeles, which is not in minority or low-income BGs. Because the design of Shared Passenger Track Alternative A is nearly the same as that of Shared Passenger Track Alternative B and the facilities and capabilities provided at each LMF would be the same, the types and amounts of construction activities also would be nearly the same. Therefore, impacts on communities would be the same as for Shared Passenger Track Alternative A. As discussed in Tables 3.3-12 and 3.3-18 of the Draft EIR/EIS, total construction emissions for Shared Passenger Track Alternative B would only be slightly greater than those of Shared Passenger Track Alternative A, because Shared Passenger Track Alternative B covers a larger area for the 15th Street LMF and requires a larger amount of excavation and haul trips to remove excavated material.

With incorporation of the same IAMFs as for Shared Passenger Track Alternative A, only NO_X emissions would exceed the General Conformity level applicable to the SCAB. Implementation of

AQ-MM#1, **AQ-MM#2**, and **AQ-MM#3** would be used, to the extent practicable, to address emissions of criteria pollutants. However, even with implementation of mitigation measures, emissions of NO_X from construction equipment and vehicles would continue to exceed SCAQMD daily significance thresholds. Because all communities could be affected by regional criteria emissions, this would not result in a DHAE associated with regional air quality.

Operation

Localized Air Quality – Exposure to Diesel Particulate Matter (Health Risk)

As discussed in the *Los Angeles to Anaheim Project Section Air Quality and Global Climate Change Technical Report* (Authority 2025d), with the LMF at 15th Street in the Redondo Junction neighborhood of Los Angeles, which is not in minority or low-income BGs, impacts would be the same as those described for Shared Passenger Track Alternative A. Impacts would be the same because the operations at Hobart Yard would remain the same regardless of LMF location. Therefore, exposure to DPM emissions would result in a DHAE for purposes of this analysis. This DHAE may be reconsidered based on new information or comments received during the public comment period.

Operational Benefits to Air Quality

Project operation would result similar benefits to air quality as those of Shared Passenger Track Alternative A. With the LMF at 15th Street in the Redondo Junction neighborhood of Los Angeles, which is not in minority or low-income BGs, operational changes to air quality and impacts on communities would be the same as described for Shared Passenger Track Alternative A. Overall, project operation would result in a net regional decrease in emissions of criteria pollutants and MSAT emissions and a long-term net reduction in GHG emissions compared to the No Project Alternative. As a result, Shared Passenger Track Alternative B would provide long-term benefits to the region as a whole from improvements in air quality during operations.

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

Construction

The Norwalk/Santa Fe Springs HSR Station Option is within the minority community of east Norwalk/southwest Santa Fe Springs. As discussed in the *Los Angeles to Anaheim Project Section Air Quality and Global Climate Change Technical Report* (Authority 2025d), with inclusion of the HSR station option, construction emissions would be slightly higher when compared to construction of Shared Passenger Track Alternative A or B. With application of the same IAMFs and mitigation measures as for Shared Passenger Track Alternatives A and B, only NO_X emissions would exceed the General Conformity level applicable to the SCAB. Because all communities could be affected by regional criteria emissions, this would not result in a DHAE associated with regional air quality.

Operation

Localized Air Quality – Exposure to Diesel Particulate Matter (Health Risk)

With inclusion of the Norwalk/Santa Fe Springs HSR Station Option, which is within the minority community of east Norwalk/southwest Santa Fe Springs, operational impacts would be the same as for the Shared Passenger Track Alternatives. Impacts would be the same because the operations at Hobart Yard would remain the same, and operation of this HSR station option would not result in additional or different impacts at the station site. Therefore, exposure to DPM emissions would result in a DHAE for purposes of this analysis.

Operational Benefits to Air Quality

The HSR station option would result in similar benefits to air quality as Shared Passenger Track Alternative A. With the Norwalk/Santa Fe Springs HSR Station Option, which is within the minority community of east Norwalk/southwest Santa Fe Springs, there would be no exceedances of the California Ambient Air Quality Standards with respect to CO. In addition, with the Norwalk/Santa Fe Springs HSR Station Option, localized operational emission rates would be less than the Localized Significance Thresholds. Localized increases in MSAT emissions could occur near the station because of additional passenger and employee commute trips. However, as described above for Shared Passenger Track Alternative A, even though there may be localized increases

in MSAT emissions, USEPA's vehicle and fuel regulations, coupled with fleet turnover, would cause MSAT reductions over time, thereby offsetting the increase in localized traffic associated with operation. As a result, the Norwalk/Santa Fe Springs HSR Station Option would provide long-term benefits to the region as a whole from improvements in air quality during operations.

High-Speed Rail Station Option: Fullerton

Construction

The Fullerton HSR Station Option is partially within minority and low-income BGs in downtown Fullerton. With inclusion of the HSR station option, construction emissions would be slightly higher when compared to construction of Shared Passenger Track Alternative A or B. With application of the same IAMFs and mitigation measures as for Shared Passenger Track Alternatives A and B, only NO_X emissions would exceed the General Conformity level applicable to the SCAB. Because all communities could be affected by regional criteria emissions, this would not result in a DHAE associated with regional air quality.

Operation

Localized Air Quality – Exposure to Diesel Particulate Matter (Health Risk)

With inclusion of the Fullerton HSR Station Option, which is partially within minority and low-income BGs in downtown Fullerton, operational impacts would be the same as for the Shared Passenger Track Alternatives. Impacts would be the same because the operations at Hobart Yard would remain the same, and operation of this HSR station option would not result in additional or different impacts at the station site. Therefore, exposure to DPM emissions would result in a DHAE for purposes of this analysis.

Operational Benefits to Air Quality

The HSR station option would result in similar benefits to air quality as Shared Passenger Track Alternative A. With the Fullerton HSR Station Option, which is partially within minority and low-income BGs in downtown Fullerton, localized CO concentrations would be less than the California Ambient Air Quality Standards and National Ambient Air Quality Standards. As a result, there would be no exceedances of the California Ambient Air Quality Standards with respect to CO. Localized increases in MSAT emissions could occur near the station because of additional passenger and employee commute trips, and could affect communities near the station. However, even though there may be localized increases in MSAT emissions, USEPA's vehicle and fuel regulations, coupled with fleet turnover, would cause MSAT reductions over time, thereby offsetting the increase in localized traffic associated with operation. As a result, the Fullerton HSR Station Option would provide long-term benefits to the region as a whole from improvements in air quality during operations.

6.5.1.3 Noise and Vibration

Project effects on noise and vibration are described briefly below and in detail in the *Los Angeles to Anaheim Project Section Noise and Vibration Technical Report* (Authority 2025e).

Shared Passenger Track Alternative A

Construction

As discussed in the *Los Angeles to Anaheim Project Section Noise and Vibration Technical Report*, there would be adverse effects before mitigation from temporary exposure of sensitive receivers to construction noise and vibration. Construction would require mechanical equipment that would generate temporary noise and vibration increases for various durations at any given location, depending on the construction activity. Most construction would occur 5 days a week between the hours of 7:00 a.m. and 7:00 p.m. However, some construction activities may be conducted at night to limit effects on peak highway traffic.

Noise-sensitive receivers at distances of up to 645 feet of a construction zone may be exposed to noise levels exceeding the FRA criteria for daytime hours. Noise-sensitive receivers at distances of up to 2,038 feet of a construction zone may be exposed to noise levels exceeding the FRA criteria for nighttime hours. Based on these distances, it is estimated that noise impacts could

temporarily occur at a total of 1,379 Category 2 (residential) receivers and at four Category 3 (institutional) receivers (including a theater, a library, and two churches) during daytime construction. During nighttime construction, it is estimated that noise impacts could temporarily occur at a total of 7,855 residences. Pile driving is the only construction activity that could potentially cause vibration damage to structures at distances of up to 30 feet for the least sensitive buildings and up to 75 feet for the most sensitive buildings. Human annoyance or interference by vibration from construction would be expected within a distance of up to 500 feet. In addition, construction of all project elements may result in vibration impacts for residences within 500 feet of a construction zone. As presented in Table 5-48, 83 percent of BGs in the noise and vibration community analysis RSA are minority BGs and 57 percent are low-income BGs; therefore, construction noise and vibration impacts have the potential to be a DHAE on minority and low-income populations before mitigation.

In addition, construction of some early action projects would require a heavy level of construction activity, which could have noise and vibration impacts on sensitive receptors within the relevant screening distances. Table 6-28 presents the census BGs affected by construction of these early action projects.

Table 6-28 Early Action Project Heavy-Level Construction-Period Noise and Vibration Impact Locations

Construction Activity	Impact Source	Community/ Neighborhood	Census BGs Affected	Minority?	Low-Income?
Pioneer Blvd Grade Separation	Noise and vibration	West Whittier	60375023031	Yes	No
			60375023032	Yes	Yes
			60375027001	Yes	Yes
			60375027004	Yes	No
Norwalk Blvd Grade Separation	Noise	Southeast Santa Fe Springs	60375027004	Yes	No
State College Blvd Grade Separation	Noise	Southeast Anaheim	60590761042	Yes	No
			60590863035	Yes	Yes
			60590761043	No	No
Norwalk/Santa Fe Springs Metrolink Station Modifications	Noise	East Norwalk/ south Santa Fe Springs	60375523012	Yes	No
			60379800341	Yes	No
Buena Park Metrolink Station Relocation	Noise and vibration	Northeast Buena Park	60591106073	Yes	Yes
Fullerton Metrolink/Amtrak Station Modifications	Noise	South-central Fullerton	60590113001	Yes	No
HSR Station Platform and Facilities at ARTIC	Noise	Platinum Triangle neighborhood in Anaheim	60590761051	Yes	No
			60590761043	No	No
			60590863036	No	No

ARTIC = Anaheim Regional Transportation Intermodal Center; BG = block group; HSR = high-speed rail; N/A = not applicable

During the inclusive public engagement process, noise and vibration effects associated with project construction were a key concern of many community members in central Anaheim, West Whittier–Los Nietos CDP, and Santa Fe Springs. Although construction could occur for various durations around sensitive receptors, the likelihood of a sensitive receptor to be within the

minimum distance to experience a noise impact for the entirety of that period is low. In addition, the highest noise-generating activities, such as pile driving for structural foundations, would only occur sporadically and not span the entire construction period. However, given the potential for construction noise effects (absent mitigation), the Authority proposes IAMFs and mitigation measures to avoid, minimize, or mitigate those impacts to below the applicable federal guidance thresholds for construction noise impacts.

Shared Passenger Track Alternative A would follow the Federal Transit Administration and FRA guidelines for minimizing noise and vibration effects at sensitive receptors during construction, which will minimize construction noise and vibration impacts on communities (**NV-IAMF#1**). Mitigation measure **N&V-MM#1, Construction Noise Mitigation Measures**, will further minimize the impacts on sensitive receivers from construction noise by requiring the contractor to prepare a noise-monitoring program for Authority approval prior to construction. The noise-monitoring program shall describe how, during construction, the contractor will monitor construction noise to verify compliance with the noise limits (an 8-hour equivalent noise level, A-weighted decibels of 80 during the day and 70 at night for residential land use, 85 for both day and night for commercial land use, and 90 for both day and night for industrial land use) where a noise-sensitive receiver is present. In addition, **N&V-MM#2, Construction Vibration Mitigation Measures**, will further minimize impacts on sensitive receivers from construction-related vibration through vibration reduction methods to meet FRA standards. **N&V-MM#1** and **N&V-MM#2** would be implemented equally for all communities.

Although the majority of communities affected by Shared Passenger Track Alternative A would be in low-income and minority communities, with implementation of **N&V-MM#1** and **N&V-MM#2**, all construction-period effects would be reduced to have no adverse effects related to noise and vibration in any community. Therefore, with **N&V-MM#1** and **N&V-MM#2**, community concerns would be addressed, and there would not be a DHAE related to noise and vibration during construction.

Operation

As discussed in the *Los Angeles to Anaheim Project Section Noise and Vibration Technical Report*, there would be adverse effects before mitigation related to permanent exposure of sensitive receivers to noise and permanent exposure of sensitive receivers and buildings to ground-borne noise and vibration from project operation.

Operational Noise Impacts

Noise levels from project operation would depend on the number of trains per day, speed of the trains, track configuration, and distance of receivers to the tracks. However, no sensitive receivers would be significantly affected by changes in noise caused by project-related relocation of freight tracks within the right-of-way. Operation of HSR trains would result in operational noise levels exceeding the severe impact criteria at 59 residences and moderate impact criteria at 443 residences within the project section. As presented in Table 6-29, the majority of these would impacts occur in minority and low-income BGs; therefore, before mitigation, these impacts could result in a DHAE.

Table 6-29 Premitigation Operational Noise Impacts

Location	Community/ Neighborhood	Moderate Noise Impacts	Severe Noise Impacts	Census BGs Affected	Minority?	Low-Income?
Rio Hondo Channel to Rosemead Blvd	McCampbell neighborhood in Pico Rivera	14	3	60375025002	Yes	No
Brea Creek to Dale St	Northeast Buena Park	4	0	60591106072	Yes	Yes
				60591106073	Yes	Yes

Location	Community/ Neighborhood	Moderate Noise Impacts	Severe Noise Impacts	Census BGs Affected	Minority?	Low-Income?
Euclid St to S Richman Ave	Fullerton	4	0	60590112004	No	No
E La Palma Ave to E Wilhelmina St	Central Anaheim	82	0	60590865023	Yes	Yes
				60590865024	Yes	Yes
E Wilhelmina St to E Sycamore St	Central Anaheim	3	2	60590865022	Yes	Yes
E Sycamore St to Lincoln Ave	Central Anaheim	14	36	60590873011	Yes	Yes
				60590873012	Yes	Yes
Lincoln Aven to E Santa Ana St	Central Anaheim	39	18	60590873021	Yes	Yes
				60590873023	Yes	Yes
E Santa Ana St to Vermont Ave	Central Anaheim	283	0	60590863011	Yes	Yes
				60590863012	Yes	Yes
				60590874011	Yes	Yes
				60590874041	Yes	Yes
Total	**N/A**	**443**	**59**	**N/A**	**99.2%**	**95.8%**

BG = block group; N/A = not applicable

Installing a sound barrier in accordance with **N&V-MM#3, Implement California High-Speed Rail Project Noise Mitigation Guidelines**, will provide effective noise mitigation for 33 of the 59 residences. For the other locations, a sound barrier would not meet the mitigation guidelines, and other measures would be implemented, including noise abatement at receiver locations (for example, sound insulation of buildings), and easement acquisition. However, the residences in Table 6-30 would have residual severe noise impacts. After mitigation, all remaining severe noise impacts would be within minority and low-income communities; therefore, there would be a DHAE in the McCampbell neighborhood in Pico Rivera and central Anaheim.

Table 6-30 Post-Mitigation Operational Noise Impacts

Location	Community/ Neighborhood	Severe Noise Impacts	Census BGs Affected	Minority?	Low-Income?
Rio Hondo Channel to Rosemead Blvd	McCampbell neighborhood in Pico Rivera	3	60375025002	Yes	No
E Wilhelmina St to E Sycamore St	Central Anaheim	2	60590865022	Yes	Yes
E Sycamore St to Lincoln Ave	Central Anaheim	3	60590873011	Yes	Yes
			60590873012	Yes	Yes
Lincoln Ave to E Santa Ana St	Central Anaheim	18	60590873021	Yes	Yes
			60590873023	Yes	Yes
Total	**N/A**	**26**	**N/A**	**100%**	**94.9%**

BG = block group; N/A = not applicable

CA-IAMF#1, Authority Community Ombudsman and Authority-Designated Contractor's Community Liaison, will further reduce train-operation impacts on communities by creating the Authority's community ombudsman and contractor's community liaison positions. Those positions' responsibilities and duties will require consultation with communities on the Operations Noise and Vibration Technical Memorandum (**NV-IAMF#1**). Usually, communities do not have direct input into these types of plans. Giving communities the opportunity to provide direct feedback on noise barriers, building sound insulation, and noise easements could reduce the impacts on communities. Although these measures could reduce noise impacts on residents in the RSA, adverse effects on low-income and minority communities would remain. Therefore, operational noise from Shared Passenger Track Alternative A would have a DHAE on minority communities in the McCampbell neighborhood in Pico Rivera, and minority and low-income populations in central Anaheim.

Operational Vibration Impacts

Operational vibration would result in a permanent impact for 517 residences in the project section. These impacts would be caused by the proximity of the receivers to the proposed track and the speed of the train. As presented in Table 6-31, the majority of these impacts would occur in minority and low-income BGs; therefore, before mitigation, these impacts could result in a DHAE.

Table 6-31 Premitigation Operational Vibration Impacts

Location	Community/ Neighborhood	Vibration Impacts	Census BGs Affected	Minority?	Low-Income?
Rio Hondo Channel to Rosemead Blvd	McCampbell neighborhood in Pico Rivera	28	60375025002	Yes	No
Brea Creek to Dale St	Northeast Buena Park	14	60591106072	Yes	Yes
			60591106073	Yes	Yes
E Orangethorpe Ave to E La Palma Ave	Central Anaheim	13	60590865021	Yes	Yes
			60590116021	Yes	Yes
			60590116022	Yes	Yes
E La Palma Ave to E Wilhelmina St	Central Anaheim	72	60590865023	Yes	Yes
			60590865024	Yes	Yes
E Wilhelmina St to Lincoln Ave	Central Anaheim	50	60590865012	Yes	Yes
			60590873013	Yes	Yes
Lincoln Ave to E Santa Ana St	Central Anaheim	57	60590873021	Yes	Yes
			60590873023	Yes	Yes
E Santa Ana St to Vermont Ave	Central Anaheim	283	60590863011	Yes	Yes
			60590863012	Yes	Yes
			60590874011	Yes	Yes
			60590874041	Yes	Yes
Total	**N/A**	**517**	**N/A**	**100%**	**94.5%**

BG = block group; N/A = not applicable

To reduce impacts on sensitive receivers from operational vibration, the Authority will implement **N&V-MM#4, Implement Operational Vibration Mitigation Measures**, which includes vehicle

suspension enhancements, special track support systems, building modifications, and other measures. In particular, special track support systems such as resiliently supported ties, ballast mats, high-resilience fasteners, and floating track slabs are standard techniques used in the railroad industry to reduce vibration effects and have been used successfully in many railroad and transit system projects worldwide. These measures provide a range of vibration reductions that will be evaluated during project design as needed to comply with the FRA criteria.

CA-IAMF#1 will further reduce train-operation impacts on communities by creating the Authority's community ombudsperson and contractor's community liaison positions. Those positions' responsibilities and duties require consultation with communities on the Operations Noise and Vibration Technical Memorandum (**NV-IAMF#1**). Usually, communities do not have direct input into these types of plans. As discussed above, giving communities the opportunity to provide direct feedback on noise barriers, building sound insulation, and noise easements could reduce the impacts on communities. Although these measures could reduce vibration impacts on residents in the RSA, adverse effects on communities would remain. Therefore, operational vibration from Shared Passenger Track Alternative A would have a DHAE on minority communities in the McCampbell neighborhood in Pico Rivera and minority and low-income populations in northeast Buena Park and central Anaheim.

Shared Passenger Track Alternative B

Construction

With the LMF at 15th Street in the Redondo Junction neighborhood of Los Angeles, which is not in minority or low-income BGs, temporary exposure of sensitive receptors to noise impacts during construction would be the same as described for Shared Passenger Track Alternative A. Therefore, construction would not result in additional or different impacts and impacts on communities would be the same as those of Shared Passenger Track Alternative A. Incorporation of **NV-IAMF#1** and implementation of **N&V-MM#1** and **N&V-MM#2** will reduce construction-related impacts from noise and vibration to less-than-adverse levels. As a result, there would not be a DHAE from noise and vibration.

Operation

With the LMF at 15th Street in the Redondo Junction neighborhood of Los Angeles, which is not in minority or low-income BGs, operational noise and vibration would be the same as that of Shared Passenger Track Alternative A. The alternatives differ only in the LMF site and, because there are no noise- or vibration-sensitive land uses within 1,000 feet of either LMF site, the effects are expected to be the same for both alternatives. Therefore, because adverse effects on low-income and minority communities would remain after implementation of **N&V-MM#3** and **N&V-MM#4**, there would be a DHAE related to noise and vibration during operation in the McCampbell neighborhood in Pico Rivera, northeast Buena Park, and central Anaheim.

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

Construction

During construction of the Norwalk/Santa Fe Springs HSR Station Option, which is within the minority community of east Norwalk/southwest Santa Fe Springs, temporary exposure to noise and vibration impacts would be the same as described for the Shared Passenger Track Alternatives in the station area. Temporary exposure to noise impacts during construction would be limited to sensitive receptors within 295 feet of the station site for daytime construction activity and within 934 feet for nighttime construction activity, which is the same as for the area that would be modified under the Shared Passenger Track Alternatives. Therefore, construction would not result in additional or different impacts and impacts on communities would be the same as those of the Shared Passenger Track Alternatives. Incorporation of **NV-IAMF#1** and implementation of **N&V-MM#1** and **N&V-MM#2** will reduce construction-related impacts from noise and vibration and address the concerns raised by communities during the inclusive public engagement process about noise and vibration effects. As a result, there would not be a DHAE from noise and vibration.

Operation

With inclusion of the Norwalk/Santa Fe Springs HSR Station Option, which is within the minority community of east Norwalk/southwest Santa Fe Springs, impacts would be similar to those of the Shared Passenger Track Alternatives in the station area. With the HSR station option, there would be lower train speeds and lower noise levels in the vicinity of the station. Operational noise levels are not predicted to exceed noise impact criteria and there would be no additional affected receivers. Operational activities would not result in permanent exposure of sensitive receivers and buildings to vibration generated during project operation, and permanent vibration impacts at sensitive buildings during operation would be the same as those described for the Shared Passenger Track Alternatives. Therefore, because adverse effects would not remain in the vicinity of the Norwalk/Santa Fe Springs HSR Station Option after implementation of **N&V-MM#3** and **N&V-MM#4**, there would not be a DHAE related to noise and vibration in the station area.

High-Speed Rail Station Option: Fullerton

Construction

During construction of the Fullerton HSR Station Option, which is partially within minority and low-income BGs in downtown Fullerton, temporary exposure to noise and vibration impacts would be the same as described for the Shared Passenger Track Alternatives in the station area. Temporary exposure to noise impacts during construction would be limited to sensitive receptors within 321 feet of the station site for daytime construction activity and within 1,014 feet for nighttime construction activity, which is the same as for the area that would be modified under the Shared Passenger Track Alternatives. Therefore, construction would not result in additional or different impacts and impacts on communities would be the same as those of the Shared Passenger Track Alternatives. Incorporation of **NV-IAMF#1** and implementation of **N&V-MM#1** and **N&V-MM#2** will reduce construction-related impacts from noise and vibration. As a result, there would not be a DHAE from noise and vibration.

Operation

With inclusion of the Fullerton HSR Station Option, which is partially within minority and low-income BGs in downtown Fullerton, impacts would be similar to those of the Shared Passenger Track Alternatives in the station area. With the HSR station option, there would be lower train speeds and lower noise levels in the vicinity of the station. Operational noise levels are not predicted to exceed noise impact criteria and there would be no additional affected receivers. Operational activities would not result in permanent exposure of sensitive receivers and buildings to vibration generated during project operation, and permanent vibration impacts at sensitive buildings during operation would be the same as those described for the Shared Passenger Track Alternatives. Therefore, because adverse effects would not remain in the vicinity of the Fullerton HSR Station Option after implementation of **N&V-MM#3** and **N&V-MM#4**, there would not be a DHAE related to noise and vibration in the station area.

6.5.1.4 Hazardous Materials and Wastes

Shared Passenger Track Alternative A

Construction

Shared Passenger Track Alternative A would have an adverse impact related to construction near sites of potential environmental concern or Cortese List sites, and handling of hazardous materials, substances, or waste within 0.25 mile of a school. These impacts may be changed to not adverse based on new information or comments received during the public comment period.

Construction Near Sites of Potential Environmental Concern or Cortese List Sites

The project involves construction near potential environmental concern sites, including potential impacts associated with two Superfund sites.

The Exide property is a Superfund site at 2700 S Indiana Street in the Hobart neighborhood of Vernon in BG 60379800161, a minority community. Groundwater beneath the site is contaminated with trichloroethylene at concentrations exceeding USEPA's Safe Drinking Water

Act Maximum Contaminant Level. Moreover, lead contamination in soils has been found in on-site acid pits as well as in the residential neighborhoods around the 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 Placentia, and has affected the Orange County Groundwater Basin. 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).

Table 6-35 displays the BGs and neighborhoods where the Superfund sites are located. The BGs where the Superfund sites are located are primarily minority communities. Therefore, there is a potential DHAE before mitigation on minority communities in the Hobart and southeast/downtown Fullerton neighborhoods.

Table 6-32 Superfund Sites within the Hazardous Materials and Wastes Resource Study Area

Site Name	Community/ Neighborhood	Block Group	Minority?	Low-Income?
Exide Site	Hobart	60379800161	Y	N
Orange County North Basin Site	Southeast/Downtown Fullerton	60590112001	N	Y
		60590116022	Y	N
Total			**66.6% Minority**	**33.3% Low-Income**

N = no; Y = yes

It may be feasible to avoid disturbing contaminants during construction on most off-site potential environmental concern sites by complying with stipulations in the construction management plan being prepared as part of **HMW-IAMF#4, Known, Suspected, and Unanticipated Environmental Contamination**; and **GEO-IAMF#3, Gas Monitoring**, which would incorporate information (including the review of existing documents for known contamination, extent of contamination, contaminants, and land use restrictions requirements) regarding known and suspected contamination and includes requirements for protection of human health and the environment to be implemented on sites that may be contaminated. Through incorporation of **HMW-IAMF#1, Property Acquisition Phase I and Phase II Environmental Site Assessments, Additional Preconstruction Investigations, and Associated Actions to Control Site Contamination**, contaminants of concern will be identified during the right-of-way acquisition phase. The Authority may also use barriers that are included in the project design, in conjunction with site investigation and remediation, to limit the potential exposure to subsurface contaminants (**HMW-IAMF#3, Work and Vapor Barriers**). In addition, potential accidental releases during transport of contaminated soils or groundwater and potential releases of contaminated media during the remediation of an affected site (as a result of operational failure of treatment systems) will be temporary and minimized through incorporation of procedures established in the spill prevention, control, and countermeasures plan included in the project design through **HMW-IAMF#6, Spill Prevention**, and environmental management system (**HMW-IAMF#9, Environmental Management System**).

Even with the IAMFs above, risks associated with construction near the Superfund sites represent an adverse impact on minority communities in the Hobart and south-central Fullerton neighborhoods. Because completion of remediation activities at each site is currently unknown, significant exposure to contaminants associated with these sites could occur during construction of Shared Passenger Track Alternative A. The two Superfund sites are being monitored and remediated under the purview of the Department of Toxic Substances Control and Regional Water Quality Control Board and, therefore, construction activities in areas affected by these sites

would also require coordination with the applicable oversight agency. With implementation of **HMW-MM#2, Remediation of Areas Associated with Superfund Sites or Other Contaminated Properties Prior to Construction**, ongoing USEPA remedial actions at a proposed or listed Superfund site would occur, and remediation may also need to be funded by the Authority to be accomplished in accordance with the requirements of the appropriate oversight agency. This measure would be implemented for all communities equally and would reduce but not eliminate adverse effects. Therefore, after implementation of **HMW-MM#2**, there would still be a DHAE on minority communities in the Hobart and southeast/Downtown Fullerton neighborhoods. This DHAE may be reconsidered based on new information or comments received during the public comment period.

Handling of Hazardous Materials, Substances, or Waste within 0.25 Mile of a School

Hazardous materials used during construction and stored within the limits of construction or staging areas would be within 0.25 mile of educational facilities, which are considered to be sensitive receptors. Hazardous materials would be transported along construction haul routes that may fall within 0.25 mile of a school. The transport, storage, and use of extremely hazardous substances or mixtures containing hazardous substances during construction in proximity to schools would pose a health or safety hazard to students or employees in the event of an inadvertent release or spill of hazardous materials.

Exposure to hazardous materials was not raised as a concern during outreach to communities. However, as presented in Table 6-33, there are 40 schools within 0.25 mile of the project footprint; because the majority of these schools are in low-income and minority communities, there is a potential DHAE on low-income and minority communities in the Chinatown neighborhood of Los Angeles, downtown Los Angeles, Hobart/west Commerce, the Downey neighborhood in Pico Rivera, south Pico Rivera, the southwest neighborhood of West Whittier–Los Nietos CDP, the Los Nietos neighborhood of Whittier, southeast Santa Fe Springs, east Norwalk, southwest La Mirada, northeast and north Buena Park, south Fullerton, downtown Fullerton, and north-central and central Anaheim.

Table 6-33 Schools within 0.25 Mile of the Project Footprint

School Name	Address	Community/ Neighborhood	Block Group	Minority?	Low-Income?
FIRST 5 LA	750 N Alameda St	Chinatown in Los Angeles	60372060201	Y	N
Union Station Gateway Child Development	1 Gateway Plaza Dr	Chinatown in Los Angeles	60372060201	Y	N
Harry Pregerson Child Care Center	255 E Temple Street	Downtown Los Angeles	60372074001	Y	Y
Proyecto Pastoral at Dolores Mission [Women's Cooperative Child Care Center]	135 N Mission Road	Downtown Los Angeles	60372060541	Y	Y
Nishi Hongwanji Child Development Center – Day Care Center	815 E 1st St	Downtown Los Angeles	60372060521	N	N
Felicitas and Gonzalo Mendez High	1200 Plaza Del Sol E	Downtown Los Angeles	60372060541	Y	Y
Childtime of Commerce	4820 S Eastern Ave #F	Hobart/west Commerce	60375323042	Y	Y

School Name	Address	Community/ Neighborhood	Block Group	Minority?	Low-Income?
Maof Child Care Center	9125 Burke St	Downey in Pico Rivera	60375026021	Y	Y
Plaza de la Raza / Maizeland Elementary	7601 Cord Ave	South Pico Rivera	60375024021	Y	Y
St. Mariana de Paredes School	7911 Buhman Ave	South Pico Rivera	60375026031	Y	N
Pioneer High School	10800 Benavon St	Southwest West Whittier–Los Nietos CDP	60375023032	Y	Y
Los Nietos Middle School	11425 E Rivera Rd	Los Nietos in Whittier	60375023034	Y	Y
Rio Hondo College Fire Academy	11400 Greenstone Ave	Southeast Santa Fe Springs	60375042002	Y	N
John H. Glenn High School	13520 Shoemaker Ave	East Norwalk	60375523021	Y	Y
Eagle's Nest Preschool and Infant Center	14340 Valley View Ave	Southwest La Mirada	60375039022	Y	N
YMCA of Greater Whittier - La Mirada Youth Services Center	14540 San Cristobal Dr	Southwest La Mirada	60375039022	Y	N
Escalona Elementary	15135 Escalona Rd	South La Mirada	60375039021	N	N
Froebel Daycare	15932 Dalmatian Ave	Southwest La Mirada	60375039012	Y	Y
La Mirada Adult Center (Cerritos College La Mirada Campus)	15920 Barbata Rd	Southwest La Mirada	60375039012	Y	Y
LiMai Montessori Academy	5309 Beach Blvd	Northeast Buena Park	60591106071	N	N
Jesus' Hands	5621 Beach Blvd	North Buena Park	60591106061	Y	Y
Dream-I Education Center	5832 Fullerton Ave	North Buena Park	60591106061	Y	Y
Evergreen Preschool	5882 Beach Blvd	Northeast Buena Park	60591106072	Y	Y
Sunny Hills Preschool	8252 Artesia Blvd	North Buena Park	60591106031	Y	Y
Fullerton Children's Academy	3516 W Commonwealth Ave	South Fullerton	60590018021	Y	N
Bumblebee Christian Learning Center	2353 Williamson Ave	Southwest Fullerton	60590018021	Y	Y

School Name	Address	Community/ Neighborhood	Block Group	Minority?	Low-Income?
Arborland Montessori	1700 W Valencia Dr	South-central Fullerton	60590019021	Y	Y
Wilshire Avenue Preschool	212 E Wilshire Blvd	South-central Fullerton	60590113001	Y	Y
Color Our World Daycare	1613 W Valencia Dr	South-central Fullerton	60590019021	Y	Y
Pacific Drive Elementary School	1501 W Valencia Dr	South-central Fullerton	60590019021	Y	Y
Fullerton First United Methodist Preschool	114 N Pomona Ave	Downtown Fullerton	60590113001	Y	Y
Maple Elementary School	244 E Valencia Dr	South-central Fullerton	60590116023	Y	Y
Richman Elementary School	700 S Richman Ave	South-central Fullerton	60590116016	Y	Y
Anaheim Montessori Academy	744 N East St	North-central Anaheim	60590864051	Y	N
Zion Lutheran Early Childhood Education Center (ECEC)	222 N East Street	North-central Anaheim	60590864054	Y	Y
Zion Lutheran School	1244 E Cypress St	North-central Anaheim	60590864054	Y	Y
Jefferson (Thomas) Elementary	504 E South St	Central Anaheim	60590874041	Y	Y
Olive Street Elementary	890 S Olive St	Central Anaheim	60590874041	Y	Y
Little Blessings Preschool Academy	1026 S East Street	Central Anaheim	60590863037	Y	Y
QPE Technical Institute	1557 N Gemini Pl	Central Anaheim	60590116021	Y	Y
Total	**N/A**	**N/A**	**N/A**	**92.5% Minority**	**72.5% Low-Income**

N = no; N/A = not applicable; Y = yes

IAMFs incorporated as part of Shared Passenger Track Alternative A include preparation and implementation of plans for construction management, demolition, spill prevention, hazardous materials, undocumented contamination, and hazardous materials transportation (**HMW-IAMF#5, Demolition Plans**; **HMW-IAMF#6**; **HMW-IAMF#7, Storage and Transport of Materials**; and **HMW-IAMF#8, Permit Conditions**). Because Shared Passenger Track Alternative A would not completely avoid the potential for emissions or the handling and inadvertent release of hazardous substances near educational facilities with these IAMFs, there would be a DHAE on minority and low-income populations in the Chinatown neighborhood of Los Angeles, downtown Los Angeles, Hobart/west Commerce, the Downey neighborhood in Pico Rivera, south Pico Rivera, the southwest neighborhood of West Whittier–Los Nietos CDP, the Los Nietos neighborhood of

Whittier, southeast Santa Fe Springs, east Norwalk, southwest La Mirada, northeast and north Buena Park, south Fullerton, downtown Fullerton, and north-central and central Anaheim.

However, **HMW-MM#1, Limit Use of Extremely Hazardous Materials Near Schools During Construction**, 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#1** would be applied equally to all block groups listed in Table 6-33. With implementation of **HMW-MM#1**, 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**, there would not be a DHAE on minority and low-income populations related to exposure of hazardous materials during construction.

Operation

Project operation would have no adverse effects related to hazardous materials. Therefore, there would not be a DHAE.

Shared Passenger Track Alternative B

Construction

Construction Near Sites of Potential Environmental Concern or Cortese List Sites

Impacts for Shared Passenger Track Alternative B would be the same as those described for Shared Passenger Track Alternative A, with the exception that Shared Passenger Track Alternative B would build the LMF at 15th Street. The 15th Street LMF is in the Redondo Junction neighborhood of Los Angeles, which is not in a minority or low-income community. Construction would involve haul routes north on S Santa Fe Avenue to Interstate 10. Construction of the 15th Street LMF would not disturb known contamination at additional sites.

Although the 26th Street LMF would not be included, construction associated with Hobart Yard modifications would still occur near the Exide property, which overlaps the project alignment and, therefore, could be exposed to a substantial volume of contaminants. Therefore, impacts on communities from Shared Passenger Track B would be the same as those of Shared Passenger Track Alternative A and there would be a potential DHAE before mitigation on minority and non-low-income communities in the Hobart and south-central Fullerton neighborhoods.

Shared Passenger Track Alternative B would implement the same mitigation measure used for Shared Passenger Track Alternative A (**HMW-MM#2**). With implementation of **HMW-MM#2**, ongoing USEPA remedial actions at a proposed or listed Superfund site would occur, and remediation may also need to be funded by the Authority to be accomplished in accordance with the requirements of the appropriate oversight agency. This measure would be implemented for all BGs equally and would reduce but not eliminate effects. Therefore, after implementation of **HMW-MM#2**, there would still be a DHAE on communities related to exposure of hazardous materials during construction. This DHAE may be reconsidered based on new information or comments received during the public comment period.

Handling of Hazardous Materials, Substances, or Waste within 0.25 Mile of a School

Impacts for Shared Passenger Track Alternative B would be the same as 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. Therefore, impacts on communities would be the same as 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**, and **HMW-MM#1**), which will minimize impacts to less-than-adverse levels. Therefore, after implementation of **HMW-MM#1**, there would not be a DHAE on communities related to exposure of hazardous materials during construction.

Operation

Project operation would have no adverse effects related to hazardous materials. Therefore, there would not be a DHAE.

High-Speed Rail Station Options

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

Construction

Construction Near Sites of Potential Environmental Concern or Cortese List Sites

With inclusion of the Norwalk/Santa Fe Springs HSR Station Option, which is in the minority community of east Norwalk/southwest Santa Fe Springs, impacts on communities would be the same as those of the Shared Passenger Track Alternatives in the station area. Therefore, the HSR station option will incorporate the same IAMFs used for Shared Passenger Track Alternative A (**HMW-IAMF#1**, **HMW-IAMF#3**, **HMW-IAMF#4**, **HMW-IAMF#6**, **HMW-IAMF#9**, and **GEO-IAMF#3**), which will minimize impacts. With the IAMFs, there would not be a DHAE related to exposure of hazardous materials during construction.

Handling of Hazardous Materials, Substances, or Waste within 0.25 Mile of a School

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**, and **HMW-MM#1**), 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.

Operation

Station operation would have no adverse effects related to hazardous materials. Therefore, there would not be a DHAE.

High-Speed Rail Station Option: Fullerton

Construction

Construction Near Sites of Potential Environmental Concern or Cortese List Sites

With inclusion of the Fullerton HSR Station Option, which is partially in minority and low-income BGs in downtown Fullerton, impacts on communities would be greater than those of the Shared Passenger Track Alternatives in the station area. The construction area for the HSR platform, facilities, and parking would be within a larger area and would include more extensive excavations than what would be modified under the Shared Passenger Track Alternatives. Although there are two additional potential environmental concern sites within the Fullerton HSR Station Option footprint compared to the area that would be modified under the Shared Passenger Track Alternatives, these two additional potential environmental concern sites are not on the Cortese List. However, construction and the more extensive excavation required for the Fullerton Station Option within the Orange County North Basin Superfund project area would potentially cause a significant hazard to the public or environment from release of hazardous materials. Therefore, the HSR station option will incorporate the same IAMFs and mitigation measures used for Shared Passenger Track Alternative A (**HMW-IAMF#1**, **HMW-IAMF#3**, **HMW-IAMF#4**, **HMW-IAMF#6**, **HMW-IAMF#9**, **GEO-IAMF#3**, and **HMW-MM#2**), which will

minimize but not eliminate impacts. Therefore, there would still be a DHAE related to exposure of hazardous materials during construction.

Handling of Hazardous Materials, Substances, or Waste within 0.25 Mile of a School

Impacts for the Fullerton HSR Station Option, which is partially in minority and low-income BGs in downtown Fullerton, would be the same as those described for the Shared Passenger Track Alternatives in the station area. 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**, and **HMW-MM#1**), 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.

Operation

Station operation would have no adverse effects related to hazardous materials. Therefore, there would not be a DHAE.

6.5.1.5 Safety and Security

Shared Passenger Track Alternative A

Construction

Shared Passenger Track Alternative A would result in an adverse effect from temporary exposure to construction site hazards. Construction would increase the potential for exposure of construction workers to construction equipment and activity hazards that could result in workplace accidents, potentially resulting in accidental injuries to and deaths of construction workers and also potentially the public in the event a workplace accident such as a fire or explosion results in off-site consequences. Construction activities could also result in exposure of construction workers to hazardous chemicals, fall hazards, and electrical hazards. Construction could potentially release hazardous materials and wastes on or near potential environmental concern sites. Shared Passenger Track Alternative A will incorporate **HMW-IAMF#1, HMW-IAMF#3, HMW-IAMF#4, HMW-IAMF#6, HMW-IAMF#9,** and **GEO-IAMF#3** during construction, which will minimize impacts related to releases of hazardous materials and wastes on or near sites of potential environmental concern.

However, because of the extensive nature of potential impacts associated with the two Superfund sites (Orange County North Basin site and the Exide site in Vernon) and because completion of remediation activities at each site is currently unknown, construction workers could be exposed to significant exposure to contaminants associated with these sites. The two Superfund sites are being monitored and remediated under the purview of USEPA, California Department of Toxic Substances Control, and the Regional Water Quality Control Board and, therefore, construction activities in areas affected by these sites would also require coordination with the applicable oversight agency. With implementation of **HMW-MM#2**, ongoing USEPA remedial actions at a proposed or listed Superfund site will occur, and additional coordination by the Authority with the responsible parties and applicable oversight agencies (with the purpose of obtaining all necessary approvals) may be required. Potential controls intended for the protection of human health and the environment and compliance with applicable cleanup requirements would be implemented as necessary. With **HMW-MM#2**, effects on construction workers will be reduced but not eliminated. However, because the demographics of the future workforce are unknown and workers may not be residents of the communities in the safety and security RSA, this adverse effect does not represent a DHAE.

Operation

Operation could result in delays to emergency response times. The project would retain eight existing at-grade crossings in Anaheim, leading to increased gate-down events, up to four per

hour, because of added HSR train frequency. Although no new at-grade crossings would be introduced, the increased frequency of gate-down events could delay emergency response vehicles either by requiring them to wait at closed gates or detour to alternate routes. These at-grade crossings are in central Anaheim and are all in minority and low-income BGs (Table 6-34); therefore, before mitigation, these impacts could result in a DHAE.

Table 6-34 Existing At-Grade Crossings

Grade Separation	Community/ Neighborhood	Census BGs Affected	Minority?	Low-Income?
Orangethorpe Avenue	Central Anaheim	60590865021	Yes	Yes
La Palma Avenue	Central Anaheim	60590865021	Yes	Yes
Sycamore Street	Central Anaheim	60590865022	Yes	Yes
Broadway Avenue	Central Anaheim	60590873023	Yes	Yes
Santa Ana Street	Central Anaheim	60590863011	Yes	Yes
South Street	Central Anaheim	60590874041	Yes	Yes
Vermont Avenue	Central Anaheim	60590863011	Yes	Yes
Ball Road	Central Anaheim	60590863035	Yes	Yes
Total	**N/A**	**N/A**	**100%**	**100%**

N/A = not applicable

Incorporation of **TR-IAMF#13** would ensure that future passenger rail schedules are coordinated so that there would not be traffic queues from combined passenger rail gate-down sequences, which could affect emergency response. **SS-MM#1, Implement Emergency Response Time Mitigation Strategies**, requires the Authority to coordinate with the City of Anaheim on monitoring of the at-grade crossings and developing an emergency vehicle priority treatment plan to address impacts resulting from HSR operations. With implementation of **SS-MM#1**, all operational effects would be reduced to have no adverse effects related to emergency response. Therefore, with **SS-MM#1**, there would not be a DHAE related to safety and security during operations.

Shared Passenger Track Alternative B

Construction

The 15th Street LMF is in the Redondo Junction neighborhood of Los Angeles, which is not in a minority or low-income community. With the LMF at 15th Street, temporary exposure of workers to construction site hazards during construction would be similar to that described for Shared Passenger Track Alternative A with the exception of potential exposure to construction site hazards associated with the Exide site. The alternatives primarily differ in the location of the LMF; the 26th Street LMF (that traverses the entire Exide site) would not be included under Shared Passenger Track Alternative B and therefore potential exposure to construction site hazards associated with the Exide Technologies Plant site would be reduced for Shared Passenger Track Alternative B. Otherwise, impacts in terms of exposure to temporary construction hazards during project construction are expected to be similar for both alternatives.

The same IAMFs listed for Shared Passenger Track Alternative A (**SS-IAMF#2, Safety and Security Management Plan**; **SS-IAMF#5, Aviation Safety**; **HMW-IAMF#1**; **HMW-IAMF#3**; **HMW-IAMF#4**; **HMW-IAMF#6**; **HMW-IAMF#9**; and **GEO-IAMF#3**) apply to Shared Passenger Track Alternative B. The same mitigation measure listed for Shared Passenger Track Alternative A (**HMW-MM#2**) applies to Shared Passenger Track Alternative B. With **HMW-MM#2**, effects will be reduced but not eliminated. However, because the demographics of the future workforce are

unknown and workers may not be residents of the communities in the safety and security RSA, this adverse effect does not represent a DHAE.

Operation

Impacts would be the same as described for Shared Passenger Track Alternative A, because the location of the LMF would not affect emergency response times at the eight at-grade crossings in Anaheim. Therefore, there would not be a DHAE.

High-Speed Rail Station Options

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

Construction

With inclusion of the Norwalk/Santa Fe Springs HSR Station Option, which is in the minority community of east Norwalk/southwest Santa Fe Springs, exposure to temporary construction site hazards would be the same as that described for the Shared Passenger Track Alternatives within the station area. The same IAMFs listed for Shared Passenger Track Alternative A (**SS-IAMF#2, SS-IAMF#5, HMW-IAMF#1, HMW-IAMF#3, HMW-IAMF#4, HMW-IAMF#6, HMW-IAMF#9**, and **GEO-IAMF#3**) apply to the Norwalk/Santa Fe Springs HSR Station Option. Because the demographics of the future workforce are unknown and workers may not be residents of the communities in the safety and security RSA, this effect does not represent a DHAE.

Operation

With inclusion of the Norwalk/Santa Fe Springs HSR Station Option, impacts related to permanent interference with emergency response times would be the same as those described for the Shared Passenger Track Alternatives. Operation of the HSR station elements would not include activities that would interfere with emergency response times in the vicinity of the station area. Therefore, there would not be a DHAE.

High-Speed Rail Station Option: Fullerton

Construction

With inclusion of the Fullerton HSR Station Option, which is partially in minority and low-income BGs in downtown Fullerton, impacts would be the same as those described for the Shared Passenger Track Alternatives. The same IAMFs listed for Shared Passenger Track Alternative A (**SS-IAMF#2**, **SS-IAMF#5**, **HMW-IAMF#1**, **HMW-IAMF#3**, **HMW-IAMF#4**, **HMW-IAMF#6**, **HMW-IAMF#9**, and **GEO-IAMF#3**) apply to the Fullerton HSR Station Option. Because the demographics of the future workforce are unknown and workers may not be residents of the communities in the safety and security RSA, this effect does not represent a DHAE.

Operation

With inclusion of the Fullerton HSR Station Option, impacts related to permanent interference with emergency response times would be greater than those described for the Shared Passenger Track Alternatives. Because HSR trains would stop in Fullerton, and the analysis conservatively assumed the train would be traveling at slower speeds through the at-grade crossings, the gate-down times would be higher than for the Shared Passenger Track Alternatives. **TR-IAMF#13** and **SS-MM#1** will ensure that effects from permanent interference with emergency response times are not adverse. Therefore, there would not be a DHAE.

6.5.1.6 Socioeconomics and Communities

Shared Passenger Track Alternative A

Construction

Project construction would cause disruption to communities near construction activities and staging areas during construction. Impacts on minority and low-income communities from the disruption or division of existing communities related to displacements, noise and vibration, visual quality, traffic and pedestrian safety, and community access and cohesion are discussed below.

Residential and Business Displacements

As much as possible, construction activity would be limited to the proposed project right-of-way. Business and resident displacements were also raised as a community concern during inclusive public engagement in Commerce. This discussion focuses on how residential and business displacements can affect community cohesion.

Construction of Shared Passenger Track Alternative A would require the acquisition of right-of-way, which would result in the displacement of residents and businesses that might disrupt existing communities. There would be no displacement of community facilities. As presented in Table 6-35, residential and business displacements would take place primarily in minority communities.

Table 6-35 Shared Passenger Track Alternative A Displacements within the Community Analysis Resource Study Area

Residential and Business Displacements	Number of Displacements (Percentage of Total Displacements)
Total number of residential displacements in RSA	3
Residential displacements in minority BG	3 (100%)
Residential displacements in low-income BG	3 (100%)
Residential displacements in nonminority or non-low-income BG	0 (0%)
Total number of business displacements in RSA	256
Business displacements in minority BG	203 (79.3%)
Business displacements in low-income BG	51 (19.9 %)
Business displacements in nonminority and non-low-income BG	42 (16.4%)

Sources: U.S. Census Bureau 2021; Authority 2025c
RSA = resource study area

Residential displacements, which would only occur in areas with low-income and minority communities, cannot be avoided. Three residential units with an estimated 12 residents would be displaced in the southwest neighborhood of West Whittier–Los Nietos CDP. All displacements would occur in BG 60375023032, which is a minority and low-income BG. Pioneer Boulevard and the existing rail corridor already divides the existing residential neighborhoods. Because project construction would be limited to widening this existing barrier, residential displacements would not result in an adverse impact related to the division of existing communities.

Property acquisitions and protection of residential property were brought up as concerns during outreach in Whittier. A surplus of suitable replacement residential sites exists, and all displaced residents would be accommodated. Additionally, IAMFs included in the project design will provide individualized relocation assistance to displaced residents and businesses (**SOCIO-IAMF#2** and **SOCIO-IAMF#3**). Compliance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act (**SOCIO-IAMF#2**) would address effects related to property acquisitions by providing relocation assistance to all residents displaced by the project. In addition, **SO-MM#1** would reduce impacts on community cohesion from residential displacements by making efforts to locate suitable replacement properties for displaced residents and taking measures to purchase vacant land or buildings in the area for those who wish to remain in the immediate vicinity.

Shared Passenger Track Alternative A would displace 256 commercial and industrial businesses and 2,948 employees in the RSA. Businesses include automotive, wholesale suppliers, restaurants, gas stations, distribution companies, and more. A complete list of commercial and industrial displacements is provided in Appendix C of the *Los Angeles to Anaheim Project Section Draft Relocation Impact Report* (Authority 2025b). A breakdown of displacements by census BG

is presented in Table 6-36. As presented in Table 6-36, the percentage of displacements in minority BGs exceeds Los Angeles County's minority population (74.4 percent), and the percentage of displacements in low-income BGs exceeds Orange County's low-income population (23.3 percent). Therefore, business displacements represent a potential DHAE on minority communities in Los Angeles County and low-income communities in Orange County.

Table 6-36 Business Displacements within the Community Analysis Resource Study Area

City	Neighborhood	BG	Number of Business Displacements	Minority BG?	Low-Income BG?
Los Angeles County					
Vernon	Hobart	60379800161	37	Yes	No
Commerce	Hobart/West Commerce	60375323022	111	Yes	No
Commerce	Hobart/West Commerce	60375323042	5	Yes	Yes
Pico Rivera	Downey	60375026021	1	Yes	Yes
Santa Fe Springs	Southeast Santa Fe Springs	60375042002	4	Yes	No
Santa Fe Springs	Southeast Santa Fe Springs	60379800341	6	Yes	No
Santa Fe Springs	Northern Santa Fe Springs	60375027004	7	Yes	No
La Mirada	Southwest La Mirada	60375039012	5	No	No
Total	**N/A**	**N/A**	**176**	**97.2%**	**3.4%**
Orange County					
Buena Park	Cerritos/La Palma	60375039024	1	No	No
Buena Park	Northeast Buena Park	60591106071	12	No	Yes
Fullerton	Almond	60590018011	1	Yes	Yes
Fullerton	Downtown Fullerton	60590112004	2	No	No
Fullerton	Downtown Fullerton	60590110001	20	Yes	Yes
Anaheim	Platinum Triangle	60590863034	1	No	No
Anaheim	Southeast Anaheim	60590863035	10	Yes	Yes
Anaheim	Platinum Triangle	60590863036	33	No	No
Total	**N/A**	**N/A**	**80**	**38.8%**	**53.8%**

Sources: U.S. Census Bureau 2021; Authority 2025c
BG = block group; N/A = not applicable

A comparative analysis between the inventory of available commercial and industrial units and number of displaced businesses finds there are sufficient replacement units to accommodate the displaced properties in each of the respective cities, except for Vernon and Commerce. Vernon has a deficit of 16 commercial units, and Commerce has a deficit of 43 commercial units. During the engagement process, property acquisition and business displacements were expressed as key concerns of many community members in Commerce. Shared Passenger Track Alternative A includes community analysis–specific measures that include development and implementation of a relocation mitigation plan with a subsection dedicated to addressing adverse effects on businesses in the communities (**CA-IAMF#4, Business Relocation/Displacement Assistance**). As part of this IAMF, the Authority will hold community roundtable meetings to seek and consider input from affected communities prior to finalizing the Authority's Relocation Mitigation Plan. In

addition, **CA-IAMF#2, Business Spotlighting**, will provide assistance to businesses within adversely affected communities to maintain visibility during construction, such as providing signage and targeted advertising and marketing campaigns, incentives for construction worker patronage (as applicable), or Authority-sponsored community events.

With incorporation of **SOCIO-IAMF#2**, **SOCIO-IAMF#3**, and **CA-IAMF#4** and implementation of **SO-MM#1**, it is expected that displaced residents and businesses would relocate within relatively close proximity (e.g., in the same or adjacent community or city) to their current locations. After incorporation of these measures, communities with a surplus of suitable replacement sites would not experience a DHAE. However, because there is a deficit of suitable replacement sites to accommodate the 153 business displacements in Commerce and Vernon, businesses may be unable to relocate in the same community. Therefore, adverse impacts would remain in these communities from these displacements. Of these 153 displacements, 100 percent are in minority communities and 3.3 percent are in low-income communities; therefore, adverse effects would disproportionately affect minority communities. No additional practicable mitigation measures are available or known at this time to further reduce this impact. Because there is a deficit of suitable replacement sites and adverse effects would remain, there would be a DHAE on minority communities from business displacements in the Hobart neighborhood in Vernon and west Commerce.

Noise and Vibration

Temporary noise and vibration increases can cause annoyance and disruption to communities and affect community character in all communities along the project section. Incorporation of **NV-IAMF#1** and implementation of **N&V-MM#1** and **N&V-MM#2** will reduce the effects of construction noise and vibration on both all communities. Additionally, given the communities' proximity to an existing rail corridor, temporary noise impacts would not considerably alter community character in a way that would be disruptive.

Visual Quality

The project would introduce temporary and permanent visual changes from construction activities and new facilities, including changes to four historic bridges in minority and low-income communities. With incorporation of **AVQ-IAMF#1, Aesthetic Options**; **AVQ-IAMF#2, Aesthetic Review Process**; and **CA-IAMF#3, Community-Inclusive Development of Aesthetic Treatments and Community Cohesion Enhancements**, and implementation of **AVQ-MM#1, Minimize Visual Disruption from Construction Activities**; **AVQ-MM#2, Minimize Light Disturbance During Construction**; and **AVQ-MM#3, Incorporate Design Aesthetic Preferences into Final Design and Construction of Nonstation Structures**, temporary visual changes that would occur during construction will be reduced in all communities, as these measures apply equally to minority and low-income populations and the general population within the RSA as a whole. Primary viewer groups along the project section include employees, business patrons, and travelers on local roadways; these user groups are considered lower sensitivity based on the anticipated viewer exposure and awareness to the visual environment. Given the viewers' proximity to and familiarity with the existing rail corridor, residual effects would not be so severe as to interfere with the communities' ability to interact with themselves, thereby disrupting community cohesion. Therefore, there would not be an adverse effect on community cohesion; consequently, there would not be a DHAE associated with disruption of community cohesion from visual changes during construction.

Traffic Congestion and Pedestrian Safety

The project would result in temporary and permanent changes to roadways and the road network that would lead to changes in traffic and circulation patterns, including in minority and low-income communities in Commerce, Vernon, and central Anaheim. However, incorporation of **SS-IAMF#1**, **TR-IAMF#1, TR-IAMF#2**, **TR-IAMF#3**, **TR-IAMF#4**, **TR-IAMF#5**, **TR-IAMF#6**, **TR-IAMF#7**, **TR-IAMF#8**, **TR-IAMF#11**, **TR-IAMF#12**, and **TR-IAMF#13** will reduce impacts from traffic delays and bicycle and pedestrian access during construction. In addition, property access for local business, residences, and emergency services will be maintained, along with local and regional bus routes (**SOCIO-IAMF#1**). **PR-MM#1, Temporary Restricted Access to Park Facilities During Construction**, would ensure that the bicycle paths identified above would remain open

and accessible during project construction. The following mitigation measures, if implemented by the Authority, would reduce delays: **TRAN-MM#1**, **TRAN-MM#2**, **TRAN-MM#3**, **TRAN-MM#4**, **TRAN-MM#5**, and **TRAN-MM#6**. If these measures are implemented, they would be implemented equally for all communities. Therefore, there would not be a DHAE.

Community Access and Cohesion

Access to community facilities could be temporarily modified during construction, potentially inconveniencing patrons, but would be maintained during construction as required by **SOCIO-IAMF#1**. As discussed in Table 5-49, the overall socioeconomics community analysis RSA is 84 percent minority and 56 percent low-income. Therefore, there is a possibility changes in access from construction could result in a potential DHAE on low-income and minority communities in both counties. Construction activities could be particularly disruptive to community facilities and institutions that have normal hours of operation that coincide with construction work hours. However, roadway capacity would be maintained to the greatest extent possible in all communities. In addition, project construction would relocate the Commerce and Buena Park Metrolink Stations and modify the Norwalk/Santa Fe Springs and Fullerton Metrolink/Amtrak Stations, which are all in low-income and minority communities. Access to these stations would be altered during the construction period but would be maintained to prevent impacts on travel patterns and cohesion in communities.

In some instances, construction of grade separations would result in temporary disruptions to existing communities and neighborhoods. Table 6-37 presents the communities potentially affected by grade separations.

Table 6-37 Grade Separations

Grade Separation	Community/ Neighborhood	Census BGs Affected	Minority?	Low-Income?
State College Blvd	Southeast Anaheim	60590761042	Yes	No
		60590863035	Yes	Yes
		60590761043	No	No
Pioneer Blvd	West Whittier–Los Nietos CDP	60375027004	Yes	No
		60375023031	Yes	Yes
Cerritos Ave	Hermosa Village neighborhood in Anaheim	60590761042	Yes	No
		60590863035	Yes	Yes
		60590761043	No	No
Los Nietos Rd and Norwalk Blvd	Northern Santa Fe Springs	60375027004	Yes	No
Lakeland Rd (Partial Grade Separation)	Southeast Santa Fe Springs	60375042002	Yes	No
Total	**N/A**	**N/A**	**80.0%**	**30.0%**

BG = block group; CDP = Census-Designated Place; N/A = not applicable

As presented in Table 6-37, 80.0 percent of potentially affected BGs in grade-separation areas are in minority communities and 30.0 percent are in low-income communities. Therefore, there is a possibility changes in access from their construction could result in a potential DHAE on low-income and minority communities. Specifically, construction of the proposed Pioneer Boulevard undercrossing could result in community disruptions from access changes, because this area of West Whittier–Los Nietos CDP is developed and contiguous on both sides of the rail corridor and the existing crossing is a vital connection between the neighborhoods on either side of the rail corridor. The existing crossing is a vital connection between the neighborhoods on either side of the rail corridor and provides access to Pioneer High School. Although the Cerritos Avenue grade

separation is not in a residential area, Cerritos Avenue does provide access to the Salvation Army Emergency Center and Anaheim Adult Rehabilitation Center. Similarly, the Lakeland Road partial grade separation is not in a residential area but provides access to multiple community facilities in northeastern Norwalk, including the California Conservation Corps, Metropolitan State Hospital Museum, Norwalk Community Hospital, and Southern Youth Correctional Reception Center and Clinic.

The grade-separation improvements would be phased so that vehicular, bicycle, pedestrian, and emergency access across the existing rail corridor would be maintained. However, construction of the grade separations would still result in a new physical barrier to the affected low-income and minority communities; because all of the grade separations occur in minority or low-income communities, there is a potential DHAE. **SO-MM#2** would reduce impacts associated with the division of communities from grade-separation construction by evaluating the community's modified access, including the effectiveness of providing overcrossings or undercrossings of the HSR track to allow continued use of community facilities and connectivity. These mitigation measures would be implemented for all communities. The Authority will also conduct community workshops about the future use of the area beneath the rail guideway, where these would exist. These meetings will provide the community an opportunity to identify design and use options that could strengthen community cohesion and be compatible with the existing community character. The Authority will be responsible for implementing measures to reduce impacts through project design and through the long-term management of the measures. By implementing measures identified by the affected communities, **SO-MM#2** will effectively mitigate impacts on community cohesion.

In conclusion, construction activities, including grade separations and Metrolink station modifications or relocations, could have an indirect impact on community cohesion for communities by temporarily changing travel patterns and access. However, as discussed above, the Authority has included multiple IAMFs and mitigation measures that will minimize and reduce the potential effects related to access disruptions for communities. With incorporation of these IAMFs and implementation of these mitigation measures, the effect on community cohesion will not be adverse, and there would not be a DHAE related to community access and cohesion.

Operation

Noise and Vibration

As discussed in Section 6.5.1.3, Noise and Vibration, operational noise from HSR trains would result in residual DHAEs on minority and low-income populations even after implementation of **N&V-MM#3**. Operation of HSR trains would result in operational noise levels exceeding the severe impact criteria at 59 residences and moderate impact criteria at 443 residences in the project section. Operational vibration would result in a permanent impact for 517 residences in the project section. The majority of these impacts are within minority and low-income communities. Implementation of **N&V-MM#4** would reduce impacts from vibration in all communities. **CA-IAMF#1** will further reduce train-operation impacts on minority and low-income communities by creating the Authority's community ombudsman and contractor's community liaison positions. Those positions' responsibilities and duties will require consultation with minority and low-income communities on the Operations Noise and Vibration Technical Memorandum (**NV-IAMF#1**).

Although noise impacts would still occur after mitigation, the noise increases would not represent a substantial change to community character in the affected minority and low-income communities because the communities are already adjacent to an existing rail corridor. In addition, the noise increase would not prevent the community from interacting with itself or similarly disrupt the community. Therefore, the effects from noise and vibration on community cohesion would not be adverse and there would not be a DHAE on minority and low-income populations.

Visual Quality

Built elements of the project, such as elevated tracks, new and expanded stations, and signal lights, would introduce visual changes throughout the project section and would affect all

communities. However, the presence of the train cars themselves would be limited in both frequency and duration. Therefore, although they would be temporarily visible, because of the established presence of other train cars on the existing railway, train operations would not contribute to significant visual quality impacts in communities. Implementation of **AVQ-MM#3**; **AVQ-MM#4, Provide Vegetation Screening Along At-Grade and Elevated Guideways Adjacent to Residential Areas**; **AVQ-MM#5, Replant Unused Portions of Land Acquired for the Los Angeles to Anaheim Project Section**; **AVQ-MM#6, Screen Traction Power Distribution Stations and Radio Communication Towers**; and **AVQ-MM#7, Incorporate Design Criteria for Elevated Guideways and Station Elements that Can Adapt to Local Context**, will reduce potential visual impacts during operation for all communities. With these measures, visual changes would not change community character in a way that would disrupt community cohesion.

Even with the measures above, residual impacts on viewers, visual character, and visual quality during project operation security features on the four historic bridges would be caused by necessary nighttime and daytime lighting of features, including visually apparent barriers and signage and contrasting signal lighting. The affected bridges are as follows: First Street (BG 60372060541), Fourth Street (BG 60372060531), Seventh Street (BG 60372060501), and Olympic Boulevard Bridge (BG 60372060501). All four bridges connect the Downtown Los Angeles and Boyle Heights neighborhoods in the city of Los Angeles; both of these neighborhoods are minority and low-income communities. **CUL-MM#12, Design Review for Intrusion-Protection Barriers**, will minimize visual effects on historic bridges for all communities through consultation with interested parties to achieve a barrier design that meets safety goals while introducing the minimum physical and visual effects on the historic property. However, residual visual impacts on minority and low-income communities would remain during operation. Although visual changes would not be fully avoided, residual effects would only include signal lighting and signage for the historic bridges. These effects would not create physical divisions, interfere with the communities' ability to interact with themselves, or disrupt community cohesion for minority and low-income communities. Therefore, there would not be a DHAE on minority and low-income populations associated with disruption of community cohesion from visual changes during operation.

Traffic Congestion and Pedestrian Safety

Although the project would improve the regional transportation system, it would also result in delays at some signalized intersections along the project alignment and near the minority and low-income communities surrounding the ARTIC station. If the Authority implements the following mitigation measures, adverse impacts would be reduced: **TRAN-MM#1**, **TRAN-MM#2**, **TRAN-MM#3**, **TRAN-MM#4**, **TRAN-MM#5**, and **TRAN-MM#6**. Implementation of mitigation measures will ensure community cohesion is not disrupted, and minority and low-income communities will not be divided or isolated. Because no adverse effects would occur, project operation would not result in DHAEs on minority and low-income populations within the project section.

Community Cohesion

Shared Passenger Track Alternative A would not create physical division within or between existing communities. Roadway modifications may change some access because of new grade separations and modifications to existing grade separations, but these modifications would benefit transit, bicycle, and pedestrian facilities, as well as provide a benefit to safety in communities. Project operation would bring social benefits to communities and the region by improving access to jobs and community amenities. Those who live or work in the general vicinity of the existing ARTIC, which is partially within a minority community in the Platinum Triangle neighborhood, would benefit from improved access to new HSR facilities. The HSR station would promote transit-oriented development on underused properties within the area, thus serving as a catalyst for planned growth in Anaheim's Platinum Triangle. Urban development in the 828-acre Platinum Triangle neighborhood surrounding ARTIC is guided by the Platinum Triangle Master Land Use Plan. Because ARTIC is already an existing transit hub and local development is guided by a master land use plan, new HSR facilities would not be the primary catalyst for growth in this neighborhood. The HSR station would likely encourage some business and residential

redevelopment while also attracting new businesses, resulting in primarily beneficial social impacts. Planned operation is anticipated to provide fast, frequent, and reliable service between the project section and suburban/exurban communities (Authority 2018), which may encourage some households to relocate within the project section or to exurban communities with convenient access to HSR stations. The availability of housing where the ARTIC HSR station is proposed or in nearby communities would be consistent with adopted land use plans, policies, and regulations of local governments. Therefore, increases in population would not be new regional growth or growth stimulated by local economic expansion; rather, it would be a redistribution of existing residents within the region and its exurban communities and would not lead to changes in community cohesion during operation. These benefits would result in improvements to community cohesion and character for communities throughout and around the RSA. Therefore, there would not be a DHAE related to the disruption or division of communities during operation.

Shared Passenger Track Alternative B

Construction

With the LMF location at 15th Street, which is not within a minority or low-income community, disruption of community cohesion during construction would be similar to that described for Shared Passenger Track Alternative A. The following discussion focuses on impacts specific to the 15th Street LMF that would occur in addition to the impacts discussed above for Shared Passenger Track Alternative A. As stated above, because project construction would not result in physical barriers that would disrupt community cohesion, there would not be an adverse effect on populations.

Residential and Business Displacements

Property acquisitions for project construction would be the same as those described for Shared Passenger Track Alternative A, with 18 additional business displacements in BG 60372060511 in the Redondo Junction neighborhood in Los Angeles; there would be no residential displacements associated with the LMF. The Redondo Junction neighborhood in Los Angeles is not in minority or low-income BGs. All other displacements would be the same as described for Shared Passenger Track Alternative A; a complete list of commercial and industrial displacements is provided in Appendix C of the *Los Angeles to Anaheim Project Section Draft Relocation Impact Report* (Authority 2025b). With incorporation of **SOCIO-IAMF#2**, **SOCIO-IAMF#3**, and **CA-IAMF#4**, and implementation of **SO-MM#1**, it is expected that displaced residents and businesses would relocate within relatively close proximity (e.g., in the same or adjacent community or city) to their current locations. However, because of the lack of sufficient replacement sites in Commerce and Vernon, businesses in these cities may not be able to relocate in the same community. Therefore, because adverse effects on low-income and minority communities would remain after implementation of **SO-MM#1**, there would be a DHAE on low-income and minority communities from displacements in the Hobart neighborhood in Vernon and west Commerce. No additional practicable mitigation measures are available or known at this time to further reduce this impact, but additional mitigation measures may be identified during subsequent outreach to the affected communities.

Noise and Vibration

The project would result in noise and vibration during construction but incorporation of **NV-IAMF#1** and implementation of **N&V-MM#1** and **N&V-MM#2** will reduce impacts for all communities. Because of the industrial location of the LMF, temporary noise from construction would not create a disruption to the existing community. With incorporation of these measures, community cohesion will not be affected by noise and vibration, and the impact would not result in DHAEs.

Visual Quality

Visual disturbance during construction would be similar to that described elsewhere in the project section in that impacts will be reduced by incorporation of IAMFs and implementation of mitigation measures. Industrial and commercial workers have a lower awareness of visual changes in the environment and, therefore, lower sensitivity. Given the industrial location of the LMF, visual

changes from construction would not disrupt the community and would not result in an adverse effect. In addition, as the 15th Street LMF is not within a minority or low-income community, the impact would not result in a DHAE.

Traffic Congestion and Pedestrian Safety

The 15th Street LMF would not generate a substantial number of trips and would not change the analysis described for Shared Passenger Track Alternative A. Therefore, the impacts for Shared Passenger Track Alternative B would be similar to those described for Shared Passenger Track Alternative A in terms of intersection and roadway segment delay during operation. The following mitigation measures, if implemented by the Authority, would reduce delays: **TRAN-MM#1**, **TRAN-MM#2**, **TRAN-MM#3**, **TRAN-MM#4**, **TRAN-MM#5**, and **TRAN-MM#6**. If these measures are implemented, they would be implemented equally for all communities. Therefore, there would not be a DHAE.

Community Access and Cohesion

The 15th Street LMF is in an industrial area adjacent to an existing rail corridor and is not within a low-income or minority community; therefore, project construction would not result in changes to community character that would disrupt community cohesion for minority or low-income populations. With incorporation of IAMFs and implementation of mitigation measures discussed above, construction activities will not serve as a physical barrier that would divide or isolate communities. Because the 15th Street LMF is not within a low-income or minority community, the impact would not result in a DHAE related to community access and cohesion.

Operation

Impacts for Shared Passenger Track Alternative B would be similar to those described for Shared Passenger Track Alternative A in terms of disruption of community cohesion during operations. The project would not create physical division within or between existing communities. In addition, no community facilities would be displaced by Shared Passenger Track Alternative B, and no additional community facilities would be affected in comparison to Shared Passenger Track Alternative A. As discussed above, project operation would bring social benefits to communities and the region by improving access to job and community amenities. These benefits would result in improvements to community cohesion and character for communities throughout and around the RSA, although these changes would primarily benefit minority and low-income populations, which are predominant in the RSA. Therefore, there would not be a DHAE.

Noise and Vibration

The alternatives differ only in the LMF site and, because there are no noise- or vibration-sensitive land uses within 1,000 feet of either LMF site, the effects are expected to be the same for both alternatives. Although noise impacts would still occur after mitigation, the affected communities are already adjacent to an existing rail corridor and the noise increases would not represent such a substantial change as to cause disruption or division of the community. In addition, the 15th Street LMF is not within a minority and low-income community. Therefore, operation of the project would not result in DHAEs.

Visual Quality

Because the 15th Street LMF would be next to an existing rail yard in an area that is very industrialized, the scale and size of the proposed LMF would not substantially alter or degrade existing views. With implementation of **AVQ-IAMF#1** and **AVQ-IAMF#2**, the visual changes will not result in changes to community character that would cause disruption to community cohesion. In addition, the 15th Street LMF is not in a minority and low-income community. Therefore, there would not be a DHAE associated with disruption of community cohesion from visual changes during operation of the LMF.

Traffic Congestion and Pedestrian Safety

The 15th Street LMF would not generate a substantial number of trips and would not change the analysis described for Shared Passenger Track Alternative A. Therefore, the impacts for Shared Passenger Track Alternative B would be similar to those described for Shared Passenger Track Alternative A in terms of intersection and roadway segment delay during operation. If the Authority implements the following mitigation measures, adverse effects would be reduced:

TRAN-MM#1, **TRAN-MM#2**, **TRAN-MM#3**, **TRAN-MM#4**, **TRAN-MM#5**, and **TRAN-MM#6**. Implementation of the mitigation measures will ensure traffic changes do not divide or isolate communities in a way that will disrupt community cohesion for all communities. Because no adverse impacts would occur, project operation would not result in disproportionately high and adverse community cohesion effects within this section.

Community Cohesion

As discussed for Shared Passenger Track Alternative A, Shared Passenger Track Alternative B would not create physical division within or between existing communities. Project operation would bring social benefits to communities and the region by improving access to jobs and community amenities. Those who live or work in the general vicinity of the station would benefit from improved access to new HSR facilities. Therefore, there would not be a DHAE related to the disruption or division of communities during operation.

High-Speed Rail Station Options

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

Construction

With the Norwalk/Santa Fe Springs HSR Station Option, which is within the minority community of east Norwalk/southwest Santa Fe Springs, the following disruption of community cohesion during construction would occur when compared to the Shared Passenger Track Alternatives.

Residential and Business Displacements

There would be no additional residential or business relocations associated with the Norwalk/ Santa Fe Springs HSR Station Option, which is within a minority community. Therefore, impacts would be the same as described for the Shared Passenger Track Alternatives within the station area.

Noise and Vibration

The HSR station option would result in noise and vibration during construction but incorporation of **NV-IAMF#1** and implementation of **N&V-MM#1** and **N&V-MM#2** will reduce impacts for both minority populations near the station. Because of the location of the station within an existing transportation center, temporary noise from construction would not create a disruption to the existing community. With incorporation of these measures, community cohesion will not be affected by noise and vibration, and there would not be a DHAE.

Visual Quality

The HSR station option would not result in adverse impacts on key viewpoints (KVP) near the Norwalk/Santa Fe Springs HSR Station Option, and impacts will be reduced by incorporation of IAMFs and implementation of mitigation measures. Because the station would be built adjacent to an existing transportation center, construction activities would not substantially change community character in a way that would divide or disrupt the community. In addition, travelers and commuters would be less sensitive to these visual changes. Residual visual effects would not be adverse and would not adversely affect community cohesion. Therefore, the impact would not result in DHAEs.

Traffic Congestion and Pedestrian Safety

With the Norwalk/Santa Fe Springs HSR Station Option, which is in a minority community, the same set of intersections and roadway segments would be affected as those under the Shared Passenger Track Alternatives. The following mitigation measures, if implemented by the Authority, would reduce delays: **TRAN-MM#1**, **TRAN-MM#2**, **TRAN-MM#3**, **TRAN-MM#4**, **TRAN-MM#5**, and **TRAN-MM#6**. If these measures are implemented, they would be implemented equally for all communities. Therefore, there would not be a DHAE.

Community Access and Cohesion

The location of the Norwalk/Santa Fe Springs HSR Station Option is an existing transportation center; therefore, the addition of an HSR station would not substantially change the community's character or disrupt community cohesion. In addition, no community facilities would be displaced by the HSR station option, and no additional community facilities would be affected in comparison to Shared Passenger Track Alternative A. Because station construction would occur adjacent to

an existing rail corridor, construction would not result in physical barriers that would disrupt community cohesion, and there would not be a DHAE.

Operation

Noise and Vibration

Noise impacts are not anticipated from operations in the vicinity of the Norwalk/Santa Fe Springs HSR Station Option, which is within a minority community. Therefore, noise impacts would not disrupt community cohesion or prevent the community from interacting with itself. Therefore, operational noise and vibration from the station option would not result in DHAE.

Visual Quality

Operation of the Norwalk/Santa Fe Springs HSR Station Option, which is within a minority community, would introduce visual changes in the station area. The presence and operation of the train cars themselves are not expected to contribute to significant visual quality impacts, as described for Shared Passenger Track Alternative A, if the following mitigation is implemented during operations: **AVQ-MM#4**, **AVQ-MM#5**, and **AVQ-MM#7**. Because the station area already functions as a transportation center, residual effects would not be so severe as to disrupt community cohesion. Because there would not be an adverse effect, there would not be a DHAE associated with disruption of community cohesion from visual changes during operation.

Traffic Congestion and Pedestrian Safety

With the Norwalk/Santa Fe Springs HSR Station Option, impacts would be similar to those described for the Shared Passenger Track Alternatives. No adverse impacts will occur at the intersections within the Norwalk/Santa Fe Springs HSR Station Option site, which is within a minority community, based on the transportation impact thresholds with implementation of **TRAN-MM#1**, **TRAN-MM#2**, **TRAN-MM#3**, **TRAN-MM#4, TRAN-MM#5**, and **TRAN-MM#6**. Implementation of the migration measures will ensure traffic changes do not divide or isolate communities in a way that would disrupt community cohesion for minority or low-income communities near the station. Because no adverse impacts would occur, operation of the project would not result in DHAE.

Community Cohesion

With the Norwalk/Santa Fe Springs HSR Station Option, which is within the minority community of east Norwalk/southwest Santa Fe Springs, project operation would increase regional access and connectivity, especially for communities near the station. The station would not create physical division within or between existing communities because it would be along an existing rail corridor. In addition, station operations would bring social benefits to communities throughout the region by improving access to jobs and community amenities. These benefits would result in improvements to community cohesion and character for communities throughout and around the corridor and station area. Therefore, there would not be a DHAE related to the disruption or division of communities during operation.

High-Speed Rail Station Option: Fullerton

Construction

Residential and Business Displacements

The Fullerton HSR Station Option would displace five additional commercial businesses and four additional industrial businesses in downtown Fullerton (Table 6-38). The businesses include automotive, fitness, warehousing, and brewing facilities. As presented in Table 6-38, because the majority of displacements would occur in low-income BGs, the displacements represent a potential DHAE on low-income populations in downtown Fullerton.

Table 6-38 Fullerton High-Speed Rail Station Option Business Displacements

BG	Neighborhood	Number of Business Displacements	Minority BG?	Low-Income BG?
60590112004	Downtown Fullerton	4	No	No
60590113003	Downtown Fullerton	5	No	Yes
Total	**N/A**	**9**	**0%**	**55.5%**

BG = block group; N/A = not applicable

A comparative analysis between the inventory of available commercial and industrial units and number of displaced businesses finds there are sufficient replacement units to accommodate the displaced properties in Fullerton for displacements. The project will minimize the impacts on displacements by incorporating **SOCIO-IAMF#2**, **SOCIO-IAMF#3**, and **CA-IAMF#4**, and implementing **SO-MM#1**. With incorporation of these measures, impacts on displacements would be reduced and there would not be an adverse effect from displacements. Because there would not be an adverse effect, displacements for the Fullerton HSR Station Option would not result in a DHAE.

Noise and Vibration

With the Fullerton HSR Station Option, the project would result in noise and vibration during construction but incorporation of **NV-IAMF#1** and implementation of mitigation measures **N&V-MM#1** and **N&V-MM#2** would reduce construction-related impacts from noise and vibration on all communities near the station. Because of the location of the station within an existing transportation center, temporary noise from construction would not create a disruption to the existing community. As a result, community cohesion would not be affected by noise and vibration, there would not be a DHAE.

Visual Quality

The project would not result in adverse impacts on KVPs near the Fullerton HSR Station Option, and impacts on all communities near the station would be reduced by incorporation of IAMFs and implementation of mitigation measures. Because the platform would be built in an existing transportation center, construction activities would not substantially change community character in a way that would divide or disrupt minority or low-income communities. In addition, travelers and commuters would be less sensitive to these visual changes. Residual visual effects would not be adverse and would not adversely affect community cohesion. Therefore, the impact would not result in DHAEs.

Traffic Congestion and Pedestrian Safety

With the Fullerton HSR Station Option, the same set of intersections and roadway segments be temporarily and permanently affected as those under the Shared Passenger Track Alternatives. The following mitigation measures, if implemented by the Authority, would reduce delays: **TRAN-MM#1**, **TRAN-MM#2**, **TRAN-MM#3**, **TRAN-MM#4**, **TRAN-MM#5**, and **TRAN-MM#6**. If these measures are implemented, they would be implemented equally for all communities. Therefore, there would not be a DHAE near the station.

Community Access and Cohesion

The location of the Fullerton HSR Station Option, which is partially within minority and low-income BGs in downtown Fullerton, is an existing transportation center; therefore, the addition of an HSR station would not substantially change the community's character or disrupt community cohesion. In addition, no community facilities would be displaced by the HSR station option, and no additional community facilities would be affected in comparison to Shared Passenger Track Alternative A. Because station construction would occur adjacent to an existing rail corridor, construction would not result in physical barriers that would disrupt community cohesion. Therefore, there would not be a DHAE.

Operation

Noise and Vibration
Noise and vibration impacts are not anticipated from operations in the vicinity of the Fullerton HSR Station Option, which is partially within a minority and low-income community. Therefore, operation of the Fullerton HSR Station Option would not have noise impacts that would result in DHAEs.

Visual Quality
Operation of the Fullerton HSR Station Option, which is partially within a minority or low-income community, would introduce visual changes in the station area. The presence and operation of the train cars themselves are not expected to contribute to significant visual quality impacts, as described for Shared Passenger Track Alternative A, if the following mitigation is implemented during operations: **AVQ-MM#4**, **AVQ-MM#5**, and **AVQ-MM#7**. Because the station area already functions as a transportation center, residual effects would not be so severe as to disrupt community cohesion for all communities. Because there would not be an adverse effect, there would not be a DHAE associated with disruption of community cohesion from visual changes during operation.

Traffic Congestion and Pedestrian Safety
With the Fullerton HSR Station Option, the same set of intersections and roadway segments would be affected as those under the Shared Passenger Track Alternatives. No adverse impacts would occur at the intersections within the Fullerton HSR Station Option based on the transportation impact thresholds if the Authority implements the following: **TRAN-MM#1**, **TRAN-MM#2**, **TRAN-MM#3**, **TRAN-MM#4**, **TRAN-MM#5**, and **TRAN-MM#6**. Implementation of the migration measures will ensure traffic changes do not divide or isolate communities in a way that will disrupt community cohesion for all communities near the station. Because no adverse impacts would occur, operation of the project would not result in disproportionately high and adverse community cohesion effects.

Community Cohesion
With the Fullerton HSR Station Option, changes to employment from project operation and maintenance are not expected to be substantially different from those discussed for the Norwalk/ Santa Fe Springs HSR Station Option. As discussed above, projected job creation from project operation and increased accessibility would provide benefits to the local economy. These benefits would be experienced by communities throughout Orange County. Because there would be no adverse impacts, there would not be a DHAE from changes in employment during operation.

6.5.1.7 Aesthetics and Visual Quality

Shared Passenger Track Alternative A

Construction

As discussed in Section 3.16, Aesthetics and Visual Quality, of the Draft EIR/EIS, Shared Passenger Track Alternative A would have an adverse effect on visual quality in the Downtown Los Angeles Landscape Unit, the Gateway Cities Landscape Unit, and the Fullerton/Anaheim Landscape Unit during construction. Visual impacts and impacts on community character were expressed as a key concern of many community members during the inclusive public engagement process.

Temporary elements introduced during construction activities (e.g., construction materials, equipment, on-site workers) and at construction staging areas (e.g., stored material and equipment) would result in visual changes to communities adjacent to the project footprint. The proposed staging and laydown areas would be in the general vicinity of the work site and have been incorporated into the footprint for this project section where feasible. As presented in Table 5-50, the aesthetics and visual quality RSA has a population that is 83 percent minority and 57 percent low income. Through incorporation of **AVQ-IAMF#1** and **AVQ-IAMF#2**, staging areas will be governed by the contractor's plan to minimize the staging areas' potential to affect adjacent sensitive uses in adverse ways. The contractor's plan will be based on city, state, and federal regulations and standards. Because of their lengthy period of use, visual quality impacts

would be noticeable if they were to occur near higher-sensitivity receptors, such as recreationists or residents. Upon completion of construction at a given location, construction equipment would be removed, and construction staging areas and temporary structures would be dismantled. **AVQ-IAMF#1** and **AVQ-IAMF#2** will reduce the temporary visual changes that would occur during construction, and changes in visual quality would not result in a DHAE.

Once built, the project elements (e.g., tracks, support structures) and the removal of existing structures would introduce permanent visual changes. The 26th Street LMF is proposed at the existing railroad yard on the west bank of the Los Angeles River where the current BNSF storage tracks are located. Because of the project LMF location at an existing rail yard, the scale and size of the proposed LMF would not substantially alter or degrade existing views.

Even after incorporating the IAMFs above, the addition of built security features (intrusion-protection railings,[19] signage, lighting, and signal lights) to four historic bridges in the Downtown Los Angeles Landscape Unit would conflict with the visual character of these historic bridges and substantially affect the scenic values of the bridges as important visual resources. These built security features would be permanent construction effects, because they would remain after the construction period. The bridges affected are presented in Table 6-39. Because 100 percent of the affected BGs are low-income and minority communities, there is a potential DHAE on low-income and minority communities in the downtown Los Angeles and Boyle Heights neighborhoods before mitigation.

Table 6-39 Visual Impacts on Historic Bridges

Resource	Community/Neighborhood	Census BGs Affected	Minority?	Low-Income?
1st St Bridge	Downtown Los Angeles and Boyle Heights	60372060541	Yes	Yes
4th St Bridge		60372060531	Yes	Yes
7th St Bridge		60372060501	Yes	Yes
Olympic Blvd Bridge		60372060501	Yes	Yes
Total	**N/A**	**N/A**	**100%**	**100%**

BG = block group; N/A = not applicable

AVQ-MM#1 requires areas disturbed by construction to be remediated and **AVQ-MM#3** would incorporate design aesthetic preferences into final design and construction of nonstation structures. **AVQ-MM#1** and **AVQ-MM#3** will partially alleviate visual impacts on the historic bridges. These mitigation measures would be implemented equally for communities.

During the 2020 scoping meetings, participants raised concerns about visual impacts of the HSR system and its potential changes to the character of the cities. Specific concerns included impacts on the Los Angeles River bridges. A conservative analysis assumes visual impacts on the bridges to be an important topic for the affected Boyle Heights and downtown Los Angeles communities. Therefore, the Authority will use community analysis–specific IAMFs to reduce the potential for DHAEs on communities (please refer to Section 7.3, Community Analysis–Specific Measures to Minimize Harm, for descriptions of community analysis–specific IAMFs). To further address visual impacts, Shared Passenger Track Alternative A includes **CA-IAMF#3**. As part of **CA-IAMF#3**, the contractor's community liaison will work with the Authority community ombudsperson to hold

[19] Protective railings are required on highway, roadway, freight, and pedestrian structures that cross over the Shared Passenger Track Alternatives. Providing a solid barrier on these structures where they cross over the electrified components of the system is critical for the safe operation of the train and the protection of both passengers and rail employees. Solid barriers on these overcrossings are required to extend to the edge of the rail right-of-way or 30 feet from the centerline of the outermost track, whichever is greater, at a minimum height of 8 feet.

community roundtables to seek input on locally desired aesthetic treatment preferences from the adversely affected communities, possibly developed by local artists. Usually, communities do not have direct input into these types of decisions. Ensuring the communities' involvement and giving communities the opportunity to provide direct feedback on aesthetic treatments would reduce the impacts on communities. Treatment options may include streetscape, vegetation screening, consideration of a community mural, and beautification tree plantings or plant plantings. Approved, locally desired aesthetic treatments shall be included in the final design plans.

With incorporation of **CA-IAMF#3** and implementation of **AVQ-MM#1** and **AVQ-MM#3**, construction-related effects on the visual environment would be reduced to a less-than-adverse level for communities, and concerns raised during the engagement process regarding visual and community character impacts would be addressed to the extent practicable. Therefore, there would not be a DHAE as a result of visual changes during construction.

Operation

Built elements of the project would introduce visual changes for communities along the alignment that would result in an adverse effect on visual quality during operations in the Downtown Los Angeles Landscape Unit, Gateway Cities Landscape Unit, and Fullerton/Anaheim Landscape Unit.

Project train and maintenance facility operational activities would alter the existing visual environment. These alterations would include increased activity along the rail corridor, new and expanded stations with greater transit and commuter activity, and signal lights. Effects of the project will be partially alleviated through incorporation of **AVQ-IAMF#1** and **AVQ-IAMF#2** to substantially avoid or minimize impacts on viewers, visual character, and visual quality.

As presented in Table 5-50, the majority of the aesthetics and visual quality community analysis RSA is minority (83 percent) or low-income (57 percent). Therefore, adverse changes to visual quality along the alignment represent a potential DHAE prior to mitigation. Views of the alignments from specific "view corridors" along major arterials, channels or rivers, freeways, railways, or other transportation corridors were also addressed as appropriate throughout the analysis and were considered in the selection of representative KVPs along the proposed alignment. Table 6-40 provides a summary of the changes in visual quality on KVPs and which mitigation measures apply (refer to Section 3.16 of the Draft EIR/EIS for additional information on KVPs). As presented in Table 6-40, the majority of KVPs identified along the project corridor are within minority and low-income communities. Therefore, the impacts at the KVPs can provide a general idea of the visual changes to be expected by communities along the corridor.

Table 6-40 Summary of Visual Quality Changes and Effects at Key Viewpoints

KVP # and Location	Census BG	Community/ Neighborhood	Mitigation Measures	Adverse Effect?	Minority?	Low-Income?
KVP 1: E Cesar Chavez Ave (facing southeast)	60372060201	Chinatown neighborhood in Los Angeles	AVQ-MM#3, AVQ-MM#5, AVQ-MM#6, AVQ-MM#7, CUL-MM#12	No	Yes	No
KVP 2: Mozaic at Union Station Apartments (facing southeast)	60372060201	Chinatown neighborhood in Los Angeles	AVQ-MM#3, AVQ-MM#5, AVQ-MM#6, AVQ-MM#7, CUL-MM#12	No	Yes	No

KVP # and Location	Census BG	Community/ Neighborhood	Mitigation Measures	Adverse Effect?	Minority?	Low-Income?
KVP 3: 1st St at the Los Angeles River (facing southwest)	60372060521	Downtown Los Angeles	AVQ-MM#3, AVQ-MM#5, AVQ-MM#6, AVQ-MM#7, CUL-MM#12	No	No	No
KVP 4: North of 4th St at the Los Angeles River (facing south)	60372060512	Downtown Los Angeles	AVQ-MM#3, AVQ-MM#5, AVQ-MM#6, AVQ-MM#7, CUL-MM#12	No	No	No
KVP 5: Downey Rd and E 26th St (facing northwest)	60379800161	Hobart Neighborhood	AVQ-MM#3, AVQ-MM#4, AVQ-MM#5, AVQ-MM#6, AVQ-MM#7	No	Yes	No
KVP 6: 6185 Bandini Blvd (facing north)	60375323042	Hobart/west Commerce	AVQ-MM#3, AVQ-MM#4, AVQ-MM#5, AVQ-MM#6, AVQ-MM#7	No	Yes	Yes
KVP 7: Sycamore St and Supply Ave (facing southwest)	60375323033	Bandini neighborhood in Montebello	AVQ-MM#3, AVQ-MM#4, AVQ-MM#5, AVQ-MM#6, AVQ-MM#7	No	Yes	Yes
KVP 8: S 4th St and Sycamore St (facing southeast)	60375322003	Bandini neighborhood in Montebello	AVQ-MM#3, AVQ-MM#4, AVQ-MM#5, AVQ-MM#6, AVQ-MM#7	No	Yes	Yes
KVP 9: Rio Hondo Bike Path near Maynard Rd (facing northeast)	60375025002	McCampbell neighborhood in Pico Rivera	AVQ-MM#3, AVQ-MM#4, AVQ-MM#5, AVQ-MM#6, AVQ-MM#7	No	Yes	No
KVP 10: San Gabriel River Bike Path south of Slauson Ave (facing northeast)	60375026031	Los Nietos neighborhood of West Whittier–Los Nietos CDP	AVQ-MM#3, AVQ-MM#4, AVQ-MM#5, AVQ-MM#6, AVQ-MM#7	No	Yes	No
KVP 11: Metropolitan State Hospital/Bloomfield Ave (facing east)	60375553001	Northeast Norwalk	AVQ-MM#3, AVQ-MM#4, AVQ-MM#5, AVQ-MM#6, AVQ-MM#7	No	No	Yes

KVP # and Location	Census BG	Community/ Neighborhood	Mitigation Measures	Adverse Effect?	Minority?	Low-Income?
KVP 12: Norwalk/Santa Fe Springs Metrolink Station parking lot (facing east)	60375523012	East Norwalk	AVQ-MM#3, AVQ-MM#4, AVQ-MM#5, AVQ-MM#6, AVQ-MM#7	No	Yes	No
KVP 13: Facing Norwalk/Santa Fe Springs Metrolink Station from John Zimmerman Park (facing north/northwest)	60375523012	East Norwalk	AVQ-MM#3, AVQ-MM#4, AVQ-MM#5, AVQ-MM#6, AVQ-MM#7	No	Yes	No
KVP 14: Tulare Ave and Fullerton Ave (facing northwest)	60591106061	Northeast Buena Park	AVQ-MM#3, AVQ-MM#4, AVQ-MM#5, AVQ-MM#6, AVQ-MM#7	No	Yes	Yes
KVP 15: Raymer Ave at Gilbert St (facing west)	60590110001	Southwest Fullerton	AVQ-MM#3, AVQ-MM#4	No	Yes	Yes
KVP 16: Fullerton Metrolink Station (from the southwest facing northeast)	60590116016	South-central Fullerton	AVQ-MM#3, AVQ-MM#4	No	Yes	Yes
KVP 17: Fullerton Metrolink Station (from the west facing east)	60590112001	South-central Fullerton	AVQ-MM#3, AVQ-MM#4	No	No	Yes
KVP 18: Fullerton Metrolink Station (from the east-southeast facing west-northwest)	60590113001	South-central Fullerton	AVQ-MM#3, AVQ-MM#4	No	Yes	Yes
KVP 19: Fullerton Metrolink Station from E Walnut Ave (facing east)	60590112001	South-central Fullerton	AVQ-MM#3, AVQ-MM#4	No	No	Yes
KVP 20: State College Blvd and E Katella Ave (facing east)	60590761042	Platinum Triangle Neighborhood in Anaheim	AVQ-MM#3, AVQ-MM#4	No	No	No
KVP 21: South State College Blvd (facing northeast)	60590863034	Platinum Triangle Neighborhood in Anaheim	AVQ-MM#3, AVQ-MM#4	No	No	No

KVP # and Location	Census BG	Community/ Neighborhood	Mitigation Measures	Adverse Effect?	Minority?	Low-Income?
KVP 22: Angel Stadium Parking Lot North (facing north)	60590761043	Platinum Triangle Neighborhood in Anaheim	AVQ-MM#3, AVQ-MM#4	No	No	No
Total	**N/A**	**N/A**	**N/A**	**N/A**	**63.6%**	**45.4%**

BG = block group; CDP = Census-Designated Place; KVP = key viewpoint; N/A = not applicable

As presented in Table 6-40, Shared Passenger Track Alternative A would not result in adverse effects on visual quality for the 22 KVPs. Operation would not reduce visual quality at the KVPs selected particularly because the project would be introduced into an existing rail corridor and would generally be compatible with the visual setting. The overall visual quality effect would be compatible and neutral in this landscape unit.

Although the changes in visual quality from the KVPs would not be adverse, substantial aesthetic degradation resulting from discordant operational view elements would occur from operational activities (train movement and maintenance facility operations) and the moving security features such as signal lights, which are inconsistent with the historic bridges, on four historic bridges: First Street Bridge, Fourth Street Bridge, Seventh Street Bridge, and Olympic Boulevard Bridge. As discussed in the construction section above, these bridges are all within low-income and minority communities. **CUL-MM#12** seeks to reduce the effect by consulting with interested parties to achieve a barrier design that meets safety goals while introducing the minimum physical and visual effects on the historic property. Views of passing trains and infrastructure will be minimized with implementation of **AVQ-MM#3** that requires the contractor to work with the Authority and local jurisdictions to incorporate Authority-approved aesthetic preferences into final design and construction, which would partially alleviate aesthetic degradation of the existing character or quality of the four affected bridges and their surroundings by providing the opportunity for design input from the jurisdiction; **AVQ-MM#5**, which requires planting of vegetation in land acquired for Shared Passenger Track Alternative A (e.g., shifting roadways) that is not used for Shared Passenger Track Alternative A or related supporting infrastructure, or other higher or better use; **AVQ-MM#6**, which will screen from public view the traction power substations (at approximately 30-mile intervals along the HSR guideway), including radio towers where required, through the use of landscaping or solid walls/fences; and **AVQ-MM#7**, which requires incorporation of design criteria for elevated guideways and station elements that can adapt to local context. In addition, as part of **CA-IAMF#3**, the contractor's community liaison will work with the Authority community ombudsperson to hold community roundtables to seek input on locally desired aesthetic treatment preferences from the adversely affected communities, possibly developed by local artists. Usually, communities do not have direct input into these types of decisions. Ensuring the communities' involvement and giving communities the opportunity to provide direct feedback on aesthetic treatments would reduce the impacts on communities. Treatment options may include streetscape, vegetation screening, consideration of a community mural, and beautification tree plantings or plant plantings. These measures will limit the effects of the main visual changes anticipated (train movements, train lighting, activities at the LMF, security lighting, and signal lights) by blocking the changes from view and ensuring that the changes have been considered in the design criteria.

Although the majority of impacts on visual quality would be within minority or low income communities, with implementation of **AVQ-MM#3**, **AVQ-MM#4**, **AVQ-MM#5**, **AVQ-MM#6**, **AVQ-MM#7**, and **CUL-MM#12**, and incorporation of **CA-IAMF#3**, all operational effects would be reduced to have no adverse effects on visual quality in communities. Therefore, with mitigation, there would not be a DHAE related to visual quality during operations.

Shared Passenger Track Alternative B

Construction

Shared Passenger Track Alternative B impacts would be similar to those of Shared Passenger Track Alternative A, with the exception of the 15th Street LMF. Construction of the 15th Street LMF, which is in a nonminority and non-low-income community, would require that existing big-box warehouses be removed to accommodate the LMF. Visual disturbance during construction would be similar to that described for the 26th Street LMF. Construction would involve various equipment, including dump trucks, haul trucks, and cranes. These would be visible to viewers of the construction site. Generally, industrial and commercial workers have a lower awareness of visual changes in the environment and, therefore, lower sensitivity. Overall, given viewers' familiarity with the existing LOSSAN Corridor, viewer sensitivity for the 15th Street LMF location would be predominantly low to moderate-low.

Other than effects related to the 15th Street LMF, effects on communities would be the same as those of Shared Passenger Track Alternative A. Therefore, effects will be alleviated through incorporation of **CA-IAMF#3**, **AVQ-IAMF#1**, and **AVQ-IAMF#2** to substantially avoid or address impacts on viewers, visual character, and visual quality in communities. The same mitigation measures as for Shared Passenger Track Alternative A would be implemented to reduce the effects on visual quality in the project section during construction (**AVQ-MM#1** and **AVQ-MM#3**). Therefore, the impact would not result in a DHAE from visual changes during construction.

Operation

Impacts for Shared Passenger Track Alternative B would be similar to those described for Shared Passenger Track Alternative A, with the exception of the 15th Street LMF, which is not in a minority or low-income community. Therefore, effects on communities would be the same as those of Shared Passenger Track Alternative A. Considering the same IAMFs and mitigation measures as described for Shared Passenger Track Alternative A, adverse effects on visual quality from operation would not occur under Shared Passenger Track Alternative B. Therefore, operation-period effects on visual quality would not result in a DHAE related to visual quality during operations.

High-Speed Rail Station Options

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

Construction

With inclusion of the Norwalk/Santa Fe Springs HSR Station Option, which is within the minority community of east Norwalk/southwest Santa Fe Springs, impacts would be the same as those of the Shared Passenger Track Alternatives in the station area. The HSR station option would add an HSR platform on the elevated structure and additional HSR station facilities and parking within the area that is already being modified as part of Shared Passenger Track Alternative A. Effects of station construction will be alleviated through incorporation of **AVQ-IAMF#1** and **AVQ-IAMF#2** to substantially avoid or address impacts on visual quality. To further address visual impacts, the project includes **CA-IAMF#3**. As part of **CA-IAMF#3**, the contractor's community liaison will work with the Authority community ombudsperson to hold community roundtables to seek input on locally desired aesthetic treatment preferences from the adversely affected communities, possibly developed by local artists. **AVQ-MM#1** will address the effects on viewers, visual character, and visual quality for this HSR station option during construction. With incorporation of these IAMFs and implementation of this mitigation measure, there would be no adverse effect. Therefore, the impact would not result in a DHAE from visual changes during construction.

Operation

With inclusion of the Norwalk/Santa Fe Springs HSR Station Option, which is within the minority community of east Norwalk/southwest Santa Fe Springs, impacts would be the same as those of the Shared Passenger Track Alternatives in the station area. Adherence to **AVQ-IAMF#1** and **AVQ-IAMF#2** will reduce impacts on viewers, visual character, and visual quality associated with construction of the project's facilities and activities. The following mitigation measures would

reduce impacts for communities: **AVQ-MM#4**, which requires vegetation screening at grade and at elevated guideways adjacent to residential areas; **AVQ-MM#5**, which requires replanting of unused portions of land acquired for the project; and **AVQ-MM#7**, which requires incorporation of design criteria for elevated guideways and station elements that can adapt to local context. Considering both the IAMFs incorporated into the project and implementation of the above-mentioned mitigation measures, adverse effects on visual quality and nighttime lighting from operation would not occur with inclusion of the Norwalk/Santa Fe Springs HSR Station Option. Therefore, operation-period effects on visual quality and nighttime lighting would not result in a DHAE and are not discussed further in this chapter.

High-Speed Rail Station Option: Fullerton

Construction

With the inclusion of the Fullerton HSR Station Option, which is partially within minority and low-income BGs in downtown Fullerton, impacts would be the same as those of the Shared Passenger Track Alternatives in the station area. The Fullerton HSR Station Option would introduce additional elements at the site compared to the Shared Passenger Track Alternatives, including HSR station buildings, a facility power station, roadway modifications, and a parking structure, and the construction area under the Fullerton HSR Station Option would be larger than that identified for the Shared Passenger Track Alternatives. The visual changes in construction areas would affect communities near the station. Effects of station construction will be alleviated through incorporation of **AVQ-IAMF#1** and **AVQ-IAMF#2** to substantially avoid or address impacts on viewers, visual character, and visual quality. To further address visual impacts, the project includes **CA-IAMF#3**. As part of **CA-IAMF#3**, the contractor's community liaison will work with the Authority community ombudsperson to hold community roundtables to seek input on locally desired aesthetic treatment preferences from the adversely affected communities, possibly developed by local artists. **AVQ-MM#1** will address the effects on viewers, visual character, and visual quality for this station during construction. Because there would be no adverse impact, the impact would not result in a DHAE from visual changes during construction.

Operation

With inclusion of the Fullerton HSR Station Option, which is partially within minority and low-income BGs in downtown Fullerton, impacts would be the same as those of the Shared Passenger Track Alternatives in the station area. Adherence to **AVQ-IAMF#1** and **AVQ-IAMF#2** will reduce impacts on viewers, visual character, and visual quality associated with construction of the project's facilities and activities. The following mitigation measures would reduce impacts for communities: **AVQ-MM#4**, which requires vegetation screening at grade and at elevated guideways adjacent to residential areas; **AVQ-MM#5**, which requires replanting of unused portions of land acquired for the project; and **AVQ-MM#7**, which requires incorporation of design criteria for elevated guideways and station elements that can adapt to local context. Considering both the IAMFs incorporated into the project and implementation of the above-mentioned mitigation measures, adverse effects on visual quality from operation would not occur with inclusion of the Fullerton HSR Station Option. Therefore, operation-period effects on visual quality would not result in a DHAE and are not discussed further in this chapter.

6.5.2 Disproportionately High and Adverse Impacts on Minority and Low-Income Populations

A summary of DHAEs on minority and low-income populations by resource and alternative is presented in this section and in Table 6-41. A determination of whether the project will have a disproportionate effect on minority populations and low-income populations after consideration of measures to minimize harm and after consideration of project benefits will be provided in the Final EIR/EIS.

6.5.2.1 Operational Air Quality

Operations HRAs were conducted to evaluate the cancer risk and chronic noncancer risk from DPM emissions generated by the yard equipment activities at Hobart and Commerce Yards to

determine the change in health risks caused by the reconfiguration of the yards.[20] 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 DHAE from exposure to DPM emissions.

To help mitigate this impact, the Authority would implement **AQ-MM#4**, which requires that an operational HRA to be conducted prior to the commencement of project operations. **AQ-MM#4** also requires 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. Without knowing if there is a potential health risk impact, or the level of this impact, the Authority is unable to implement other feasible mitigation measures. In the absence of certainty, exposure to DPM emissions from the Shared Passenger Track Alternatives would result in a DHAE for purposes of 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 that case, the Shared Passenger Track Alternatives would not have a DHAE from exposure to DPM emissions. This impact may be changed to not adverse based on new information or comments received during the public comment period.

6.5.2.2 Operational Noise and Vibration

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 33 of the 59 residences, but severe impacts would remain at 26 locations. Table 6-29 presents the locations. For these locations, other measures would be implemented, including noise abatement at receiver locations (for example, sound insulation of buildings) and easement acquisition. Even with implementation of **N&V-MM#3**, adverse effects would remain. Therefore, operational noise would result in a DHAE on minority communities in the McCampbell neighborhood in Pico Rivera and minority and low-income communities in central Anaheim.

Operational vibration would result in a permanent impact for 517 residences. Table 6-31 presents the locations. To reduce impacts, the Authority would implement **N&V-MM#4**, 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 would remain. Therefore, operational vibration from all alternatives and HSR station options would have a DHAE in minority communities in the McCampbell neighborhood in Pico Rivera and minority and low-income communities in northeast Buena Park and central Anaheim.

6.5.2.3 Hazardous Materials and Wastes

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 Placentia, and has affected the Orange County Groundwater Basin. 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-**

[20] Acute (short-term) noncancer risk was not evaluated because no threshold (reference exposure level) for acute noncancer risk has been established for DPM.

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.

Because completion of remediation activities at each site is currently unknown, significant exposure to contaminants associated with these sites could occur during construction. The two Superfund sites are being monitored and remediated under the purview of the California Department of Toxic Substances Control and Regional Water Quality Control Board and, therefore, construction activities in areas affected by these sites would also require coordination with the applicable oversight agency. With implementation of **HMW-MM#2**, ongoing USEPA remedial actions at a proposed or listed Superfund site would occur, and remediation may also need to be funded by the Authority to be accomplished in accordance with the requirements of the appropriate oversight agency. This measure would be implemented for all communities equally and would reduce but not eliminate adverse effects. Therefore, after implementation of **HMW-MM#2**, the Shared Passenger Track Alternatives and Fullerton Station Option would still have a DHAE on minority communities in the Hobart and south-central Fullerton neighborhoods. This impact may be changed to not adverse based on new information or comments received during the public comment period.

6.5.2.4 Business Displacements

Business displacements required for project construction would result in DHAEs on low-income and minority communities. With incorporation of **SOCIO-IAMF#2**, **SOCIO-IAMF#3**, and **CA-IAMF#4**, it is expected that displaced businesses would relocate within relatively close proximity (e.g., in the same or adjacent community or city) to their current locations. No additional practicable mitigation measures are available or known at this time to further reduce this impact. Because there is a deficit of suitable replacement sites in Commerce and Vernon, the Shared Passenger Track Alternatives would have a DHAE on minority communities from business displacements in the Hobart neighborhood in Vernon and west Commerce. Displacements are presented in Table 6-41.

Table 6-41 Block Groups Affected by Preliminary Disproportionately High and Adverse Effects Findings

Location	Neighborhood	BG	Component
Operational Air Quality			
Hobart Yard	Hobart/West Commerce	60375323022	Shared Passenger Track Alternatives
	Hobart/West Commerce	60375323042	Shared Passenger Track Alternatives
	Hobart in Vernon	60379800161	Shared Passenger Track Alternatives
	Hobart/West Commerce	60375323023	Shared Passenger Track Alternatives
	Hobart/West Commerce	60375323031	Shared Passenger Track Alternatives
Operational Noise			
Rio Hondo Channel to Rosemead Blvd (Pico Rivera)	McCampbell in Pico Rivera	60375025002	Shared Passenger Track Alternatives
E Wilhelmina St to E Sycamore St (Anaheim)	Central Anaheim	60590865022	Shared Passenger Track Alternatives
E Sycamore St to Lincoln Ave (Anaheim)	Central Anaheim	60590873011	Shared Passenger Track Alternatives
		60590873012	Shared Passenger Track Alternatives
Lincoln Ave to E Santa Ana St (Anaheim)	Central Anaheim	60590873021	Shared Passenger Track Alternatives
		60590873023	Shared Passenger Track Alternatives

Location	Neighborhood	BG	Component
Lincoln Ave to E Santa Ana St (Anaheim)	Central Anaheim	60590873021	Shared Passenger Track Alternatives
Operational Vibration			
Rio Hondo Channel to Rosemead Blvd	McCampbell in Pico Rivera	60375025002	All alternatives and options
Brea Creek to Dale St	Northeast Buena Park	60591106072	All alternatives and options
		60591106073	All alternatives and options
E Orangethorpe Ave to E La Palma Ave	Central Anaheim	60590865021	All alternatives and options
		60590116021	All alternatives and options
		60590116022	All alternatives and options
E La Palma Ave to E Wilhelmina St	Central Anaheim	60590865023	All alternatives and options
		60590865024	All alternatives and options
E Wilhelmina St to Lincoln Ave	Central Anaheim	60590865012	All alternatives and options
		60590873013	All alternatives and options
Lincoln Ave to E Santa Ana St	Central Anaheim	60590873021	All alternatives and options
		60590873023	All alternatives and options
E Santa Ana St to Vermont Ave	Central Anaheim	60590863011	All alternatives and options
		60590863012	All alternatives and options
		60590874011	All alternatives and options
		60590874041	All alternatives and options
Hazardous Materials and Wastes			
Exide Property	Hobart in Vernon	60379800161	Shared Passenger Track Alternatives and Fullerton Station Option
Orange County North Basin Superfund Site	Downtown Fullerton	60590112001	Shared Passenger Track Alternatives and Fullerton Station Option
	Southeast Fullerton	60590116022	Shared Passenger Track Alternatives and Fullerton Station Option
Business Displacements			
Vernon	Hobart	60379800161	Shared Passenger Track Alternatives
Commerce	Hobart/West Commerce	60375323022	Shared Passenger Track Alternatives
	Hobart/West Commerce	60375323042	Shared Passenger Track Alternatives

Sources: U.S. Census Bureau 2021; Authority 2025c
BG = block group; CDP = Census-Designated Place; N/A = not applicable

6.5.2.5 Summary

Table 6-42 summarizes the impacts of the Shared Passenger Track Alternatives before community analysis–specific measures and compares them to the anticipated impacts of the No Project Alternative.

Table 6-42 Summary of Disproportionately High and Adverse Effects on Minority and Low-Income Populations Prior to Community Analysis–Specific Measures

Resource	Disproportionately High and Adverse Community Effects	Source
Transportation	No. With incorporation of IAMFs, and if the Authority implements mitigation measures, traffic conflicts including congestion and delays will be reduced but not eliminated during construction and operation. Access will be maintained during construction-related lane or road closures. As a result, changes to traffic and circulation patterns during construction and operation would not result in a potential DHAE.	All alternatives and options
Air quality	**Yes.** It is possible that project operation at Hobart Yard could pose health risk from exposure to DPM. However, the potential increase in activity and level of health risk at Hobart Yard is unknown. Without knowing if there is a potential health risk impact, or the level of this impact, the Authority is unable to implement feasible mitigation measures. In the absence of certainty, exposure to DPM emissions would result in a DHAE on the low-income and minority communities of Hobart/west Commerce, east Commerce, and Hobart in Vernon. A 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 that case, there would not be a DHAE from exposure to DPM emissions. Additionally, this impact may be changed to not adverse based on new information or comments received during the public comment period.	All alternatives and options
Noise and vibration	**Yes.** The effect of severe noise impacts during operation is determined to be high and adverse and would be experienced disproportionately by minority communities in the McCampbell neighborhood in Pico Rivera, and minority and low-income communities in central Anaheim. The effect of severe vibration impacts would be experienced disproportionately by minority and low-income communities in northeast Buena Park and central Anaheim and by minority communities in the McCampbell neighborhood in Pico Rivera.	Shared Passenger Track Alternatives A and B
Hazardous materials and waste	**Yes**. Because completion of remediation activities at two Superfund sites is currently unknown, significant exposure to contaminants associated with these sites could occur during construction. Therefore, there would be a DHAE on minority communities in the Hobart and south-central Fullerton neighborhoods. Additionally, this impact may be changed to not adverse based on new information or comments received during the public comment period.	Shared Passenger Track Alternatives A and B, Fullerton HSR Station Option
Safety and security	No. With IAMFs and mitigation measures, all construction and operational impacts would be reduced to have no adverse effects and there would not be DHAEs.	All alternatives and options
Socioeconomics and communities	**Yes** (business displacements). Business displacements would disproportionately occur in the minority communities of Hobart neighborhood in Vernon and west Commerce.	All alternatives and options
Aesthetics and visual quality	No. With IAMFs, visual changes from construction and operation would not have a DHAE.	All alternatives and options

DHAE = disproportionately high and adverse effect; DPM = diesel particulate matter; HRA = health risk assessment; HSR = high-speed rail; IAMF = impact avoidance and minimization feature; RSA = resource study area; SCAQMD = South Coast Air Quality Management District

6.5.3 Community Analysis Determination

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 displacements, operational air quality, and operational noise and vibration 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 within the project section since 2015. Appendix B includes the Inclusive Public Engagement Plan that documents the Authority's specific approach to targeted outreach activities. Based on outreach conducted to date, concerns include impacts from construction, noise and vibration, business and residential displacements, Metrolink station relocations, station connectivity, project timelines, and HSR fare cost. Targeted outreach also indicated support for the project in Pico Rivera, Bell, Buena Park, and downtown Fullerton. Specifically, participants in Norwalk supported the idea of efficient travel to Central and Northern California. Participants in downtown Anaheim also shared that they are supportive of the project because it will improve transportation in California.

When considering IAMFs, proposed mitigation measures, and benefits of the project, the Authority has preliminarily determined that the Shared Passenger Track Alternatives would result in DHAEs on low-income and minority populations related to operational air quality, operational noise, and business displacements on the following communities: the southwest neighborhood of West Whittier–Los Nietos CDP, the Hobart neighborhood in Vernon and Commerce, west Commerce, east Commerce, the Downey and McCampbell neighborhoods in Pico Rivera, northeast Buena Park, southeast Santa Fe Springs, northern Santa Fe Springs, the Almond neighborhood in Fullerton, downtown Fullerton, central Anaheim, and southeast Anaheim.

The Authority's community analysis in this CIA is preliminary and is subject to change based on comments received during the public comment period on this document. In the Final EIR/EIS, the Authority will make its final determination concerning whether the project alternatives will have a DHAE on minority populations and low-income populations considering the project effects on these populations, measures to minimize harm, and project benefits. The Authority will take into account the input of minority populations and low-income populations during the ongoing and continuing engagement, including regarding measures to minimize harm as well as comments from minority populations and low-income populations on the Draft EIR/EIS.

6.6 Economic Effects

The following section provides a detailed quantitative assessment of the potential effect of the project on school district funding, property taxes, sales taxes, and physical deterioration as a result of displacements that would occur during construction or operation. This section also provides a qualitative review of the potential long-term effects that the project could have on property values. Further detail on displacements from construction and operation of the project section are included where displacements may have an economic effect.

6.6.1 Changes in School District Funding

The project's potential funding effects on school districts were considered indirect impacts based on the proposed project's ability to remove a substantial amount of land from the property tax assessment roll or to affect attendance-based funding sources by displacing student populations. School district funding is partially dependent on student attendance, and the relocation of large

populations of students outside existing school districts could therefore reduce funding for the affected districts.

6.6.1.1 Shared Passenger Track Alternative A

Construction

As described in Section 6.4.1, Residential Displacements, project construction would result in the displacement of residential units in the West Whittier–Los Nietos CDP. Table 6-43 identifies the number of residential units, the estimated student population that could be displaced, and the percentage of the student population that could be displaced from each school district within or adjacent to the project footprint. The project could displace 0.018 percent of the student population (approximately three students) from the school districts in West Whittier–Los Nietos CDP.

Table 6-43 Student Displacements by School District: Fiscal Year 2021/2022

School District	Residential Units Displaced	Estimated Number of Students Displaced	School District Enrollment/Average Daily Attendance[1]	Percentage of Student Population Displaced
Los Nietos Elementary School District/Whittier Union High School District	3	2	11,070	0.018

Source: California Department of Education 2023
[1] Information is for Fiscal Year 2021/2022
School district student displacement was estimated for the high school district of each city only.
Number of students displaced rounded to the nearest whole number.

The estimated revenue losses for the school district in West Whittier–Los Nietos CDP are presented in Table 6-44. The project could result in school district revenue losses of $34,256 in West Whittier–Los Nietos CDP. Revenue losses represent 0.02 percent of total revenue within the affected school district.

Table 6-44 School District Revenue Losses: Fiscal Year 2021/2022

School District	Estimated ADA Revenue Loss	Estimated Property Tax Revenue Loss	Total Revenue Loss	Total Revenue	Estimated Revenue Loss as a Percentage of Total Revenue
Los Nietos Elementary School District/Whittier Union High School District	$12,991	$21,265	$34,256	$226,569,623	0.02

Source: California Department of Education 2023
ADA funding includes Local Control Funding Formula sources, state aid/Principal Apportionment, federal revenue, state revenue, and local revenue
ADA = average daily attendance

As discussed in Section 6.4.1, there was a surplus of residential housing units available in the cities where residential displacements would occur at the time that this study was prepared, and it is likely that affected residents would be able to relocate within the same school districts. This could offset or eliminate revenue losses because of reductions in average daily attendance. Even if students do not relocate within the same school districts, the estimated revenue loss of 0.02 percent would not represent a noticeable change to the school district's revenue.

Construction of the project could also potentially lead to increased school district costs for operation of bus routes as a result of traffic congestion during construction. Changes to the routing of school buses during construction could occur because of localized changes in

circulation and access, but these changes would be limited to minor roadways in primarily industrial areas. Permanent roadway modifications associated with the project are not anticipated to result in out-of-direction travel for school buses, and, consequently, no impacts on fuel costs for school districts are anticipated.

Operation

Property acquisitions would occur during the construction phase of the project. Therefore, no residential or student displacements would occur during project operation. The effects discussed above would continue into the operational phase of the project; however, no additional effects would be incurred during operation.

6.6.1.2 Shared Passenger Track Alternative B

Construction

Impacts on school district funding in the economics RSA, including potentially increased school district costs for operation of bus routes as a result of traffic congestion during construction, would be similar to those of Shared Passenger Track Alternative A. Construction and operation of the 15th Street LMF are not anticipated to result in out-of-direction travel for school buses and, consequently, no impacts on fuel costs for school districts are anticipated.

In addition, as there are no residential displacements associated with either LMF site, residential relocations and student displacement would be the same for Shared Passenger Track Alternative B as for Shared Passenger Track Alternative A.

Operation

As mentioned above, no residential or student displacements would occur during project operation. The effects discussed above would continue into the operational phase of the project; however, no additional effects would be incurred during operation.

6.6.1.3 High-Speed Rail Station Options

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

Impacts on school district funding in the economics RSA, including potentially increased school district costs for operation of bus routes as a result of traffic congestion during construction, would be similar to those of Shared Passenger Track Alternative A. Permanent roadway modifications associated with the project are not anticipated to result in out-of-direction travel for school buses, and, as a result, no impacts on fuel costs for school districts would be anticipated.

Construction of the Norwalk/Santa Fe Springs HSR Station Option would result in no residential displacements and consequently no student displacements. Therefore, no reductions in attendance-based funding sources that could have indirect or direct permanent impacts on school district funding would occur.

High-Speed Rail Station Option: Fullerton

Temporary impacts on school district funding in the economics RSA, including potentially increased school district costs for operation of bus routes as a result of traffic congestion during construction, would be similar to those of Shared Passenger Track Alternative A.

Construction of the Fullerton HSR Station Option would result in no residential displacements and consequently no student displacements. Therefore, no reductions in attendance-based funding sources that could have indirect or direct permanent impacts on school district funding would occur. Permanent roadway modifications associated with the project are not anticipated to result in out-of-direction travel for school buses, and, as a result, no impacts on fuel costs for school districts would be anticipated.

6.6.1.4 Maintenance Facilities

There would be no residential displacements associated with either LMF location option; therefore, development of maintenance facilities would not displace students or result in a loss of average daily attendance and property tax revenue for school districts.

6.6.1.5 Electric Power Utility Improvements

There would be no residential displacements associated with electric power utility improvements; therefore, development of maintenance facilities would not displace students or result in a loss of average daily attendance and property tax revenue for school districts.

6.6.1.6 Early Action Projects

This section summarizes school district funding impacts associated with early action projects. Because the early action projects apply to both alternatives, the discussion represents both Shared Passenger Track Alternatives A and B.

Grade Separations

Residential displacements and therefore school district funding impacts would be associated with grade separation early action projects at Pioneer Boulevard. The grade separation at Pioneer Boulevard would displace four residential units. Because these are the same displaced units as described above in the alternatives discussion, the impacts on school district funding would be the same.

Metrolink Station Relocations

There would be no residential displacements and therefore no related school district funding impacts associated with Metrolink Station relocations.

Fullerton Metrolink/Amtrak Modifications (Fullerton Interlocker)

There would be no residential displacements and therefore no related school district funding impacts associated with Fullerton Metrolink/Amtrak modifications.

Reconfiguration of Freight Rail Facilities

There would be no residential displacements and therefore no related school district funding impacts associated with the new or modified BNSF facilities.

6.6.2 County and City Property and Sales Tax Losses

The project's potential to result in reductions to property and sales tax revenues collected by county and city jurisdictions is considered an indirect impact on communities from the proposed project's residential and business displacements. In addition to estimating the property tax losses associated with property acquisitions, this section provides a qualitative assessment of the longer-term direct operational effects on property taxes through a literature review that examined the potential for changes in property values resulting from train nuisance effects on residential properties and new station development. This section also provides a quantitative assessment of the sales tax losses associated with the permanent displacement of businesses that collect sales tax for products, goods, or services.

6.6.2.1 County and City Property Tax Losses

Shared Passenger Track Alternative A

Construction

The project would result in parcel acquisitions, which would result in property tax revenue losses for local jurisdictions as those properties are removed from the property tax assessment roll. Property tax losses were calculated based on the assessed value of properties that would be full or partial fee acquisitions. The acquisition of temporary and permanent easements would not result in property tax losses because the landowner would retain fee interest in the land and

would continue to pay property tax. Table 6-45 presents the estimated loss in annual property tax revenue for each of the jurisdictions where property acquisitions could occur.

As presented in Table 6-45, the parcel acquisitions under Shared Passenger Track Alternative A could result in a total loss of approximately $4,716,925 in annual property tax revenue, based on the assessed values of those properties in FY 2021/2022. Of the affected local jurisdictions, Vernon could incur the largest annual property tax revenue loss ($1,556,045), followed by Commerce ($1,134,862), Anaheim ($820,330), and Santa Fe Springs ($623,196).

Table 6-45 Estimated Property Tax Revenue Losses by Tax Jurisdiction

Jurisdiction	Full Acquisition (No.)	Partial Acquisition (No.)	Estimated Annual Property Tax Revenue Loss
Los Angeles	2	16	$55,374
Vernon	15	34	$1,556,045
Bell	0	3	$3,555
Commerce	138	18	$1,134,862
Montebello	1	3	$49,165
Pico Rivera	2	18	$14,390
West Whittier–Los Nietos CDP	0	3	$21,265
Santa Fe Springs	19	55	$623,196
Norwalk	0	2	$2,910
La Mirada	6	9	$144,584
Buena Park	13	10	$171,636
Fullerton	11	33	$119,612
Anaheim	10	78	$820,330
Total	**217**	**282**	**$4,716,925**

Sources: Los Angeles County Assessor 2023; Orange County Assessor 2023, City of Anaheim 2022; City of Bell 2022b; City of Buena Park 2022b; City of Commerce 2022; City of Fullerton 2022; City of La Mirada 2022; City of Los Angeles 2022; City of Pico Rivera 2022; City of Santa Fe Springs 2022b; City of Vernon 2022; City of Whittier 2022
CDP = Census-Designated Place

Operation

The effects discussed above would continue into the operational phase of the project; however, no additional effects would be incurred during operation. Property tax losses discussed under construction would remain the same during operation.

Shared Passenger Track Alternative B

Construction

When compared to Shared Passenger Track Alternative A, Shared Passenger Track Alternative B would result in an additional loss of approximately $1,628,888 in annual property tax revenue in the city of Los Angeles. Despite this increase, this only represents a 0.24 percent loss in property tax revenue for the City of Los Angeles. This increase is due in part to the full acquisition of high-value industrial properties, including Rexford Industrial and Santa Fe 15 Property LLC. Acquisitions and tax loss in other cities would be the same as in Shared Passenger Track Alternative A. Property tax losses for Shared Passenger Track Alternative B would be highest in Los Angeles ($1.6 million), Vernon ($1.6 million), and Commerce ($1.1 million). Property tax

losses in the remaining cities would represent a small percentage of total revenue collected within these jurisdictions.

Operation

The effects discussed above would continue into the operational phase of the project; however, no additional effects would be incurred during operation. Property tax losses discussed under construction would remain the same during operation.

High-Speed Rail Station Options

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

The Norwalk/Santa Fe Springs HSR Station Option would not require additional acquisitions. As such, impacts would be the same as those of the Shared Passenger Track Alternatives and there would not be an adverse effect on economic vitality with inclusion of the Norwalk/Santa Fe Springs HSR Station Option.

High-Speed Rail Station Option: Fullerton

With the Fullerton HSR Station Option, the estimated permanent, annual property tax revenue loss is estimated at $48,639, which represents a minimal increase in property tax revenue loss when compared to the Shared Passenger Track Alternatives. The permanent losses would not be perceptible to Fullerton residents because the losses are a small percentage of total revenue. As such, there would not be an adverse effect on economic vitality with inclusion of the Fullerton HSR Station Option.

Maintenance Facilities

County and city property tax losses for the 26th Street and 15th Street LMFs, and long-term effects on property values, are included in the above discussion.

6.6.2.2 Estimated Changes in Property Tax Revenues

Shared Passenger Track Alternative A

Construction

Table 6-46 presents the estimated loss in annual property tax revenue for each of the jurisdictions where property acquisitions would occur; the total property tax revenue collected and distributed to each jurisdiction's general fund in FY 2021/2022; and the percentage of the FY 2021/2022 property tax collections that could be lost as a result of property acquisitions. The largest percentage impacts were estimated at 13.98 percent for Vernon, followed by 4.50 percent for Commerce. All other property tax losses were less than 1.64 percent of the FY 2021/2022 property tax collections.

Table 6-46 Estimated Annual Property Tax Revenue Losses

Jurisdiction	Property Tax Revenue (Fiscal Year 2021/2022)	Estimated Property Tax Loss	Estimated % Loss in Property Tax Revenue
Los Angeles	$687,365,593	$55,374	0.01
Vernon	$11,128,232	$1,556,045	13.98
Bell	$3,801,049	$3,555	0.09
Commerce	$25,208,575	$1,134,863	4.50
Montebello	$14,774,305	$49,165	0.33
Pico Rivera	$7,729,829	$14,390	0.19
West Whittier–Los Nietos CDP[1]	--	$21,265	--

Jurisdiction	Property Tax Revenue (Fiscal Year 2021/2022)	Estimated Property Tax Loss	Estimated % Loss in Property Tax Revenue
Santa Fe Springs	$37,987,571	$623,196	1.64
Norwalk	$15,142,787	$2,910	0.02
La Mirada	$14,556,525	$144,584	0.99
Buena Park	$33,213,784	$171,636	0.52
Fullerton	$28,908,414	$119,612	0.41
Anaheim	$95,521,525	$820,330	0.86
Total	**$975,338,189**	**$4,716,925**	**0.48**

Sources: City of Anaheim 2022; City of Bell 2022b; City of Buena Park 2022b; City of Commerce 2022; City of Fullerton 2022; City of La Mirada 2022; City of Los Angeles 2022; City of Pico Rivera 2022; City of Santa Fe Springs 2022b; City of Vernon 2022; City of Whittier 2022
Rounded to the nearest dollar.
[1] Data unavailable for Los Angeles County unincorporated areas.
CDP = Census-Designated Place

Operation

The effects discussed above would continue into the operational phase of the project; however, no additional effects would be incurred during operation. Property tax losses discussed under construction would remain the same during operation.

Shared Passenger Track Alternative B

Construction

The estimated loss in annual property tax revenue for each of the jurisdictions where property acquisitions would occur is similar for Shared Passenger Track Alternative B. The additional acquisitions in the city of Los Angeles would result in an additional $1,628,888 tax loss per year ($6,345,813 total). This represents an additional 0.24 percent loss in property tax revenue for the city of Los Angeles.

Operation

The effects discussed above would continue into the operational phase of the project; however, no additional effects would be incurred during operation. Property tax losses discussed under construction would remain the same during operation.

High-Speed Rail Station Options

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

Construction

The Norwalk/Santa Fe Springs HSR Station Option would not require additional acquisitions. As such, impacts would be the same as those of the Shared Passenger Track Alternatives.

Operation

The effects discussed above would continue into the operational phase of the project; however, no additional effects would be incurred during operation. Property tax losses discussed under construction would remain the same during operation.

High-Speed Rail Station Option: Fullerton

Construction

With the Fullerton HSR Station Option, the estimated permanent, annual property tax revenue loss is estimated at $48,639, which represents a 0.17 percent increase in property tax revenue

loss when compared to the Shared Passenger Track Alternatives. The permanent losses would not be perceptible to Fullerton residents because the losses are a small percentage of total revenue.

Operation

The effects discussed above would continue into the operational phase of the project; however, no additional effects would be incurred during operation. Property tax losses discussed under construction would remain the same during operation.

6.6.2.3 Long-Term Effects on Property Values

Shared Passenger Track Alternative A

Construction

The construction phase of the project would be limited in duration, and short-term effects would cease following completion of construction. Therefore, the construction phase of the project would not have long-term effects on property values.

Operation

There is little doubt that construction of the first railroads in the western U.S. in the late 1800s had a profound influence on land use and development patterns—and real estate values—in the vicinity of newly created railroad stations.

A wave of publicly funded rail transit construction began in the U.S. in the late 1970s to provide new suburban-to-downtown commuting options in major metropolitan areas. Many research studies were conducted in the latter decades of the twentieth century in an attempt to quantify the economic effect of these public investments and to isolate and identify the effect of building new commuter rail lines on residential and commercial real estate values. Although the results of these studies were somewhat mixed, most of them identified some changes in property values, particularly in the vicinity of new transit rail stations.

Although considerable research has been conducted on the property value effects of rail transit, especially on residential property values near transit stations, it is not clear how these findings would apply to HSR projects. Some categories of potential adverse effects associated with commuter rail (e.g., noise, vibration, visibility) might be similar to those associated with HSR, but it is unclear whether the property value effects would be similar. For HSR projects, stations are built much farther apart than for commuter rail projects, and most trips are intercity trips rather than moving people between suburbs and city centers.

Studies of the effects of HSR projects on property values are not as numerous as those conducted for transit projects because most HSR systems have not been in place as long and were built outside the U.S. The first dedicated HSR line in the world (and still the most heavily used) is the *Shinkansen* system, which began operating in Japan in 1964. The next HSR system, France's *Train à Grande Vitesse*, began operation 17 years later, in 1981, and now extends almost 3,000 miles. Italy began operating its first high-speed trains 7 years later, and subsequent systems have been built in many more countries in Europe and Asia (Givoni 2006). The only high-speed passenger rail service operating in the U.S. at present is Amtrak's Acela Express service, which began operating in 2000 in the densely populated Northeast Corridor, which connects Boston, New York, and Washington, D.C. These HSR systems use differing technologies and operate at different average and maximum speeds. Some (like the *Shinkansen*) have dedicated tracks, but others (like the *Train à Grande Vitesse* and Acela) share tracks with conventional freight and passenger lines.

The studies that have been conducted to date related to HSR offer no clear consensus on findings. Although good data exist on such outcomes as shifts in travel modes resulting from the introduction of new HSR service, economic development effects "are less clear, harder to observe and quantify, and therefore are more controversial" (Givoni 2006). Successful HSR station area development (and presumably related real estate price effects) appears to be linked

to a number of factors, including robust local economic conditions, strong travel demand, and excellent links to other forms of transit. It is difficult to extrapolate from studies conducted in high-density urbanized areas of Japan, Korea, and Europe to predict property value effects in U.S. communities that are much more dispersed. For example, Japan's Tokaido line connects Tokyo and Osaka, cities with approximately 30 million and 16 million inhabitants, respectively.

The studies indicate that the potential exists for the values of residential and commercial properties to appreciate as a result of HSR projects. Property value increases can result from both new access to a HSR transportation system and the associated intensification of development that can occur around station locations. However, given the potential for nuisance effects (e.g., noise and visual effects) resulting from HSR trains passing in close proximity, it is possible that some properties could experience a decrease in value. This potential for a decrease in property value may be particularly true for residences and businesses in locations considerably removed from train stations but exposed to some nuisance effects of the project. These residences and businesses would enjoy relatively few benefits (mainly those deriving from improved accessibility) to offset the nuisance effects. This balance between the amount of project benefit enjoyed compared to the nuisance factor endured would be unique for each property and would be only one of the many factors influencing the ultimate market value of a particular property.

Shared Passenger Track Alternative B

Construction

As discussed above, the construction phase of the project would not have long-term effects on property values.

Operation

With the LMF at 15th Street, long-term effects on property values would be similar to that described for Shared Passenger Track Alternatives A. As discussed above, the amount of project benefit enjoyed compared to the nuisance factor endured would be unique for each property and would be only one of the many factors influencing the ultimate market value of a particular property.

6.6.2.4 County and City Sales Tax Effects

Shared Passenger Track Alternative A

Construction

As described in Section 6.4, Displacements and Relocations, Shared Passenger Track Alternative A would result in 113 commercial displacements and 143 industrial displacements. An adequate supply of replacement properties is available in the replacement area in which to relocate these displaced businesses except for Vernon and Commerce. Vernon has a deficit of 16 commercial units, and Commerce has a deficit of 43 commercial units. If businesses were to relocate outside the respective jurisdictions in which they are currently located, these jurisdictions would experience long-term losses in sales tax revenues as a result of relocations.

Table 6-47 and Table 6-48 provide the estimated loss in annual sales tax revenue for each of the counties and cities where the displacement of sales and use tax–generating businesses would occur along with the percentage of the total sales and use tax revenue distributed to each jurisdiction's general fund in 2021/2022 that would be lost as a result of the proposed project. As presented in Table 6-47, the project could result in a loss of $2,298,819 in annual sales and use tax revenue within Los Angeles County and Orange County, which represents 0.08 percent of the total sales and use tax revenue allocated to those counties.

Table 6-47 Estimated Changes in Sales and Use Tax Revenue for Counties

Jurisdiction	Total Sales and Use Tax Revenue[1]	Estimated Sales and Use Tax Loss[2]	Percent Sales and Use Tax Loss
Los Angeles County	$3,852,856,059	$1,998,827	0.09
Orange County	$636,527,716	$434,621	0.06
Total	$4,489,383,775	$2,298,819	0.08

Source: California Department of Tax and Fee Administration 2023
[1] Includes 2021/2022 allocations to counties from the 1.0 percent local sales and use tax, payments to county transportation funds from the 0.25 percent local sales and use tax, and payments to special districts (equal to 1.5 percent of taxable sales in Los Angeles County and 0.5 percent of taxable sales in Orange County).
[2] Sales and use tax losses are associated with the displacement of sales and use tax-generating businesses in each jurisdiction.

As presented in Table 6-48, the project could result in a loss of $1,998,827 in annual sales and use tax revenue within the cities where business displacements would occur. The greatest potential for revenue loss is within Commerce, Vernon, and Anaheim, where there would be a larger number of business displacements.

Table 6-48 Estimated Changes in Sales and Use Tax Revenue for Cities

Jurisdiction	Total Sales and Use Tax Revenue[1]	Estimated Sales and Use Tax Loss[2]	Percent Sales and Use Tax Loss
Vernon	$11,128,232	$223,946	4.04
Commerce	$34,246,575	$1,044,072	2.52
Pico Rivera	$24,175,937	$12,105	0.06
Santa Fe Springs	$37,987,571	$102,894	0.27
La Mirada	$14,655,652	$36,316	0.18
Buena Park	$33,213,784	$89,153	0.27
Fullerton	$28,908,414	$170,877	0.59
Anaheim	$98,442,089	$319,465	0.32
Total	$984,898,152	$1,998,827	0.20

Source: California Department of Tax and Fee Administration 2023
[1] Includes 2021/2022 allocations to cities from the 1.0 percent local sales and use tax, and payments to special districts (equal to 0.5 percent of taxable sales in Commerce, 1.0 percent of taxable sales in Pico Rivera, and 1.0 percent of taxable sales in La Mirada).
[2] Sales tax losses are associated with the displacement of sales tax-generating businesses in each jurisdiction.

It should be noted that these sales and use tax revenue losses would be temporary rather than permanent for the most part, because they would occur during the time when affected businesses are closed for relocation. In many cases, relocations would generate tax revenue within the same taxing jurisdiction.

Operation

Most property and sales tax losses would be temporary, and displacements would largely be a result of construction rather than operation, as detailed above.

Shared Passenger Track Alternative B

Construction

With the LMF at 15th Street, the additional business relocations required in Los Angeles would result in additional sales and use tax loss of $108,947 in the city of Los Angeles. This represents 0.02 percent of Los Angeles's total sales tax revenue for FY 2021/2022. As mentioned above,

long-term losses are expected to be substantially less than this estimate because many of the businesses displaced could relocate within the same tax jurisdiction. In addition, these temporary and permanent losses would not be perceptible to residents in affected jurisdictions because the losses are a small percentage of total revenue (each loss represents less than 4.04 percent of total revenues), and there would also be an increase in sales tax revenues during construction to help offset the estimated losses.

Operation

As with Shared Passenger Track Alternative A, most property and sales tax losses would be temporary, and displacements would largely be a result of construction rather than operation.

Station Sites

County and city property tax losses for station sites, and long-term effects on property values, are included in the above discussion. County and city sales tax effects unique to station sites are described below.

ARTIC

Construction of the ARTIC HSR platform and station facilities, including the proposed new parking structure, would displace 30 commercial businesses at one property at 1725 S Douglass Road, which is a commerce center consisting of offices, warehousing, and distribution facilities. These displacements would result in sales and tax use loss of $222,883, which represents less than 0.04 percent of Anaheim's total sales tax revenue for FY 2021/2022 ($98,442,089). These losses would not be perceptible to Anaheim residents because they represent a small percentage of total tax revenues. An adequate supply of replacement properties is available in the replacement area in which to relocate these displaced businesses. Sales and use tax revenue losses would be temporary rather than permanent for the most part because they would occur during the time when affected businesses are closed for relocation. In many cases, relocations would generate tax revenue within the same taxing jurisdiction.

High-Speed Rail Station Options

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

Because of additional spending on construction equipment and materials, the Norwalk/Santa Fe Springs HSR Station Option would result in a slightly larger temporary increase in sales tax revenues in Los Angeles County. As such, the sales tax revenue generated from construction spending, including construction worker spending in the community, would increase local government revenues during the construction period.

Because the Norwalk/Santa Fe Springs HSR Station Option would not result in additional business displacements, the sales and tax use changes would be the same as described for the Shared Passenger Track Alternatives.

High-Speed Rail Station Option: Fullerton

With inclusion of the Fullerton HSR Station Option, the nine additional business relocations required in Fullerton would result in an additional loss of sales and use tax in the amount of $66,865 in Fullerton. As mentioned above, permanent losses are expected to be substantially less than this estimate because many of the businesses displaced could relocate within the same tax jurisdiction. The tax revenue losses would not be perceptible to Fullerton residents because the losses are a small percentage of total revenue (the additional loss represents only 0.007 percent of Fullerton's total sales and tax use revenue), and there would also be a temporary increase in sales tax revenues during construction to help offset the temporary estimated losses.

Maintenance Facilities

County and city property tax losses for the 26th Street and 15th Street LMFs, and long-term effects on property values, are included in the above discussion. County and city sales tax effects unique to the LMF are described below.

As described in Section 6.4.2.3, Maintenance Facility, there would be no business displacements for construction of either maintenance facility option and therefore there would be no sales and use tax losses.

Electric Power Utility Improvements

County and city property tax losses from electric power utility improvements, and long-term effects on property values, are included in the above discussion for the Shared Passenger Track Alternatives. County and city sales tax effects unique to electric power utility improvements are described below.

As described in Section 6.4.2.4, Electric Power Utility Improvements, electric power utility improvements would result in one business displacement for the construction of a TPSS in Montebello and one business displacement in Anaheim. This business displacement would result in an estimated loss of $13,482 in sales and use tax revenue for the affected cities and $16,164 in sales and use tax revenue for the affected counties. An adequate supply of replacement properties is available in the replacement area in which to relocate this displaced business. Sales and use tax revenue losses would be temporary rather than permanent for the most part, because they would occur during the time when the affected business is closed for relocation. In many cases, relocations would generate tax revenue within the same taxing jurisdiction.

Early Action Projects

County and city property tax losses from property acquisitions associated with early action projects, and long-term effects on property values, are included in the above discussion for the Shared Passenger Track Alternatives. County and city sales tax effects unique to early action projects are described below.

Grade Separations

Construction of grade separations would displace eight businesses in West–Whittier Los Nietos CDP. Business displacements at grade separations would result in an estimated loss of $72,631 in sales and use tax revenue for the affected city and $84,736 in sales and use tax revenue for the affected county. An adequate supply of replacement properties is available in the replacement area in which to relocate these displaced businesses. Sales and use tax revenue losses would be temporary rather than permanent for the most part because they would occur during the time when affected businesses are closed for relocation. In many cases, relocations would generate tax revenue within the same taxing jurisdiction.

Metrolink Station Relocations

Metrolink station relocations would displace one business in Commerce and six businesses in Buena Park. Business displacements at Metrolink station relocations would result in an estimated loss in sales and use tax revenue for affected cities and counties as presented in Table 6-49. Sales and use tax revenue losses would be temporary during the time when affected businesses are closed for relocation. In cases where businesses are unable to relocate or relocate outside of their original cities, revenue losses to these tax jurisdictions could be long term.

Table 6-49 Estimated Changes in Sales and Use Tax Revenue for Metrolink Stations

Jurisdiction	City Sales and Use Tax Loss	County Sales and Use Tax Loss
Commerce	$9,079	$10,592
Buena Park	$44,577	$33,432

Fullerton Metrolink/Amtrak Modifications (Fullerton Interlocker)

There are no additional business displacements for Fullerton Metrolink/Amtrak modifications, so sales and use tax revenue would be the same as for the Shared Passenger Track Alternatives.

Reconfiguration of Freight Rail Facilities

BNSF railway storage and intermodal facilities would displace 106 businesses for Hobart Yard and 3 for Commerce Yard. Business displacements at these rail yards would result in an estimated loss of $989,598 in sales and use tax revenue for affected cities and $1,154,532 in sales and use tax revenue for affected counties. There is a surplus of replacement sites to relocate displaced businesses. Sales and use tax revenue losses would be temporary during the time when affected businesses are closed for relocation. In cases where businesses are unable to relocate or relocate outside of Commerce or Vernon, revenue losses to these tax jurisdictions could be long term.

6.6.3 Physical Deterioration

This section addresses the potential for the project's displacements to indirectly cause physical deterioration in the cities, communities, and neighborhoods within or adjacent to the project section. A review of potential effects identified in this report was conducted. Each of these effects was examined to determine if the changes to a community could reasonably lead to physical deterioration (alternatively known as *urban decay*). These specific changes include:

- Considerable residential migration out of a community that would be expected to change its character
- Extensive changes to the business environment in a community that would be expected to result in closures of key "anchor" businesses that support the area and draw in consumers
- Large reductions in the fiscal (property and sales taxes) revenues collected that would be expected to reduce the local government's ability to provide necessary services that maintain the quality of communities

6.6.3.1 Shared Passenger Track Alternatives

Shared Passenger Track Alternative A

Construction

Physical deterioration could result from residential migration out of the community, extensive changes to the business environment of the community, or substantial reductions in revenue sources for local governments as a result of the project. Physical deterioration would not occur in cities where suitable relocation sites have been identified to accommodate the relocation of residential, commercial, and industrial businesses within these cities. Where relocation sites are available, displacements would not result in considerable residential migration out of a community or introduce changes to the business environment, and there would not be substantial reductions in revenue sources for local governments.

However, a comparative analysis between the inventory of available commercial and industrial units and number of displaced businesses finds there is a deficit of replacement units to accommodate displaced properties in Vernon and Commerce. Because at least 16 displaced commercial businesses in Vernon and 43 displaced commercial businesses in Commerce would not be able to relocate in Vernon or Commerce, these displacements could result in long-term sales and use tax losses. If all businesses relocate to the available units, the deficit of 43 and 16 commercial units in Commerce and Vernon would result in sales and use tax loss of 1.21 and 1.74 percent, respectively. These estimates assume displaced businesses are all able to relocate within the available units in Commerce or Vernon. The maximum potential sales and use tax loss would occur if none of the displaced businesses are able to relocate to the available units. As discussed above, the maximum sales and use tax loss in Commerce and Vernon would be 2.52 and 4.04 percent, respectively. These revenue losses would not be substantial enough to reduce the quality of government services in the affected communities. Therefore, physical deterioration would not occur.

These revenue losses would not be substantial enough to reduce the quality of government services in the affected communities. As such, physical deterioration would not occur.

Operation

The project does have the potential to result in some property and sales tax revenue losses during operation. As discussed in Section 6.6.2, County and City Property and Sales Tax Losses, annual property tax revenue loss would be highest in Vernon, at 4.04 percent. Commerce has the next highest loss at 2.52 percent. The remaining cities affected by the project would experience property tax revenue losses of less than 1 percent (but greater than zero). These decreases in property tax revenues would be in some cases hardly appreciable. Losses of sales tax revenues in the affected jurisdictions would be similarly minor, with the exception that Commerce and Vernon could experience losses in sales and use tax revenue of approximately 2.52 and 4.04 percent. These impacts are expected to be short term, as there are suitable replacement sites identified in all cities where displacement occurs. However, if a business decides to close permanently or chooses to relocate outside of its respective city, impacts could be permanent.

The project does have the potential to result in disruptive effects on communities through displacements and relocations, effects on community character and cohesion, and economic effects during operation. Both adverse and beneficial effects would likely occur. The removal of homes, businesses, and community facilities would have disruptive effects on community cohesion, but the proposed project would also improve regional access, reduce travel times and congestion, and build grade-separated crossings along the existing rail right-of-way, thereby improving access within the communities within or adjacent to the project footprint. Many of the displacements would occur within Vernon, Anaheim, Commerce, and Santa Fe Springs, and hence these communities would experience the greatest disruptive effects on community cohesion. However, as these displacements would occur generally along an existing rail corridor, at the edges of neighborhoods, and would not divide or isolate existing cohesive communities, it is not anticipated that these effects would result in residential or business migration out of these communities. No physical deterioration is expected.

Shared Passenger Track Alternative B

Construction

Impacts would be similar to those of Shared Passenger Track Alternative A, with the exception of the 15th Street LMF in Los Angeles. Eighteen additional business relocations are anticipated for construction of the 15th Street LMF. As described above, suitable relocation sites have been identified to accommodate the relocation of residential, commercial, and industrial businesses within cities and displacements would not result in considerable residential migration out of a community or introduce changes to the business environment. These impacts would not result in considerable residential migration from communities or the closure of key businesses. Therefore, the project is not anticipated to result in the physical deterioration of communities in the area.

Operation

Property and sales tax revenue losses during operation for Shared Passenger Track Alternative B are similar to those of Shared Passenger Track Alternative A. There would be no additional business or residential displacements that would create disruptive effects on community cohesion.

High-Speed Rail Station Options

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

With the Norwalk/Santa Fe Springs HSR Station Option, impacts would be similar to those described for the Shared Passenger Track Alternatives. Because of the temporary duration of construction impacts, these impacts would not result in considerable residential migration from communities or the closure of key businesses. Therefore, temporary construction impacts are not anticipated to result in the physical deterioration of communities in the area.

There would be no additional residential or business displacements for the Norwalk/Santa Fe Springs HSR Station Option. Therefore, the impacts would be the same as described for the Shared Passenger Track Alternatives within the station area. Physical deterioration would not

occur because, as described above, suitable relocation sites have been identified to accommodate the relocation of commercial and industrial businesses.

High-Speed Rail Station Option: Fullerton

With the Fullerton HSR Station Option, impacts would be similar to those of the Shared Passenger Track Alternatives. Because of the temporary duration of construction impacts, these impacts would not result in considerable residential migration from communities or the closure of key businesses. Therefore, temporary construction impacts are not anticipated to result in the physical deterioration of communities in the area.

There would be five additional commercial businesses and four industrial businesses displaced by the Fullerton HSR Station Option; these property acquisitions would not physically divide communities or isolate one community from another. Although several businesses would be relocated in this area, they represent a small proportion of the much larger industrial area spanning Fullerton and would not substantially disrupt the larger existing district. With the incorporation of **SOCIO-IAMF#2** and **SOCIO-IAMF#3** and implementation of **SO-MM#2**, there will be no adverse effects from property acquisitions that would affect community cohesion. Physical deterioration would not occur because, as described above, suitable relocation sites have been identified to accommodate the relocation of commercial and industrial businesses.

6.6.4 Construction- and Operation-Related Sales Tax Gains

6.6.4.1 Shared Passenger Track Alternatives

Shared Passenger Track Alternative A

Construction

A temporary increase in sales tax revenues is expected for Los Angeles and Orange Counties and the communities in the region as a result of the construction of Shared Passenger Track Alternative A. This increase would be a result of spending on construction equipment and materials. Unless specifically exempted, transactions for tangible assets related to the HSR would be subject to sales tax.

It is estimated that roughly 17 percent of the total spending on construction equipment and materials for the project section would occur within the two-county region. Based on county sales tax rates, the Shared Passenger Track Alternative A is estimated to generate about 0.25 percent in sales tax revenues during the construction period. Estimated increases in annual tax revenues are roughly $1.5 million for the two-county region, or roughly $1.0 million for Los Angeles County and $514,000 for Orange County. The sales tax revenue generated from construction activities would increase local government revenues during the construction period, would result in beneficial effects for the county economy, and would be beneficial for all populations within the two-county region. Some short-term reductions in sales tax revenues could occur because the need to acquire land would necessitate the relocation of businesses along the HSR alignment. Although negligible at the regional level, this interruption in sales could lead to some potential short-term losses for communities adjacent to the project section. As discussed previously in the examination of suitable replacement properties for relocated businesses, businesses would have the opportunity to relocate within the same city tax jurisdiction. As such, the duration of business disruptions would be expected to be minimal.

Relocations of businesses in the same vicinity would limit losses in sales tax revenues for local jurisdictions; however, the potential for temporary sales tax loss would remain, either because businesses would temporarily close during these relocations or because some might choose to close down rather than relocate. Although other businesses would eventually replace those that close, temporary revenue losses could nevertheless occur.

Potential effects on sales tax revenues resulting from construction of the LMF and electric power utility improvements have been included in the estimation of total construction sales tax effects presented above.

Operation

Operations would include inspection and maintenance along the track and railroad right-of-way, as well as on the structures, fencing, power system, automatic train control, and communications. Operations and maintenance activities are described in Chapter 2 of the project section EIR/EIS. Because these activities would be intermittent and would not require large numbers of workers or materials, it is not anticipated that there would be noticeable sales tax effects related to operations.

Shared Passenger Track Alternative B

Construction

With the LMF at 15th Street, construction-related effects on sales tax would be similar to those of Shared Passenger Track Alternative A. Potential effects on sales tax revenues resulting from construction of the LMF have been included in the estimation of total construction sales tax effects presented above. Shared Passenger Track Alternative B would have no additional impacts on construction-related sales tax gains.

Operation

With the LMF at 15th Street, operations-related effects on sales tax would be similar to those of Shared Passenger Track Alternative A. Shared Passenger Track Alternative B would have no additional impact on sales tax.

6.6.4.2 Station Sites

ARTIC

Construction

A temporary increase in sales tax revenue is expected as a result of the construction of station sites. It is estimated that roughly 17 percent of the total spending on construction equipment and materials would occur within the two-county region. Based on county sales tax rates, the estimated increase in tax revenues from the construction of ARTIC is estimated at $106,000 for Orange County. This amount is included in the estimated total construction sales tax effects presented above.

Operation

For similar reasons as discussed above for operation of the HSR, it is not anticipated that there would be noticeable sales tax effects related to operation of station sites.

The project would bring social benefits to communities and the region by improving access to job and community amenities, reducing travel times, and providing new employment opportunities during operation, particularly around the ARTIC station. Those who live or work near the existing ARTIC would likely benefit from the improved access to new HSR facilities. An HSR station would promote transit-oriented development on underused properties within the station vicinity, thus serving as a catalyst for planned growth in the area while revitalizing surrounding neighborhoods. Urban development in the 828-acre Platinum Triangle neighborhood surrounding ARTIC is guided by the Platinum Triangle Master Land Use Plan. Because ARTIC is already an existing transit hub and local development is guided by a master land use plan, new HSR facilities would not be the primary catalyst for growth in this neighborhood. The HSR stations would likely encourage some business and residential redevelopment while also attracting new businesses resulting in primarily beneficial social impacts.

High-Speed Rail Station Options

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

As discussed above, it is not anticipated that there would be noticeable sales tax effects related to operation of station sites. Including the Norwalk/Santa Fe Springs HSR Station Option would increase the social benefits the project brings to communities and the region by improving access

to job and community amenities, reducing travel times, and providing new employment opportunities during operation. Those who live or work near the Norwalk/Santa Fe Springs HSR Station Option would likely experience similar benefits as discussed above for ARTIC.

High-Speed Rail Station Option: Fullerton

As discussed above, it is not anticipated that there would be noticeable sales tax effects related to operation of station sites. Including the Fullerton HSR Station Option would increase the social benefits the project brings to communities and the region by improving access to job and community amenities, reducing travel times, and providing new employment opportunities during operation. Those who live or work near the Fullerton HSR Station Option would likely experience similar benefits as discussed above for ARTIC.

6.7 Cumulative Effects

This section presents potential cumulative effects based on current knowledge of the project section. Subsequent to this technical report, the Authority would further refine the cumulative effects described herein.

Cumulative effects are those resulting from past, present, and reasonably foreseeable future actions, combined with the potential visual effects of the proposed project. The RSA for the cumulative effects analysis is limited to the neighborhoods that would be directly or indirectly affected by construction and operation of the proposed project. In this case, the RSA for the cumulative effects analysis is the same as the community and neighborhoods indirect effects RSA, which was previously described in Chapter 4.

The combined effect of the proposed project and other development projects planned, recently in construction, or currently in construction would affect communities throughout the RSA. Implementation of the general plans discussed in Chapter 3, Laws, Regulations, Orders, and in the Southern California Association of Governments' 2020–2045 Connect SoCal (Regional Transportation Plan/Sustainable Communities Strategy) would also contribute to growth and development within and surrounding the RSA.

Project effects related to air quality, noise and vibration, aesthetics and visual quality, cultural resources, revenue sources for local governments, and job creation would contribute to cumulative impacts on communities in the immediate project vicinity. Planned development and other development projects would also alter the existing community character of the area in the long term. Overall, operation of the proposed project would have only an incremental contribution to cumulative effects related to community effects in the area.

7 MITIGATION MEASURES

7.1 Project Benefits

The need for an HSR system exists statewide, with densely populated regions of the state contributing to this need. The Los Angeles to Anaheim Project Section is an essential component of the California HSR System. The capacity of California's intercity transportation system, including transportation between Los Angeles and Anaheim, is insufficient to meet existing and future travel demand. The current and projected future transportation system congestion will continue to result in deteriorating air quality, reduced reliability, and increased travel times.

As described in Chapter 6, the Shared Passenger Track Alternatives would result in beneficial effects on communities by improving access to jobs and community amenities, providing new employment opportunities, reducing air quality-related emissions, improving bicycle and pedestrian facilities, and improving access and safety through grade separation of current at-grade crossings.

Project construction would stimulate short-term employment during construction and would create an estimated 31,950 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 680 jobs to Los Angeles and Orange Counties 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.

In addition, those who live or work in the general vicinity of the ARTIC HSR platform and station facilities would benefit from improved access to new HSR facilities throughout the region and state. The HSR station would promote transit-oriented development on underused properties within the area, thus serving as a catalyst for planned growth in the area while revitalizing surrounding neighborhoods in Anaheim's Platinum Triangle. However, because ARTIC is already an existing transit hub and local development in the Platinum Triangle is guided by a master land use plan, new HSR facilities would not be the primary catalyst for growth in this neighborhood. The HSR station would likely encourage business and residential redevelopment, attract new businesses, and revitalize the general vicinity, resulting in primarily beneficial social impacts. Planned operation is anticipated to provide fast, frequent, and reliable service between the project section and suburban/exurban communities (Authority 2018), which would improve community connectivity.

As discussed in Section 6.5.1.2, Air Quality and Global Climate Change, project operation would result in a benefit to regional air quality through a regional decrease in vehicle miles traveled from a shift in modes of travel from vehicles and aircraft to HSR, which has fewer emissions relative to existing modes of transportation. Overall, project operation would result in a net regional decrease in emissions of criteria pollutants and MSAT emissions and a long-term net reduction in GHG emissions. The net regional decrease in emissions would provide long-term benefits to the region as a whole, including communities along the alignment, from improvements in air quality during operations.

The Authority is committed to making sure that all benefits and services would be provided equitably without regard to race, color, religion, age, national origins, and disability as specified under Title VI of the Civil Rights Act of 1964 and the California High-Speed Rail Authority Title VI Plan. The Authority is committed to minimizing community effects by not disproportionately favoring or discriminating against any populations in the process of providing support to residences and businesses, such that there would not be the denial of, reduction in, or significant delay in the receipt of benefits of the project. Although these beneficial effects would offset some

of the adverse effects, disproportionate adverse effects on low-income and minority communities would remain.

7.2 Communities and Neighborhoods

The Authority has identified the following mitigation measures for impacts on communities and neighborhoods as described in Chapter 6. These mitigation measures are for impacts under NEPA and significant impacts under CEQA that cannot be avoided or minimized adequately by IAMFs.

7.2.1.1 SO-MM#1: Implement Measures to Reduce Impacts Associated with the Division of Residential Neighborhoods

Prior to construction (in residential areas), the Authority would minimize impacts associated with the Preferred Alternative in residential areas by conducting special outreach to affected homeowners and residents to understand their special relocation needs fully. The Authority would make efforts to locate suitable replacement properties that are comparable to those currently occupied by these residents.

In cases where residents wish to remain in the immediate vicinity, the Authority would take measures to purchase vacant land or buildings in the area and consult with local authorities over matters such as zoning, permits, and moving of homes and replacement of services and utilities, as appropriate. Before land acquisition, the Authority would conduct community workshops to obtain input from those homeowners whose property would not be acquired, but whose community would be substantially altered by construction of HSR facilities, including the loss of many neighbors, to identify measures that could be taken to mitigate impacts on those who remain (including placement of sound walls and landscaping, and potential uses for nonagricultural remnant parcels that could benefit the community in the long term). The Authority would document implementation of this measure through annual reporting.

7.2.1.2 SO-MM#2: Implement Measures to Reduce Impacts Associated with the Division of Communities

Prior to construction (in mixed-use communities) the Authority would minimize impacts associated with the Preferred Alternative in the existing communities through a program of outreach to homeowners, residents, land owners, business owners, community organizations, and local officials in affected neighborhoods. The objective would be to maintain community cohesion. The Authority would evaluate the community's modified access, including the effectiveness of providing overcrossings or undercrossings of the HSR track to allow continued use of community facilities and connectivity. This includes the design of overcrossings or undercrossings to allow multimodal passage.

The Authority would also conduct community workshops about the future use of the area beneath the rail guideway, where these would exist. These meetings would provide the community an opportunity to identify design and use options that could strengthen community cohesion and be compatible with the existing community character.

To maximize attendance and generate awareness of the workshops, the Authority would work with either community organizations or community leaders within the neighborhoods. A location and time would be selected to increase attendance and be based on the community's needs.

The Authority would present information at the workshops giving the community options for the future use of the area beneath or above the rail guideway, and provide an opportunity for individuals to provide feedback and also propose solutions. For example, if safety considerations prohibit such uses as bike paths or community gardens, alternatives, such as sculpture gardens or managed landscaping, could be considered. The Authority would consider comments and feedback in planning for the sites.

On gathering feedback from the community, the Authority would coalesce the input and define solutions. The Authority would report the decisions, through a public workshop and in a written report made available to the public.

The Authority would be responsible for implementing the measures to reduce impacts through project design and through the long-term management of the measures. This would involve documenting the desired design concepts, incorporating them into the final design, and facilitating ongoing maintenance. The Authority would identify potential uses that may be developed in the project right-of-way. These uses would be compatible with the character of the adjacent community and sensitive to project needs. The costs associated with the development of these corridor improvements and how these costs would be paid would be determined during consultations with the affected jurisdictions or community organizations. Furthermore, the parties or implementing entities (e.g., the Authority, local government, park or recreation district, or nonprofit organization) responsible for ongoing maintenance of these community areas would be determined. The Authority would document compliance with this measure through annual reporting.

7.2.2 Additional Mitigation Measures

The following mitigation measures were developed for other environmental resource areas and would also serve to reduce impacts related to communities and neighborhoods and the community analysis:

- **AQ-MM#1**, **AQ-MM#2**, **AQ-MM#3**, and **AQ-MM#4** will reduce community impacts related to air quality.
- **N&V-MM#1**, **N&V-MM#2**, **N&V-MM#3**, and **N&V-MM#4** will reduce community impacts related to noise and vibration from construction and operations.
- **TRAN-MM#1**, **TRAN-MM#2**, **TRAN-MM#3**, **TRAN-MM#4**, **TRAN-MM#5**, **TRAN-MM#6**, and **PR-MM#1** will reduce community impacts related to transportation from construction.
- **AVQ-MM#1**, **AVQ-MM#2**, **AVQ-MM#3**, **AVQ-MM#4**, **AVQ-MM#5**, **AVQ-MM#6**, and **AVQ-MM#7** will reduce community impacts related to visual changes. In addition, **CUL-MM#12** will also reduce community impacts related to visual changes to historic bridges from construction.
- **HMW-MM#1** will reduce community impacts related to the use of extremely hazardous materials near schools during construction.

7.2.3 Impact of Mitigation

There would be no secondary community impacts from mitigation of **SO-MM#1** or **SO-MM#2**. Implementation of the mitigation measure could include cooperative agreements that could lead to the construction of new facilities, such as multimodal overcrossings or undercrossings as discussed in **SO-MM#2**. However, it is not expected that these facilities would be in environmentally sensitive areas or require residential or nonresidential displacements.

AQ-MM#1 requires the purchase of emissions offsets during project construction through an agreement with SCAQMD. It is anticipated that fuel and energy consumption, as well as the associated emissions resulting from the offset emission reduction projects, would decrease with incorporation of **AQ-MM#1**. This mitigation measure would not adversely affect air quality in the SCAB because purchasing emissions offsets would not result in any physical change to the environment, and therefore would not result in other secondary environmental impacts. In addition to NO_X and PM_{10}, emissions-reduction projects could reduce other criteria pollutants and GHGs. However, this would be a beneficial secondary impact of this mitigation measure and is not a required outcome to mitigate any impacts of the project.

No secondary impacts from implementing **AQ-MM#2**, **AQ-MM#3**, and **AQ-MM#4** have been identified.

N&V-MM#1, **N&V-MM#2**, and **N&V-MM#4** are focused on noise and vibration control methods at the source. As such, there would be no secondary effects related to implementation of these mitigation measures. If enclosures or barriers are used during construction, they would only be used temporarily and removed once work is complete.

N&V-MM#3 includes building and installing permanent sound barriers, and noise mitigation in the form of sound barriers is the most common of the options available for **N&V-MM#3**. Residential developments are largely built close to the corridor so that sound barriers would only limit views to the track itself. Therefore, unless property easements or acquisitions are required, there would be no secondary effects associated with implementation of **N&V-MM#3**. Therefore, no changes to the environment would occur as a result of these mitigation measures.

Most of the intersection improvements associated with **TRAN-MM#1**, **TRAN-MM#2**, **TRAN-MM#3**, **TRAN-MM#4**, **TRAN-MM#5**, and **TRAN-MM#6** will take place within the existing city rights-of-way. No impacts will occur from modifying signal phasing and timing, because these changes are done electronically to the existing signals. Adding signals will generally be done within the existing pavement or disturbed graded right-of-way. Temporary traffic, noise, and dust impacts could occur on nearby properties; however, the construction at these locations will be limited in duration. Restriping will take place within existing pavement and could result in temporary traffic, noise, and air quality impacts. Additionally, yellow paint containing lead may need to be removed at some of the locations requiring restriping. The mitigation measures would be implemented for the intersection improvements and will address the traffic, noise, air quality, and hazardous waste impacts. Additionally, implementation of the project will benefit local circulation in the area by improving traffic operations. Because the intersection improvements will be permanent, these benefits will continue after completion of construction of the Shared Passenger Track Alternatives. Potential impacts at the four locations requiring intersection and roadway widening or parking removal were determined based on review of aerial images and compared to the existing inventory of known resources in the area to ensure that potential impacts have been adequately addressed. The following were considered in the analysis of potential impacts of the intersection and roadway widening improvements and parking removal:

- Temporary impacts related to roadway closures and traffic delays
- Surrounding land uses
- Construction-related noise impacts
- Construction-related air quality impacts
- Availability of right-of-way
- Utility relocations
- Property acquisitions and displacements
- Effects on substantial minority populations and low-income populations
- Physical impacts on existing structures, including historic properties
- Locations of known archaeological resources
- Locations of paleontologically sensitive deposits
- Effects on aquatic and biological resources
- Decrease in distance of travel lanes to sensitive receptors for noise and vibration

No secondary impacts are anticipated from **AVQ-MM#1**, **AVQ-MM#2**, **AVQ-MM#3**, **AVQ-MM#4**, **AVQ-MM#5**, **AVQ-MM#6**, **AVQ-MM#7**, or **HMW-MM#1**.

No additional historical resources or historic properties would be affected and no ground-disturbing activities or property acquisition would be necessary to comply with implementation of **CUL-MM#12**. Some visual impacts may occur as a result of building the barriers; however, **CUL-IAMF#6, Preconstruction Conditions Assessment, Plan for Protection of Historic Built Resources, and Repair of Inadvertent Damage**, will be incorporated to promote context-sensitive visual unity, intactness, and integrity. **CUL-IAMF#6** will provide preconstruction assessment of the four historic resources: the First, Fourth, and Seventh Street and Olympic Boulevard Bridges.

7.2.3.1 Early Action Projects

The following mitigation measures would be required for early action projects, as provided in Table 7-1.

Table 7-1 Mitigation Measures Applicable to Construction and Operation of the Early Action Projects

Early Action Project	Impacts	Mitigation Measures
Norwalk Boulevard/ Los Nietos Grade Separation State College Boulevard Grade Separation Cerritos Avenue Grade Separation	Disruption or Division of Existing Communities from Construction ▪ Permanent visual changes ▪ Temporary road closures ▪ Construction air quality impacts ▪ Construction noise impacts Disruption or Division of Existing Communities from Operation ▪ Visual impacts	None
Pioneer Boulevard Grade Separation	Disruption or Division of Existing Communities from Construction ▪ Permanent visual changes ▪ Temporary road closures ▪ Construction air quality impacts ▪ Construction noise impacts Residential Impacts ▪ Residential relocations Disruption or Division of Existing Communities from Operation ▪ Visual impacts	SO-MM#1, SO-MM#2
Commerce Metrolink Station Relocation	Disruption or Division of Existing Communities from Construction ▪ Permanent visual changes ▪ Construction air quality impacts ▪ Construction noise impacts ▪ Increased delays at intersections Disruption or Division of Existing Communities from Operation ▪ Visual impacts	None
Buena Park Metrolink Station Relocation	Disruption or Division of Existing Communities from Construction ▪ Permanent visual changes ▪ Construction air quality impacts ▪ Construction noise impacts Disruption or Division of Existing Communities from Operation ▪ Visual impacts	None

Early Action Project	Impacts	Mitigation Measures
Fullerton Metrolink/Amtrak Station Relocation (Fullerton Interlocker)	Disruption or Division of Existing Communities from Construction ▪ Permanent visual changes ▪ Temporary road closures ▪ Increased delays at intersections and roadways ▪ Construction air quality impacts ▪ Construction noise impacts Disruption or Division of Existing Communities from Operation ▪ Visual impacts	None
Hobart Yard (BNSF Railway Los Angeles Intermodal Facility)	Disruption or Division of Existing Communities from Construction ▪ Permanent visual changes ▪ Temporary road closures ▪ Increased delays at intersections and roadways ▪ Construction air quality impacts ▪ Construction noise impacts Disruption or Division of Existing Communities from Operation ▪ Visual impacts	SO-MM#2
Commerce Yard (BNSF Railway Storage and Intermodal Facility) including Commerce Flyover	Disruption or Division of Existing Communities from Construction ▪ Permanent visual changes ▪ Temporary road closures ▪ Construction air quality impacts Disruption or Division of Existing Communities from Operation ▪ Visual impacts	SO-MM#2

7.3 Community Analysis–Specific Measures to Minimize Harm

As described in Section 7.2, Communities and Neighborhoods, and Section 7.4, Displacements and Relocations, after application of mitigation from other sections of the EIR/EIS, there still remain some disproportionately high and adverse effects from project alternatives. The Authority will implement the mitigation measures described in Section 7.2 and Section 7.4 as appropriate to reduce effects related to other resources, which would reduce effects on communities. For purposes of all community analysis–specific measures, reference to eligible communities shall mean those communities identified in Chapter 5, Community Analysis, of the Draft EIR/EIS. In addition, the Authority will implement the following community analysis–specific IAMFs:

- **CA-IAMF#1: Authority Community Ombudsperson and Contractor's Community Liaison:** Prior to final design, the Authority shall create an ombudsperson position to address the needs of adversely affected communities. The Authority will also make available resources developed for community analysis IAMFs to any other affected communities that are identified in Chapter 5 of the EIR/EIS along the alignment, if a specific community so requests. The Authority's final design plans and contract documents shall require the contractor to establish a full-time community liaison to serve as a multilingual single point of

contact for the eligible communities. The scope of the Authority's community ombudsperson and contractor's community liaison responsibilities and duties include those articulated in the other community analysis–related IAMFs. These responsibilities include implementing programs (e.g., the Workforce Development Program, community air quality monitoring), holding community roundtables to obtain ideas for business spotlighting, developing appropriate aesthetic treatments, proposing potential intersection or safety improvements, and obtaining community-specific feedback on the following plans not typically reviewed by the general public:

- Construction Management Plan (**SOCIO-IAMF#1**)
- Relocation Mitigation Plan (**SOCIO-IAMF#3**)
- Construction Safety Transportation Management Plan (**SS-IAMF#1**)
- Safety and Security Management Plan (**SS-IAMF#2**)
- Operations Noise and Vibration Technical Memorandum (**NV-IAMF#1**)

The community ombudsperson and contractor's community liaison shall have stop-work authority in the event of safety concerns and may also apply stop-work authority for project-related concerns regarding fugitive dust, construction noise, and traffic (e.g., noncompliance with designated truck hauling routes and the California Transportation Plan). Beginning with final design and throughout the construction phase of the project, the contractor's community liaison shall submit reports (quarterly, at minimum) to the ombudsperson providing evidence of compliance with all community analysis IAMFs, maintenance of pedestrian access per **TR-IAMF#4**, communication of relocation mitigation plan, and relocation ombudsperson availability (**SOCIO-IAMF#3**). During construction, the contractor's community liaison shall provide multilingual notices (e.g., online information, e-blasts, text messaging, voice messaging, or mailers) to inform communities (specifically, communities identified in the first paragraph of this IAMF) of the Authority's hotline for reporting community concerns or complaints regarding construction noise and traffic effects and updates. These notices shall be provided 2 weeks in advance of each planned instance of vehicle, pedestrian, bicycle, transit access, and utility service disruption. Notices shall continue, at a minimum, until the communities receive post-construction guidance with details of how to access and ride the HSR system. The community liaison's report to the ombudsperson shall include all concerns and complaints received from communities and measures taken by the Authority or its contractors to address those concerns and complaints. The Authority's construction contractor shall implement all corrective actions communicated by the community ombudsperson, or their community liaison, within a 24-hour period unless written authorization from the community ombudsperson provides the contractor with an alternate timeline. The Authority shall ensure the point of contact has access to the Authority's contract interpretation and translation services for substantial LEP languages in the affected area. Substantial shall be as defined in state LEP law (the Dymally Alatorre Bilingual Services Act). The Authority may also consider contracting with a community organization for substantial LEP communities to assist with outreach.

- **CA-IAMF#2: Business Spotlighting:** To minimize any potential access disruptions or inconveniences to businesses within adversely affected communities (as defined in **CA-IAMF#1**) during construction activities, the Authority shall provide assistance to those businesses to maintain visibility during construction, such as providing signage and targeted advertising and marketing campaigns, incentives for construction worker patronage (as applicable), or Authority-sponsored community events. Business spotlighting will include street vendors permitted by the City of Los Angeles.
- **CA-IAMF#3: Community-Inclusive Development of Aesthetic Treatments and Community Cohesion Enhancements:** In addition to the requirements in **AVQ-IAMF#1** and **AVQ-IAMF#2**, the contractor's community liaison shall work with the Authority community ombudsperson to hold community roundtables to seek input on locally desired aesthetic treatment preferences from the adversely affected communities (as defined in **CA-IAMF#1**), possibly developed by local artists. Treatment options may include streetscape, vegetation screening, consideration of a community mural, and beautification tree plantings or plant

plantings (such as improvements to an existing community garden or establishment of a new community garden location). As appropriate, reuse of property purchased by the Authority that is within the communities (as defined in **CA-IAMF#1**) shall be considered for plant and tree plantings. Upon Authority review for compatibility with the Draft Design Opportunities for Local Jurisdictions and Aesthetic Requirements and approval, the identified locally desired aesthetic treatments shall be included in the final design plans. The Authority's contractor shall implement the aesthetic treatments in the construction of HSR infrastructure.

CA-IAMF#4: Business Relocation/Displacement Assistance: Pursuant to **SOCIO-IAMF#3**, the Authority will develop a relocation mitigation plan. The plan will include a subsection dedicated to addressing adverse effects to businesses in the communities (as defined in **CA-IAMF#1**). This subsection shall include a description of measures taken or proposed to offset the adverse effects of business displacements and relocations in communities, including a description of measures to relocate displaced businesses in proximity to their same community. The Authority shall hold community roundtable meetings to seek and consider input from affected communities prior to finalizing the Authority's Relocation Mitigation Plan. At this time, there are no further practicable community analysis–specific mitigation measures or enhancement measures to avoid or reduce DHAEs from operational noise and vibration, residential displacements, and business displacements. The Authority would coordinate with the public to develop enhancement measures if public input provided during the public review process suggests existing design and mitigation measures set forth in the EIR/EIS do not address the community's concerns.

7.4 Displacements and Relocations

As discussed in Section 7.2, the Authority has identified the following mitigation measures for displacement and relocation impacts as described in Chapter 6. These mitigation measures are for impacts under NEPA and significant impacts under CEQA that cannot be avoided or minimized adequately by IAMFs:

- **SO-MM#1**
- **SO-MM#2**

There would be no secondary community impacts from mitigation of **SO-MM#1** or **SO-MM#2**. Implementation of the mitigation measures could include cooperative agreements that could lead to the construction of new facilities, such as multimodal overcrossings or undercrossings as discussed in **SO-MM#2**. However, it is not expected that these facilities would be in environmentally sensitive areas or require residential or nonresidential displacements.

7.5 Economic

After consideration of the adverse effects and potential benefits of the project, no mitigation measures or design variations have been identified for the project's economic effects. Impacts on school district funding, county and city property and sales tax revenues, physical deterioration, and sales tax changes are not significant and do not require mitigation.

8 IMPACT SUMMARY

8.1 NEPA Impacts Summary

This section summarizes the impacts of the Shared Passenger Track Alternatives and compares them to the impacts of the No Project Alternative. The No Project Alternative represents the transportation system and major planned land use changes anticipated by 2040. Under the No Project Alternative, there would be no HSR stations or impacts associated with those stations in the RSA. There would also be no economic benefits related to the project, including the creation of temporary construction-related jobs or permanent operation-related jobs.

The Shared Passenger Track Alternatives would grade separate five existing at-grade crossings with the existing railroad tracks, benefiting communities by improving connectivity and access across the existing rail corridor. Incorporation of **TR-IAMF#12** will improve bicycle and pedestrian access and safety in throughout the project section.

The Shared Passenger Track Alternatives would cause temporary disruption of communities through secondary effects related to traffic, noise and vibration, dust and ambient air quality, recreational resources, utility interruptions, and aesthetic changes during construction activities. These impacts will be minimized with incorporation of **AQ-IAMF#1**, **AQ-IAMF#2**, **AQ-IAMF#4**, **AQ-IAMF#5**, **LU-IAMF#3**, **NV-IAMF#1**, **SOCIO-IAMF#1**, **SS-IAMF#1**, **TR-IAMF#2**, **TR-IAMF#4**, **TR-IAMF#5**, **TR-IAMF#6**, **TR-IAMF#8**, **TR-IAMF#11**, **TR-IAMF#12**, **AVQ-IAMF#1**, and **AVQ-IAMF#2** into project design. In addition, implementation of **SO-MM#1** and **SO-MM#2** would reduce impacts on division and disruption of communities during construction. The Shared Passenger Track Alternatives would benefit community connectivity by grade separating five existing at-grade crossings with the existing railroad tracks, improving access across the existing rail corridor.

Property acquisitions for construction of Shared Passenger Track Alternative A would result in displacement of three residential units and an estimated 12 residents and up to 256 businesses with an estimated 2,948 employees. Shared Passenger Track Alternative B would displace an additional 18 businesses (for a total of 274 displaced businesses) and an additional 833 employees (for a total of 3,781 displaced employees). The Fullerton HSR Station Option would displace an additional nine businesses and 81 employees; the Norwalk/Santa Fe Springs HSR Station Option would not displace any additional businesses or employees. Provision of individualized relocation assistance outlined in **SOCIO-IAMF#2** and **SOCIO-IAMF#3** will reduce impacts on displaced residents and businesses. In addition, there is a surplus of suitable replacement sites in the cities with residential and business displacements, except for Commerce.

Property acquired for the construction of Shared Passenger Track Alternative A would result in property tax revenue losses of approximately 0.48 percent of property tax revenue among affected jurisdictions in FY 2021/2022. Shared Passenger Track Alternative B would result in property tax revenue losses of approximately 0.65 percent, or an additional 0.17 percent loss of property tax revenue when compared to Shared Passenger Track Alternative A. Both alternatives may result in a change to property values. Long-term property value changes, positive or negative, are difficult to predict because of other factors that affect property values, including diverse consumer preferences and fluctuations in the economy. Property adjacent to the project may be perceived as less valuable to current or future users after construction. However, development of the project section and the growth in employment supported by its operations could result in positive effects on property values, because workers may place a premium on living close to the HSR system to reduce their commuting time.

Project construction would stimulate short-term employment during construction and would create an estimated 31,950 additional direct, indirect, and induced job-years in the two affected counties. In addition, spending on construction equipment and materials during construction would result in a temporary sales tax revenues increase of roughly $1.5 million for the two-county region. With the inclusion of the Norwalk/Santa Fe Springs HSR Station Option, construction would create an

estimated 840 additional direct, indirect, and induced job-years. With the inclusion of the Fullerton HSR Station Option, construction would create an estimated 1,740 additional direct, indirect, and induced job-years.

Overall, project operation is anticipated to result in a net improvement to regional air quality for communities in the RSA. However, uncertainty about the level of future track operations at Hobart Yard could pose health risks from diesel particulate matter emissions. **AQ-MM#4** requires a pre-operational health risk assessment to confirm compliance with SCAQMD thresholds. Because Hobart Yard is in a primarily industrial area with few nearby residents, this impact is unlikely to disrupt or divide local communities, despite the potential localized air quality impact.

Ongoing operation and maintenance of the Shared Passenger Track Alternatives would add roughly 680 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.

As described in Section 4.3, Evaluating Impacts Under NEPA, the impacts of project actions under NEPA are compared to the No Project Alternative when evaluating the impact of the project on the resource. The determination of effect was based on the context and intensity of the change that would be generated by project construction and operations. Table 8-1 presents a comparison of the potential impacts of the project alternatives followed by a summary of the impacts.

Table 8-1 Comparison of Project Alternatives Impacts

Impacts	Shared Passenger Track Alternative A	Shared Passenger Track Alternative B	With Inclusion of HSR Station Option	
			Norwalk/Santa Fe Springs	Fullerton
Disruption or Division of Existing Communities During Construction	Shared Passenger Track Alternative A would cause temporary disruption of communities through secondary effects related to traffic, noise and vibration, dust and ambient air quality, recreational resources, utility interruptions, and aesthetic changes during construction activities. Grade separations would improve connectivity across the rail corridor and improve bicycle and pedestrian access and safety. These impacts would be temporary and would not result in the physical division of an existing community.	Same as Shared Passenger Track Alternative A.	Because the communities within the station area are already adjacent to an existing rail corridor, operational impacts related to traffic, noise and vibration, visual quality, and air quality would not result in perceptible change to the overall quality of life or community character that would divide or disrupt the community.	Same as Norwalk/Santa Fe Springs HSR Station Option.

Impacts	Shared Passenger Track Alternative A	Shared Passenger Track Alternative B	With Inclusion of HSR Station Option	
			Norwalk/Santa Fe Springs	Fullerton
Disruption or Division of Existing Communities During Operation	Traffic impacts during project operation on adjoining and nearby roadways would be direct and continual but would not physically divide an established community because it would be within an existing rail corridor. Although there would be substantial aesthetic degradation of historic bridges as a result of project operation, there would be no physical division of an established community as a result of these visual changes. Unknown future track operations at Hobart Yard could pose health risks from DPM emissions, but because the yards are in industrial areas with few nearby residents, impacts are unlikely to disrupt or divide local communities.	Same as Shared Passenger Track Alternative A.	The Norwalk/Santa Fe Springs HSR Station Option would increase regional access and connectivity, especially for communities near the station. Because the communities are already adjacent to an existing rail corridor, operational impacts related to displacements, traffic, noise and vibration, and air quality would not result in perceptible change to the overall quality of life or community character that would divide or disrupt the community.	Same as Norwalk/Santa Fe Springs HSR Station Option.
Job Creation During Construction	Project construction would lead to a temporary increase in employment for construction and jobs that support construction activities and workers. 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, which would reduce the number of jobs needing to be filled by new residents and the resulting population, housing, and public service effects.	Same as Shared Passenger Track Alternative A.	The Norwalk/Santa Fe Springs HSR Station Option would temporarily increase construction-related employment in the area. Job creation during employment would also provide an economic benefit to those areas.	Same as Norwalk/Santa Fe Springs HSR Station Option.

Impacts	Shared Passenger Track Alternative A	Shared Passenger Track Alternative B	With Inclusion of HSR Station Option	
			Norwalk/Santa Fe Springs	Fullerton
Job Creation During Operation	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. Employment growth constitutes a minor increase to projected growth.	Same as Shared Passenger Track Alternative A.	Same as Shared Passenger Track Alternative A.	Same as Shared Passenger Track Alternative A.
Residential Displacements and Relocations	The project would displace three single-family residential units in the West Whittier–Los Nietos CDP. There will be an anticipated surplus of replacement sites for the displaced residents and there would be relocation assistance provided. The project would not require the construction of replacement housing elsewhere because there are sufficient residential replacement properties.	Same as Shared Passenger Track Alternative A.	The Norwalk/Santa Fe Springs HSR Station Option would not result in any residential displacements.	The Fullerton HSR Station Option would not result in any residential displacements.

Impacts	Shared Passenger Track Alternative A	Shared Passenger Track Alternative B	With Inclusion of HSR Station Option	
			Norwalk/Santa Fe Springs	Fullerton
Commercial and Industrial Business Displacements and Relocations	Construction of the project would result in displacement of 254 businesses with an estimated 2,866 employees. The greatest number of business and employee displacements would occur in the Commerce and Vernon areas, where 115 businesses with an estimated 1,101 employees and 37 businesses with an estimated 911 employees would be displaced in each city, respectively. There is a surplus of suitable replacement sites in the cities with residential and business displacements, except for Vernon and Commerce.	Construction of the project would result in displacement of 272 businesses with an estimated 3,699 employees. The greatest number of business and employee displacements would still occur in Commerce and Vernon. There is a surplus of suitable replacement sites in the cities with residential and business displacements, except for Vernon and Commerce.	The Norwalk/Santa Fe Springs HSR Station Option would not displace additional businesses.	The Fullerton HSR Station Option would displace an additional nine businesses and 81 employees. There is a surplus of suitable replacement sites in Fullerton.
Community Facilities	The project would not relocate community facilities or affect access to community facilities.	Same as Shared Passenger Track Alternative A.	Same as Shared Passenger Track Alternative A.	Same as Shared Passenger Track Alternative A.
Sensitive Population Relocations	Residential displacements would occur in the West Whittier–Los Nietos CDP (12 residents displaced). Because sensitive populations occur in areas where residential displacements would occur, there is the potential for displacement of sensitive populations. Relocation plans and resources provided would take these populations into account during the acquisition process.	Same as Shared Passenger Track Alternative A.	The Norwalk/Santa Fe Springs HSR Station Option would not result in any residential displacements.	The Fullerton HSR Station Option would not result in any residential displacements.

Impacts	Shared Passenger Track Alternative A	Shared Passenger Track Alternative B	With Inclusion of HSR Station Option	
			Norwalk/Santa Fe Springs	Fullerton
Changes in School District Funding	The project could displace 0.018 percent of the student population (approximately three students) from the school districts in West Whittier–Los Nietos CDP. The project could result in school district revenue losses of $34,256 in West Whittier–Los Nietos CDP. Revenue losses represent 0.02 percent of total revenue within the affected school districts, respectively.	Same as Shared Passenger Track Alternative A.	Because the Norwalk/Santa Fe Springs HSR Station Option would not result in residential units, there would be no change to school district funding.	Same as Norwalk/Santa Fe Springs HSR Station Option.
County and City Property Tax Losses	The project would result in approximately $4.5 million in losses in property taxes in the project area.	The project would result in approximately $6.1 million in losses in property taxes in the project area.	Because there would be no additional displacements associated with the Norwalk/Santa Fe Springs HSR Station Option, the property tax changes would be the same as for the Shared Passenger Track Alternatives.	Including the Fullerton HSR Station Option would result in an additional approximately $66,206 losses in property taxes in Fullerton.

Impacts	Shared Passenger Track Alternative A	Shared Passenger Track Alternative B	With Inclusion of HSR Station Option	
			Norwalk/Santa Fe Springs	Fullerton
Physical Deterioration	Temporary construction impacts from increases in dust, noise, traffic congestion, and access disruptions are not anticipated to result in the physical deterioration of communities in the area. Physical deterioration would not occur because suitable relocation sites have been identified to accommodate the relocation of residential, commercial, and industrial businesses within these cities and displacements would not result in considerable residential migration out of a community or introduce changes to the business environment.	Same as Shared Passenger Track Alternative A.	Same as Shared Passenger Track Alternative A.	Same as Shared Passenger Track Alternative A.
Construction- and Operation-Related Sales Tax Effects	A temporary increase in sales tax revenues is expected for Los Angeles County and the communities in the region because of the project construction. This increase would result from spending on construction equipment and materials. Unless specifically exempted, transactions for tangible assets related to the HSR would be subject to sales tax. Increases in sales tax revenues are estimated at $1.5 million for Los Angeles and Orange Counties. The sales tax revenue generated from construction spending, including construction worker spending in the community, would increase local government revenues during the construction period.	Same as Shared Passenger Track Alternative A.	Same as Shared Passenger Track Alternative A.	Same as Shared Passenger Track Alternative A.

CDP= Census-Designated Place; DPM = diesel particulate matter; HSR = high-speed rail; RSA= resource study area

8.2 CEQA Significance Conclusions

As described in Section 4.4, Determining Significance Under CEQA, the impacts of project actions under CEQA are evaluated against thresholds to determine whether a project action would result in no impact, a less-than-significant impact, or a significant impact. Table 8-2 contains a summary of the CEQA determination of significance for all construction and operational impacts for the project.

Table 8-2 CEQA Significance Conclusions

Impact	Impact Description and Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation	Source of Impact
Disruption or Division of Existing Communities During Construction	Potentially significant for both project alternatives. Construction activities could temporarily disrupt or divide established communities by increasing traffic congestion and creating a new physical barrier from grade separations that affect community paths of travel and access within the RSA.	SO-MM#1 SO-MM#2	Less than significant	Shared Passenger Track Alternatives A and B
Disruption or Division of Existing Communities During Operation	Less than significant for both project alternatives. Project operation would result in noise and vibration impacts near sensitive receptors, visual changes, and traffic delays, which could disrupt but not physically divide existing communities.	Not applicable	Not applicable	Not applicable
Job Creation During Construction and Operation	Not applicable. In accordance with Section 15064 of the State CEQA Guidelines, “economic and social changes resulting from a project shall not be treated as significant impacts on the environment.”	Not applicable	Not applicable	Not applicable

Impact	Impact Description and Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation	Source of Impact
Residential Displacements and Relocations	Less than significant for both project alternatives. The project would displace three single-family residential units in West Whittier–Los Nietos CDP. Because there is an anticipated surplus of replacement sites for the displaced residents and there would be relocation assistance provided, impacts are minimal.	No mitigation measures are required.	Not applicable	Shared Passenger Track Alternatives A and B
Commercial and Industrial Business Displacements and Relocations	Not applicable. In accordance with Section 15064 of the State CEQA Guidelines, "economic and social changes resulting from a project shall not be treated as significant impacts on the environment."	Not applicable	Not applicable	Not applicable
Community Facilities	No impact for both project alternatives. No community facilities would be displaced by the project.	No mitigation measures are required.	Not applicable	Not applicable
Sensitive Population Relocations	Less than significant for both project alternatives. Residential displacements would occur in the West Whittier–Los Nietos CDP (12 residents displaced). Because sensitive populations occur in areas where residential displacements would occur, there is the potential for displacement of sensitive populations. Relocation plans and resources provided would take these populations into account during the acquisition process.	No mitigation measures are required.	Not applicable	Both alternatives

Impact	Impact Description and Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation	Source of Impact
Changes in School District Funding	Not applicable. In accordance with Section 15064 of the State CEQA Guidelines, "economic and social changes resulting from a project shall not be treated as significant impacts on the environment."	Not applicable	Not applicable	Not applicable
County and City Property Tax Effects	Not applicable. In accordance with Section 15064 of the State CEQA Guidelines, "economic and social changes resulting from a project shall not be treated as significant impacts on the environment."	Not applicable	Not applicable	Not applicable
Physical Deterioration	Less than significant for both project alternatives. The project would not result in residential migration or introduce changes to the business environment. There would not be substantial reductions in revenue sources for local governments nor broad long-term impacts on the regional tax base.	No mitigation measures are required.	Not applicable	Not applicable
Construction- and Operation-Related Sales Tax Effects	Not applicable. In accordance with Section 15064 of the State CEQA Guidelines, "economic and social changes resulting from a project shall not be treated as significant impacts on the environment."	Not applicable	Not applicable	Not applicable

Authority = California High-Speed Rail Authority; CDP = Census-Designated Place; CEQA = California Environmental Quality Act; RSA = resource study area

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Project Role	Name, Credential	Qualifications
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APPENDIX A: CONSISTENCY WITH REGIONAL AND LOCAL PLANS AND POLICIES

Policy	Consistency
Southern California	
SCAG 2024–2050 RTP/SCS (2024)	
• **Policy 4:** Ensure the implementation of Complete Streets that are sensitive to urban, suburban or rural contexts and improve transportation safety for all, but especially for vulnerable road users (e.g., people, especially older adults and children, walking and biking)	**Consistent**. The Shared Passenger Track Alternatives would improve mobility and accessibility and provide an opportunity for transit-oriented development planning and infill development near station areas.
• **Policy 14:** Encourage the development of transportation projects that provide convenient, cost-effective and safe alternatives to single-occupancy vehicle travel (e.g., trips made by foot, on bikes, via transit, etc.)	**Consistent**. The Shared Passenger Track Alternatives would improve the transportation of residents throughout the county by offering a faster, improved method of traveling through the county. The Shared Passenger Track Alternatives would comply with safety standards and regulations in order to ensure the safe travel of passengers. SS-IAMF#3 implements the Authority's hazard management program which includes a hazard assessment conforming to the FRA's Collison Hazard Analysis Guide: Commuter and Intercity Passenger Service (FRA 2007) and the U.S. Department of Defense's System Safety Program Plan (MIL-STD-882).
• **Policy 17:** Support the implementation of technology designed to provide equal access to mobility, employment, economic opportunity, education, health and other quality-of-life opportunities for all residents within the SCAG region	**Consistent**. The Shared Passenger Track Alternatives would increase the productivity and accessibility of the regional transportation system by providing a more efficient method for people to travel in the region. The Shared Passenger Track Alternatives would support the continued integration of non-SOV transportation in the region and increase interconnectedness of the region.
• **Policy 20:** Promote technology that has the capacity to facilitate economic growth, improve workforce development opportunities, and enhance safety and security	**Consistent**. The Shared Passenger Track Alternatives would provide access to regional and statewide transit systems and opportunities for economic growth in the area. The Shared Passenger Track Alternatives would also complete all planned transportation improvements, including bike lanes and transportation facilities, where existing roadways cross the Shared Passenger Track Alternatives. Therefore, the Shared Passenger Track Alternatives would be compatible with this objective. The Shared Passenger Track Alternatives would comply with safety standards and regulations in order to ensure the safe travel of passengers. SS-IAMF#3 implements the Authority's hazard management program which includes a hazard assessment conforming to the FRA's Collison Hazard Analysis Guide: Commuter and Intercity Passenger Service (FRA 2007) and the U.S. Department of Defense's System Safety Program Plan (MIL-STD-882).

Policy	Consistency
• **Policy 27:** Establish a user fee–based system that better reflects the true cost of transportation, provides firewall protection for new and existing transportation funds, and represents equitable distribution of costs and benefits	**Consistent**. The Authority would work closely with county departments to collaborate in meeting the needs of county residents and ensure consistency with funding capabilities. Additionally, the Shared Passenger Track Alternatives would support this goal by providing communities, including low-income and minority populations, with benefits from access to clean transportation technologies.
• **Policy 32:** Promote the growth of origins and destinations, with a focus on future housing and population growth, in areas with existing and planned urban infrastructure that includes transit and utilities	**Consistent.** The Shared Passenger Track Alternatives would provide access to regional and statewide transit systems and opportunities for economic growth in the area. The Shared Passenger Track Alternatives would also complete all planned transportation improvements, including bike lanes and transportation facilities, where existing roadways cross the Shared Passenger Track Alternatives. Therefore, the Shared Passenger Track Alternatives would be compatible with this objective.
• **Policy 33**: Promote the growth of origins and destinations, in areas with a proclivity toward multimodal options like transit and active transportation, to reduce single occupant vehicle (SOV) dependency and vehicle miles traveled	**Consistent.** The Shared Passenger Track Alternatives would provide access to regional and statewide transit systems and opportunities for economic growth in the area. The Shared Passenger Track Alternatives would also complete all planned transportation improvements, including bike lanes and transportation facilities, where existing roadways cross the Shared Passenger Track Alternatives. Therefore, the Shared Passenger Track Alternatives would be compatible with this objective.
• **Policy 43**: Support communities across the region to realize 15-minute communities through incremental changes that improve equity, quality of life, public health, mobility, sustainability, resilience and economic vitality	**Consistent.** The Shared Passenger Track Alternatives would provide access to regional and statewide transit systems and opportunities for economic growth in the area. The Shared Passenger Track Alternatives would also complete all planned transportation improvements, including bike lanes and transportation facilities, where existing roadways cross the Shared Passenger Track Alternatives. Therefore, the Shared Passenger Track Alternatives would be compatible with this objective. By reducing reliance on SOVs, the Shared Passenger Track Alternatives would be supporting steps toward 15-minute local communities along the HSR right-of-way.
• **Policy 44**: Encourage efforts that elevate innovative approaches to increasing access to neighborhood destinations and amenities through an array of people-centered mobility options	**Consistent.** The Shared Passenger Track Alternatives would provide access to regional and statewide transit systems and opportunities for economic growth in the area. The Shared Passenger Track Alternatives would also complete planned transportation improvements, including bike lanes and transportation facilities, where existing roadways cross the Shared Passenger Track Alternatives. Therefore, the Shared Passenger Track Alternatives would be compatible with this objective.
• **Policy 55**: Promote equitable use of and access to clean transportation technologies so that all may benefit from them	**Consistent**. The Shared Passenger Track Alternatives would support this goal by providing communities, including low-income and minority populations, with access to clean transportation technologies.

Policy	Consistency
County of Los Angeles	
Los Angeles County 2035 General Plan (2025): Mobility Element (2015)	
• **Policy M 1.1:** Provide for the accommodation of all users, including pedestrians, motorists, bicyclists, equestrians, users of public transit, seniors, children, and persons with disabilities when requiring or planning for new, or retrofitting existing, transportation corridors/networks whenever appropriate and feasible.	**Consistent.** The Shared Passenger Track Alternatives would support this policy by providing a regional transportation system that would enable travel for all users, including seniors, youths, and persons with disabilities. In addition, the project would contribute to the community's quality of life by providing safe and convenient travel for transit riders.
• **Policy M 1.2:** Ensure that streets are safe for sensitive users, such as seniors and children.	**Consistent.** The Shared Passenger Track Alternatives would support this policy by providing a regional transportation system that would enable travel for all users, including seniors and children. In addition, the project would contribute to the community's quality of life by providing safe and convenient travel for transit riders.
• **Goal M 4:** An efficient multimodal transportation system that serves the needs of all residents.	**Consistent**. The Shared Passenger Track Alternatives would improve the transportation of residents throughout the county by offering a faster, improved method of traveling through the county.
• **Policy M 4.1:** Expand transportation options that reduce automobile dependence.	**Consistent**. By providing a rail alternative, the Shared Passenger Track Alternatives constitutes a project that expands transportation options and helps reduce automobile dependence.
• **Policy M 4.4:** Ensure expanded mobility and increase transit access for underserved transit users, such as seniors, students, low income households, and persons with disabilities.	**Consistent**. The Shared Passenger Track Alternatives would expand mobility and increase transit access for underserved transit users by offering a faster, improved method of traveling through the county.
• **Policy M 4.9:** Ensure the participation of all potentially affected communities in the transportation planning and decision-making process.	**Consistent**. Community outreach efforts are ongoing and have included numerous community open houses and stakeholder meetings concerning the project.
• **Policy M 4.10:** Support the linkage of regional and community-level transportation systems, including multimodal networks.	**Consistent.** The Shared Passenger Track Alternatives would improve regional transportation. The Shared Passenger Track Alternatives would make the city more interconnected with nearby communities in the region by offering a faster, improved method of traveling through the region.
• **Policy M 4.12:** Work with adjacent jurisdictions to ensure connectivity and the creation of an integrated regional network.	**Consistent**. Community outreach efforts are ongoing and have included numerous community open houses, stakeholder meetings, and coordination with affected jurisdictions concerning the project.

Policy	Consistency
• **Goal M 7:** Transportation networks that minimize negative impacts to the environment and communities.	**Consistent**. To the maximum extent practicable, the Shared Passenger Track Alternatives would minimize the negative impacts on the environment and communities. Because the Shared Passenger Track Alternatives would be built primarily within an existing rail right-of-way, project impacts would be lessened. In addition, the Shared Passenger Track Alternatives would result in an efficient method of traveling to certain areas in the county, which constitutes a positive impact on communities.
Los Angeles County 2035 General Plan (2025): Economic Development Element (2022)	
• **Goal ED 1:** An economic base and fiscal structures that attract and retain valuable industries and businesses.	**Consistent**. The Shared Passenger Track Alternatives would provide access to regional and statewide transit systems and opportunities for economic growth in the area. Therefore, the Shared Passenger Track Alternatives would be compatible with this goal.
• **Policy ED 1.4:** Encourage the expansion and retention of targeted industries and other growth economic sectors, such as the entertainment industry, aerospace industry, agriculture, transportation/logistics, healthcare, biomed/biotech, hospitality and tourism.	**Consistent**. The Shared Passenger Track Alternatives would encourage the expansion and growth of the transportation sector. By providing a faster regional transportation option for employees in Los Angeles County, the project will encourage the retention of targeted industries and economic sectors.
• **Goal ED 2:** Land use practices and regulations that foster economic development and growth.	**Consistent.** The Shared Passenger Track Alternatives would help incite economic development in the region by offering improved access to employees, residents, and visitors in the region.
• **Policy ED 2.3:** Ensure environmental justice in economic development activities.	**Consistent**. The Shared Passenger Track Alternatives would help incite economic development along an existing rail corridor in an urbanized area by offering improved access to employees, residents, and visitors in the region. The Shared Passenger Track Alternatives would reduce air pollutant and GHG emissions in the region, which includes low-income and minority populations that have historically borne disproportionate pollution and health impacts. With AQ-IAMF#1 through AQ-IAMF#5, emissions of harmful pollutants will be minimized, which would minimize the health risks to populations near the project. AQ-IAMF#1 through AQ-IAMF#5 will also minimize emissions from construction, grading, excavation, and demolition. In addition, the Shared Passenger Track Alternatives would not preclude the county's work with SCAQMD to publicize air quality warnings, promoting reductions in air pollutant and GHG emissions, and would allow for coordination with other agencies regarding land use, transportation, and air quality and climate change planning.
• **Policy ED 2.7:** Incentivize economic development and growth along existing transportation corridors and in urbanized areas.	**Consistent.** The Shared Passenger Track Alternatives would help incite economic development along an existing rail corridor in an urbanized area by offering improved access to employees, residents, and visitors in the region.

Policy	Consistency
• **Policy ED 2.8:** Incentivize as much as feasible, environmentally sustainable practices and high standards of development in the communities that bear disproportionate pollution and health impacts.	**Consistent.** The Shared Passenger Track Alternatives would reduce air pollutant and GHG emissions in the region, which includes low-income and minority populations that have historically borne disproportionate pollution and health impacts. With IAMFs, emissions of harmful pollutants would be minimized, which would minimize the health risks to populations near the project. AQ-IAMF#2 would ensure that no high-VOC building coating materials would be used. IAMFs would also minimize emissions from construction, grading, excavation, and demolition. In addition, the Shared Passenger Track Alternatives would not preclude the county's work with SCAQMD to publicize air quality warnings, promoting reductions in air pollutant and GHG emissions, and would allow for coordination with other agencies regarding land use, transportation, and air quality and climate change planning.
• **Goal ED 3:** An expanded and improved infrastructure system to support economic growth and development.	**Consistent.** The Shared Passenger Track Alternatives would expand and improve existing infrastructure in the county by providing a new, efficient method of travel to certain areas in the region.
• **Policy ED 3.2:** Support the use of public-private partnerships to develop, fund, and deliver critical infrastructure.	**Consistent**. Outreach efforts are ongoing and have included numerous community open houses, stakeholder meetings, and coordination with affected jurisdictions concerning the development of the project.
• **Policy ED 3.3:** Work with state agencies dedicated to financing important critical infrastructure and economic development projects.	**Consistent**. Outreach efforts are ongoing and have included coordination with affected jurisdictions concerning the development and delivery of the Shared Passenger Track Alternatives.
Los Angeles County 2035 General Plan (2025): Land Use Element (2025)	
• **Goal LU 2:** Community-based planning efforts that implement the General Plan and incorporate public input, and regional and community level collaboration.	**Consistent**. Outreach efforts are ongoing and have included numerous community open houses, stakeholder meetings, and coordination with affected jurisdictions concerning the development of the project.
• **Policy LU 2.2:** Ensure broad outreach, public participation, and opportunities for community input in community-based planning efforts.	**Consistent**. Outreach efforts are ongoing and have included numerous community open houses, stakeholder meetings, and coordination with affected jurisdictions concerning the development of the project.
• **Policy LU 2.3:** Consult with and ensure that applicable County departments, adjacent cities and other stakeholders are involved in community-based planning efforts.	**Consistent**. Outreach efforts are ongoing and have included coordination with affected jurisdictions concerning the development and delivery of the Shared Passenger Track Alternatives.
• **Policy LU 2.5:** Support and actively participate in inter-jurisdictional and regional planning efforts to help inform community-based planning efforts.	**Consistent**. Outreach efforts are ongoing and have included coordination with affected jurisdictions concerning the development and delivery of the Shared Passenger Track Alternatives.

Policy	Consistency
• **Policy LU 2.7:** Set priorities for Planning Area-specific issues, including transportation, housing, open space, and public safety as part of community-based planning efforts.	**Consistent**. The Shared Passenger Track Alternatives support this policy by developing transportation infrastructure throughout the Planning Area.
• **Goal LU 4:** Infill development and redevelopment that strengthens and enhances communities.	**Consistent**. The Shared Passenger Track Alternatives would strengthen and enhance communities by providing access to a statewide transit system that would promote connectivity between communities.
• **Policy LU 4.3:** Encourage transit-oriented development in urban and suburban areas with the appropriate residential density along transit corridors and within station areas.	**Consistent.** The Shared Passenger Track Alternatives would provide a new method of transit along an existing transit corridor in an urban area. The project would encourage transit-oriented development and would not displace residential land uses within station areas.
• **Goal LU 5:** Vibrant, livable and healthy communities with a mix of land uses, services and amenities.	**Consistent.** The Shared Passenger Track Alternatives would promote livable and healthy communities by providing access to a regional transportation system that would reduce air pollutant and GHG emissions.
• **Policy LU 5.7:** Direct resources to areas that lack amenities, such as transit, clean air, grocery stores, bikeways, parks, and other components of a healthy community.	**Consistent.** The Shared Passenger Track Alternatives would support this policy by providing a new transit resource to communities and reducing air pollutant and GHG emissions.
• **Goal LU 7:** Compatible land uses that complement neighborhood character and the natural environment.	**Consistent.** The Shared Passenger Track Alternatives would not result in changes to land use that are inconsistent with the neighborhood character. The communities in the project corridor are adjacent to an existing rail right-of-way, which would lessen the project's impact on community character. To the maximum extent practicable, the Shared Passenger Track Alternatives would minimize the negative impacts on the environment and communities.
• **Policy LU 7.8**: Promote environmental justice in the areas bearing disproportionate impacts from stationary pollution sources.	**Consistent.** The Shared Passenger Track Alternatives would reduce air pollutant and GHG emissions in the region, which includes low-income and minority populations that have historically borne disproportionate pollution and health impacts. With AQ-IAMF#1 through AQ-IAMF#5, emissions of harmful pollutants would be minimized, which would minimize the health risks to populations located near the project. AQ-IAMF#1 through AQ-IAMF#5 would also minimize emissions from construction, grading, excavation, and demolition. In addition, the Shared Passenger Track Alternatives would not preclude the county's work with SCAQMD to publicize air quality warnings, promoting reductions in air pollutant and GHG emissions, and would allow for coordination with other agencies regarding land use, transportation, and air quality and climate change planning.

Policy	Consistency
• **Goal LU 9:** Land use patterns and community infrastructure that promote health and wellness.	**Consistent.** The Shared Passenger Track Alternatives would support this policy by providing a new transit resource to communities that would reduce air pollutant and GHG emissions.
• **Policy LU 10.1:** Encourage community outreach and stakeholder agency input early and often in the design of projects.	**Consistent**. Outreach efforts are ongoing and have included numerous community open houses, stakeholder meetings, and coordination with affected jurisdictions concerning the development of the project.
• **Policy LU 10.5:** Encourage the use of distinctive landscaping, signage and other features to define the unique character of districts, neighborhoods or communities, and engender community identity, pride and community interaction.	**Consistent.** The Shared Passenger Track Alternatives would not result in changes that are inconsistent with the neighborhood character. The communities in the project corridor are adjacent to an existing rail right-of-way, which would lessen the project's impact on community character. To the maximum extent practicable, the Shared Passenger Track Alternatives would minimize the negative impacts on the environment and communities.
• **Policy LU 10.9:** Encourage land uses and design that stimulate positive and productive human relations and foster the achievement of community goals	**Consistent**. The Shared Passenger Track Alternatives would support this policy by providing a transit service that encourages community connectivity throughout the region.
Los Angeles County Code of Ordinances (2025)	
Title 22, Planning and Zoning, of the Los Angeles County Code of Ordinances contains articles that pertain to construction and zoning within Los Angeles County.	**Consistent.** The Shared Passenger Track Alternatives would not conflict with any of the articles contained in the corresponding chapter. The project would incorporate AVQ-IAMF#2, which would include coordination with local jurisdictions to develop contextually appropriate project design related to building and construction, zoning, and community development.
City of Los Angeles	
City of Los Angeles General Plan (2024): Framework Element (2023)	
• **Objective 3.3:** Accommodate projected population and employment growth within the City and each community plan area and plan for the provision of adequate supporting transportation and utility infrastructure and public services.	**Consistent.** The Shared Passenger Track Alternatives would provide access to regional and statewide transit systems and opportunities for economic growth in the area. The Shared Passenger Track Alternatives would also complete all planned transportation improvements, including bike lanes and transportation facilities, where existing roadways cross the Shared Passenger Track Alternatives. Therefore, the Shared Passenger Track Alternatives would be compatible with this objective.

Policy	Consistency
• **Policy 3.3.1:** Accommodate projected population and employment growth in accordance with the Long-Range Land Use Diagram and forecasts in Table 2-2 [of the City of Los Angeles General Plan Land Use Element], using these in the formulation of the community plans and as the basis for the planning for and implementation of infrastructure improvements and public services.	**Consistent.** The Shared Passenger Track Alternatives would provide efficient movement of people to accommodate projected growth in the region and statewide, and would account for the adjustment of infrastructure and public services during the planning process. Therefore, the Shared Passenger Track Alternatives would be compatible with this policy.
City of Los Angeles General Plan (2024): Mobility Element (2016)	
• **Mobility Plan Policy 1.5:** Reduce conflicts and improve safety at railroad crossings through design, planning, and operation	**Consistent.** The proposed project would improve safety at railroad crossings by introducing new grade separations that prevent conflicts between rail and vehicle traffic.
• **Mobility Plan Policy 3.6:** Continue to promote Union Station as the major regional transportation hub linking Amtrak, Metrolink, Metro Rail, and high-speed rail service.	**Consistent.** The proposed project would support this policy by including rail facilities that connect to Los Angeles Union Station as one of the program HSR stations.
• **Mobility Plan Policy 5.1:** Encourage the development of a sustainable transportation system that promotes environmental and public health.	**Consistent.** The Shared Passenger Track Alternatives would provide efficient movement of people, which would reduce total vehicle miles traveled, vehicle emissions, and energy use. Therefore, the Shared Passenger Track Alternatives would be compatible with this policy.
Los Angeles Municipal Code (2025)	
The following chapters of the Los Angeles Municipal Code contain articles relevant to socioeconomics and communities: Chapter IV, Public Welfare; Chapter V, Public Safety and Protection; Chapter VII, Transportation; Chapter XI, Noise Regulation; and Chapter XVI, Housing Regulations.	**Consistent.** The Shared Passenger Track Alternatives would not conflict with any of the articles contained in the corresponding chapter. The project would incorporate IAMFs, which would include coordination with local jurisdictions to develop contextually appropriate project design related to public safety, streets and sidewalks, building and construction, noise, zoning, and community development.
Downtown Community Plan (2024): Land Use Element	
• **Land Use Goal 1:** A safe, secure, and high quality residential environment for all economic, age, and ethnic segments of the community.	**Consistent.** The Shared Passenger Track Alternatives promote more sustainable, accessible, and affordable transit options, thereby supporting local communities**.**
• **Policy LU 22.16:** Advance efforts to plan for the future integration of high speed rail and other transit projects, such as the Southeast Gateway line and Link US, to reinforce Union Station and Downtown as a hub of regional transit.	**Consistent.** The Shared Passenger Track Alternatives are consistent with this policy given planned implementation of rail and other transit projects to reinforce Los Angeles Union Station and improve regional connectivity.

Policy	Consistency
Downtown Community Plan (2024): Public Realm and Open Space Element	
• **PO Goal 8:** Connected infrastructure that respects and preserves diversified economic activities while enhancing recreational opportunities.	**Consistent.** The Shared Passenger Track Alternatives promote improved regional connectivity, accessible travel options, and efficient movement of people and to recreational opportunities in downtown Los Angeles.
• **PO 8.1:** Maintain functional use of the rail facilities, while allowing for bold and innovative design along parcels adjacent to the Los Angeles River (River).	**Consistent.** The Shared Passenger Track Alternatives would be consistent with this policy regarding efficient movement of people and consideration of aesthetics and visual quality. The Shared Passenger Track Alternatives would improve regional connectivity and have been designed for compatibility with the visual identity and character of its surrounding communities. In addition, the Draft EIR/EIS includes AVQ-IAMF#1 and AVQ-IAMF#2, through which the contractor will incorporate design aesthetic preferences into final design and construction of station and nonstation structures to ensure consistency with local plans in Los Angeles.
• **PO 8.2:** Accommodate major regional rail connection projects such as Link US, High Speed Rail, and the Southeast Gateway Line.	**Consistent.** The Shared Passenger Track Alternatives are consistent with this policy given planned coordination and implementation of major regional rail connections in the region.
Downtown Community Plan (2024): Mobility and Connectivity Element	
• **MC Goal 5:** A comprehensive transit system that connects downtown's districts and downtown to communities throughout the region.	**Consistent**. The Shared Passenger Track Alternatives would support this policy by providing efficient movement of people from communities in Los Angeles and Orange Counties to downtown Los Angeles.
• **MC 5.1:** Support major regional rail infrastructure projects, such as Link US and California High Speed Rail that will improve connectivity between Downtown and the surrounding region and reduce travel times	**Consistent.** The Shared Passenger Track Alternatives would support this policy by providing efficient movement of people and access to downtown Los Angeles, thereby reducing reliance of vehicular transportation and reducing travel times.
Boyle Heights Community Plan (2024): Circulation Element	
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.	**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.

Policy	Consistency
Boyle Heights Community Plan (2024): Public Transportation Element	
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 MP 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.	**Consistent.** This objective indicates the City of Los Angeles's support of alternative transportation modes, which would include HSR. The Shared Passenger Track Alternatives would support this goal by providing efficient movement of people and access to regional and statewide transit systems. Furthermore, the project would complete all planned transportation improvements, including bike lanes and transportation facilities, where existing roadways cross the proposed alignment.
City of Vernon	
City of Vernon General Plan (2023): Land Use Element	
• **Goal LU-1**: Promote and maintain manufacturing and other industrial uses as the primary land use within the City.	**Consistent.** The project would not change the primary land use in the city from manufacturing and other industrial uses.
• **Policy LU 1.1**: Allow manufacturing and industrial use on all properties in Vernon.	**Consistent.** The project would not prevent these designations.
• **Policy LU 1.2**: Accommodate, at limited and specific areas of the City, those commercial, service, and retail uses that complement but do not detract from the purposely established industrial character of the City.	**Consistent.** The project would not prevent these designations.
• **Policy LU-1.4** Apply appropriate standards and review procedures to housing development proposals to minimize potential industrial/housing conflicts and protect the operation of industrial businesses in proximity to housing sites.	**Consistent.** The project would not prevent the City of Vernon from applying appropriate standards and review procedures related to housing development proposals.
• **Goal LU-3:** Maintain Vernon as a highly desirable location for industry, and continue to attract the types of industry the City is well positioned to serve.	**Inconsistent.** Shared Passenger Track Alternatives A and B would displace 37 businesses in Vernon. There is a deficit of suitable commercial replacement properties in Vernon to accommodate the relocation of displaced businesses in the city.
• **Policy LU-3.4:** Invest in activities and programs that advertise and promote Vernon as a quality and desirable location for industry.	**Inconsistent.** Shared Passenger Track Alternatives A and B would displace 37 businesses in Vernon. There is a deficit of suitable commercial replacement properties in Vernon to accommodate the relocation of displaced businesses in the city.

Policy	Consistency
• **Policy LU-4.1:** Develop mixed-use districts incorporating light industrial, retail, office and, where appropriate, residential uses at strategic locations where they can help serve the needs of the larger industrial community. Require community-serving or productive uses in large residential projects within these districts.	**Consistent.** The project would not prevent the City of Vernon from developing mixed-use districts.
• **Policy LU-4.3:** Permit housing in limited areas outside mixed -use districts, where housing exists currently or within the Housing Overlay Zone via a discretionary process.	**Consistent.** The project area in Vernon is not in areas with existing housing or within the Housing Overlay Zone. Therefore, the project would not prevent the City of Vernon from this permitting process.
City of Vernon General Plan (2023): Circulation and Infrastructure Element (2015)	
• **Goal CI-1:** Provide a balanced transportation system for the safe and efficient movement of people, goods, and emergency services throughout the City.	**Consistent.** The Shared Passenger Track Alternatives would expand and improve existing infrastructure in the city by providing a new, efficient method of travel to certain areas in the region.
• **Policy CI-1.1:** Continue to improve the street system to meet the minimum standards contained in this Element.	**Consistent.** The Shared Passenger Track Alternatives would support this policy by completing planned transportation improvements, including bike lanes and transportation facilities, where existing roadways cross the proposed alignment. In addition, the HSR would provide access to regional and statewide transit systems.
• **Policy CI-1.4:** Evaluate implementing measures that reduce the maneuvering of trucks on streets with substantial traffic during periods of high traffic volumes.	**Consistent.** The Shared Passenger Track Alternatives would not prevent the evaluation of implementing measures that reduce maneuvering of trucks on streets with substantial traffic during periods of high traffic volumes.
• **Policy CI-1.7:** Encourage the use of ride sharing and public transit for persons employed in the City to reduce traffic congestion and the need for off-street parking in the City.	**Consistent.** The Shared Passenger Track Alternatives would encourage ride sharing and public transit to reduce traffic congestion.
City of Vernon General Plan (2023): Housing Element (2015)	
• **Policy H-1.3:** Mitigate any residential displacement impacts occurring as a result of residential demolition.	**Consistent.** The Shared Passenger Track Alternatives would not result in the displacement of any existing residential units in Vernon.
• **Goal H-2:** Maintain all existing dwelling units within the City.	**Consistent.** The Shared Passenger Track Alternatives would not result in the displacement of any existing residential units in Vernon.
• **Policy H-2.1:** Provide for the retention of existing residential units in the City that are economically and physically sound.	**Consistent.** The Shared Passenger Track Alternatives would not result in the displacement of any existing residential units in Vernon.

Policy	Consistency
Code of the City of Vernon (2024)	
The following chapters of the Code of the City of Vernon 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.	**Consistent.** The Shared Passenger Track Alternatives would not conflict with any of the relevant chapters of the code. The project will incorporate AVQ-IAMF#2, which includes coordination with local jurisdictions to develop contextually appropriate project design related to storm sewer systems, streets and sidewalks, building and construction, zoning, and community development.
City of Bell	
City of Bell 2010 General Plan (2022)	
• **Land Use and Sustainability Element Policy 10:** The City of Bell shall ensure that land use and development plans of other agencies (Caltrans, LAUSD, etc.) do not adversely impact the community. As part of this process, the City shall be proactive in its review of CEQA documents provided by other public agencies in the vicinity of the City.	**Consistent.** Throughout the planning process, the Authority has sought input from key local agencies, including the City of Bell, in an effort to understand key issues and community concerns related to the project section design. The city has the opportunity to review and comment on the Draft EIR/EIS during public circulation of the document.
• **Health and Safety Element Policy 23:** The City of Bell shall cooperate with all public agencies so as to minimize transportation related noise. Applicable City, State, and Federal noise control regulations shall be enforced.	**Consistent.** Just like the construction of freeways and other infrastructure projects, some noise impacts would likely be unavoidable. To the maximum extent practicable, the contractor would mitigate noise impacts where feasible by using noise barriers, routing traffic away from residential streets, and combining noise operations so that they occur in the same period.
• **Mobility and Circulation Element Policy 1:** The City of Bell shall continue to participate in regional transportation planning efforts. The City shall participate in all regional transportation planning and development initiatives including those hosted by SCAG, Caltrans, Los Angeles County MTA, and ECO Rapid Transit.	**Consistent. The** Shared Passenger Track Alternatives would complete planned transportation improvements, including bike lanes and transportation facilities, where existing roadways cross the proposed alignment. The Shared Passenger Track Alternatives would be compatible with this objective.
• **Mobility and Circulation Element Policy 6**: The City of Bell shall establish a Level of Service (LOS) "D" as the acceptable standard where such a standard is appropriate. In addition, the City shall incorporate LOS "D" as a standard on traffic studies and traffic level of service mitigation.	**Consistent.** As discussed in more detail in Section 3.2, Transportation, a significant traffic impact has been determined where the Plus Project condition has an LOS of E or F.

Policy	Consistency
City of Bell Municipal Code (2024)	
The following titles of the City of Bell Municipal Code contain articles relevant to socioeconomics and communities: Title 10, Vehicles and Traffic; Title 12, Streets, Sidewalks, and Public Places; Title 13, Public Services; Title 15, Buildings and Construction; and Title 17, Zoning.	**Consistent.** The Shared Passenger Track Alternatives would not conflict with any of the relevant chapters of the code. The Shared Passenger Track Alternatives will incorporate AVQ-IAMF#2, which includes coordination with local jurisdictions to develop contextually appropriate project design related to vehicles and traffic, streets and sidewalks, public services, building and construction, and zoning.
City of Commerce	
City of Commerce 2020 General Plan (2008): Community Development Element[1]	
• **Policy 3.1:** The City of Commerce will continue to promote the maintenance and preservation of industrial activities and business that contribute to the City's economic and employment base.	**Consistent.** The Shared Passenger Track Alternatives would displace 115 businesses in Commerce. There is a surplus of industrial replacement properties to accommodate the relocation of displaced industrial businesses. The Shared Passenger Track Alternatives would not prevent the City of Commerce from continuing to promote the maintenance and preservation of existing industrial activities and business.
• **Policy 3.3:** The City of Commerce will encourage the continued revitalization of the City's industrial districts to accommodate economic development and growth.	**Consistent.** The Shared Passenger Track Alternatives would displace 115 businesses in Commerce. There is a surplus of industrial replacement properties to accommodate the relocation of displaced industrial businesses. The Shared Passenger Track Alternatives would not prevent the City of Commerce from continuing to promote the maintenance and preservation of existing industrial activities and business.
• **Policy 7.1:** The City of Commerce will ensure that all future public facilities and improvements do not have a significant adverse impact on the community and that any such impacts must be mitigated to the fullest extent possible.	**Consistent.** The project would displace 115 businesses in Commerce. There are insufficient replacement properties in Commerce to accommodate relocation of displaced businesses in Commerce. However, there are sufficient replacement properties in surrounding cities. SOCIO-IAMF#3 and SO-MM#2 will provide relocated business owners with individualized relocation assistance with the objective of minimizing the permanent closure of businesses and the economic disruptions to displaced businesses, and will provide regulatory compliance assistance to businesses that require complex permitting to relocate. With these measures, business displacements would not have a significant adverse impact on the community. In addition, the project would introduce improved accessibility and employment growth along the project corridor that could serve as an economic stimulant to surrounding communities, including Commerce. As such, the project is consistent with the local plans and policies established by the City of Commerce.

Policy	Consistency
• **Policy 7.2:** The City of Commerce will oppose the over-concentration of public facilities and improvements that provide benefits to the region at large while adversely impacting the local community. The region at large must share both the benefits and the disadvantages of such uses and facilities.	**Inconsistent.** The Shared Passenger Track Alternatives would displace 115 businesses in Commerce, which represents the majority of business displacements for the project. There is a deficit of replacement commercial properties in Commerce to accommodate the relocation of displaced businesses in the city. The project would introduce benefits of improved accessibility and employment growth along the project corridor that could serve as an economic stimulant to surrounding communities, including Commerce. However, the project would disproportionately affect Commerce through business displacements. Therefore, the Shared Passenger Track Alternatives are inconsistent with the policy established by the City of Commerce.
• **Policy 7.3.** The city of Commerce will take a proactive role in meeting with regional planning agencies to ensure that the local community's voice is heard in the planning public facilities.	**Consistent.** The Authority will continue to meet with agencies in the project alignment including the City of Commerce as well as the public during public and virtual meetings.
City of Commerce 2020 General Plan (2008): Transportation Element	
• **Policy 1.6:** The City of Commerce will continue to support the operation of, and further the enhancement of, a safe and efficient regional and inter-city transit system.	**Consistent.** This policy supports the HSR, which would create an efficient regional and inter-city transit system and, thus, complies with this policy.
• **Policy 6.1:** The City of Commerce will ensure that all future transportation facilities that will provide a regional benefit do not have a significant adverse impact on the community and that any such impacts must be mitigated to the fullest extent possible.	**Consistent.** The Shared Passenger Track Alternatives would displace 115 businesses in Commerce. There are insufficient replacement properties in Commerce to accommodate relocation of displaced businesses in Commerce. However, there are sufficient replacement properties in surrounding cities. SOCIO-IAMF#3 will provide relocated business owners with individualized relocation assistance with the objective of minimizing the permanent closure of businesses and the economic disruptions to displaced businesses, and will provide regulatory compliance assistance to businesses that require complex permitting to relocate. In addition, the project would introduce improved accessibility and employment growth along the project corridor that could serve as an economic stimulant to surrounding communities, including Commerce. As such, the project is consistent with the local plans and policies established by the City of Commerce in the short term, and would not affect economic viability in the long term.

Policy	Consistency
• **Policy 6.2.** The city of Commerce will oppose any regional public transportation improvement that does not first consider the potential impacts of such facilities on the local community in which the facility will be located.	**Consistent.** The Shared Passenger Track Alternatives considers the potential impacts of the project on the local communities in the corridor, including Commerce. The Shared Passenger Track Alternatives would displace 115 businesses in Commerce, but there are sufficient replacement properties in Commerce and surrounding cities to accommodate relocation of displaced businesses. In addition, the project would introduce improved accessibility and employment growth along the project corridor that could serve as an economic stimulant to surrounding communities, including Commerce. Because potential impacts have been considered, this project is consistent with Policy 6.2.
• **Policy 6.3.** The city of Commerce will take a proactive role in meeting with regional planning agencies to ensure that the local community's voice is heard in the planning for future regional transportation facilities.	**Consistent**. Outreach efforts are ongoing and have included coordination with affected jurisdictions, including Commerce, concerning the development and delivery of the Shared Passenger Track Alternatives.
City of Commerce 2020 General Plan (2008): Air Quality Element	
• **Policy 1.1.** The city of Commerce will consider environmental justice issues as they are related to potential health impacts associated with air pollution and ensure that all land use decisions, including enforcement actions, are made in an equitable fashion to protect residents, regardless of age, culture, ethnicity, gender, race, socioeconomic status, or geographic location from the health effects of air pollution.	**Consistent.** The Shared Passenger Track Alternatives would reduce air pollutant and GHG emissions in the region, which includes low-income and minority populations that have historically borne disproportionate pollution and health impacts. With AQ-IAMF#1 through AQ-IAMF#5, emissions of harmful pollutants would be minimized, which would minimize the health risks to populations located near the project. AQ-IAMF#1 through AQ-IAMF#5 would also minimize emissions from construction, grading, excavation, and demolition. In addition, the Shared Passenger Track Alternatives would not preclude the county's work with SCAQMD to publicize air quality warnings, promoting reductions in air pollutant and GHG emissions, and would allow for coordination with other agencies regarding land use, transportation, and air quality and climate change planning.
Commerce Municipal Code (2024)	
The following titles of the Commerce 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 19, Zoning	**Consistent.** The Shared Passenger Track Alternatives would not conflict with any of the relevant chapter of the code.

Policy	Consistency
City of Montebello	
City of Montebello General Plan (2024)	
• **Element 3: Our Well Planned Community** — This chapter will feature the preferred land use plan that directs new growth by reinvesting in key opportunity areas like the Downtown, Corridors and large parcels along the highway, while protecting natural resources, respecting stable residential neighborhoods, and making great places by insisting on the highest standard in architecture, landscaping and urban design.	**Consistent.** In Montebello, the Shared Passenger Track Alternatives would be built within an existing rail right-of-way and would not interfere with local planning efforts in both residential and commercial areas.
• **Element 4: Our Accessible Community** — Addresses transportation choices advocated by SB375 and AB 1358 by strengthening and balancing pedestrian, bike, and transit connections in the City and surrounding region.	**Consistent.** The Shared Passenger Track Alternatives would facilitate traffic movement and alleviate congestion in and around the city because they would provide a transportation alternative that would provide access regionally and statewide.
• **Element 5: Our Healthy Community** — Will seek to build effective partnerships that improve physical and mental health and social well being.	**Consistent.** The Shared Passenger Track Alternatives would increase connectivity of regional transportation systems and decrease reliance on SOV. The City of Montebello has the opportunity to consult the Draft EIR/EIS and provide feedback for any improvements to align better with community goals and priorities.
Montebello Municipal Code (2024)	
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.	**Consistent.** The Shared Passenger Track Alternatives would not conflict with any of the relevant chapters of the code.
City of Pico Rivera	
City of Pico Rivera General Plan (2014): Circulation Element (2014)	
• **Goal 5.1** Promote active living, improve local air quality, and enhance the livability of the community through an integrated multimodal network that serves all users within the City and offers convenient mobility options, including vehicular travel, transit services, bicycle routes, and pedestrian paths.	**Consistent**. This goal indicates the city's support of multimodal transportation, which would include HSR. The Shared Passenger Track Alternatives would further support this goal by completing planned transportation improvements, including bike lanes and transportation facilities, where existing roadways cross the proposed alignment. In addition, the HSR would improve regional air quality.

Policy	Consistency
• **Policy 5.1-1:** Multimodal Options. Make transportation mode shifts possible by designing, operating, and maintaining streets to enable safe and convenient access and travel for all users—pedestrians, bicyclists, transit riders, and people of all ages and abilities, as well as freight and motor vehicle drivers—and to foster a sense of place in the public realm.	**Consistent.** The Shared Passenger Track Alternatives would support this policy by providing a regional transportation system that would enable travel for all users, including people of all ages and abilities.
• **Policy 5.1-2:** Serve All Users. Provide a safe, efficient, and accessible transportation network that meets the needs of all users in the community, including seniors, youth, and the disabled, and contributes to the community's quality of life by: – Balancing the needs of all users of the public rights-of-way by providing safe and convenient travel and access for bicyclists, transit riders, freight and motor vehicle drivers, and people of all ages and abilities. – Designing streets to accommodate larger vehicles such as buses, fire service vehicles, and freight delivery trucks without compromising pedestrian and bicycle safety. – Providing safe and comfortable access for persons with disabilities. – Providing public open space that integrates amenities including street trees and landscaping, street and sidewalk lighting, transit facilities, street furniture, water features, and public art work.	**Consistent.** The Shared Passenger Track Alternatives would support this policy by providing a regional transportation system that would enable travel for all users, including seniors, youth, and the disabled. In addition, the project would contribute to the community's quality of life by providing safe and convenient travel for transit riders.
• **Policy 5.4-8**: ADA. Incorporate American with Disabilities Act (ADA) requirements to create an accessible pedestrian system that can serve all users.	**Consistent**. The Shared Passenger Track Alternatives incorporate ADA requirements to create an accessible pedestrian system that can serve all users.
City of Pico Rivera General Plan (2014): Community Facilities Element (2014)	
• **Policy 6.1-1:** Involved Citizenry. Provide for the full inclusion of people of diverse backgrounds, ages, genders, interests, lifestyles, and socioeconomic status in governmental decision-making through a variety of community outreach and information programs.	**Consistent**. The project's Inclusive Public Engagement Plan guides the Authority in engaging minority and low-income populations. Outreach efforts are ongoing and have included numerous community open houses, stakeholder meetings, and coordination with affected jurisdictions concerning the development of the Shared Passenger Track Alternatives.
City of Pico Rivera General Plan (2014): Economic Prosperity Element (2014)	
• **Goal 7.5**: A community that looks successful and is attractive to existing and potential businesses and employees.	**Consistent.** The Shared Passenger Track Alternatives would help incite economic development in the region by offering improved access to employees, residents, and visitors in the region.

Policy	Consistency
• **Policy 7.5-1:** Livable Community. In conjunction with the Chamber of Commerce and other organizations, promote Pico Rivera's unique character and lifestyle as a means of attracting and retaining higher-income, college-educated professionals to the community along with the businesses they manage.	**Consistent.** The Shared Passenger Track Alternatives would not result in changes to land use that are inconsistent with the neighborhood character. The Shared Passenger Track Alternatives would help incite development in the community by offering improved access to employees, residents, and visitors in the region.
• **Policy 7.5-2:** Business Climate. In conjunction with the Chamber of Commerce and other organizations, promote Pico Rivera as a highly livable community and an excellent place to do business, stressing its advantages (e.g., location close to downtown Los Angeles, skilled workforce, involved community).	**Consistent.** The Shared Passenger Track Alternatives would help incite economic development in the region by offering improved access to employees, residents, and visitors in the region.
• **Goal 7.6** Adequate infrastructure to support existing businesses and industries and desired expansion of the community's business sector.	**Consistent.** The Shared Passenger Track Alternatives would provide new transportation infrastructure in the region that offers improved access to employees and businesses in the community.
• **Policy 7.6.**1 Infrastructure Investment. Improve public infrastructure in commercial and employment-generating areas.	**Consistent.** The Shared Passenger Track Alternatives would provide new public transportation infrastructure in the region that offers improved access to employees and businesses in the community.
City of Pico Rivera General Plan (2014): Environmental Resource Element (2014)	
• **Goal 8.1:** A sustainable community where land use and transportation improvements are compatible with regional planning efforts and adopted plans to reduce dependence on the use of fossil fuels and decrease greenhouse gas emissions.	**Consistent.** The Shared Passenger Track Alternatives would provide efficient movement of people, which would reduce total vehicle miles traveled, vehicle emissions, and energy use.
• **Policy 8.6.1:** Conserve areas that serve as interim and permanent open space in the City, including the Rio Hondo and San Gabriel river corridors and their spreading grounds, other publicly maintained open space, and utility corridors.	**Consistent.** During construction, the Shared Passenger Track Alternatives would require the temporary closure of a small portion of the Rio Hondo Bike Trail. Operation of the Shared Passenger Track Alternatives would require a wider permanent aerial easement (additional width ranging from approximately 21 to 24 feet) over the bicycle paths. Access to the bike path would be provided via a temporary detour of the path using existing roadways or other public rights-of-way. The increased easement would not affect the operation of the bike path.
City of Pico Rivera General Plan (2014): Healthy Communities Element (2014)	
• **Goal 10.2:** A balanced and healthy transportation system where transit, bicycling, and walking are alternative methods to the automobile.	**Consistent.** The Shared Passenger Track Alternatives would support this goal by providing a regional and statewide transit system that provides an alternative method to the automobile.

Policy	Consistency
• **Policy 10.6-1:** Development patterns. Promote development patterns that reduce commute times, provide public space for people to congregate and interact socially, that encourage civic participation and foster safe and attractive environments.	**Consistent.** The Shared Passenger Track Alternatives would support this policy by providing a faster regional and statewide transit system that reduces commute times between regions.
• **Policy 10.7-19:** Community Centers. Regularly maintain, improve, and expand, when necessary, existing community centers to adequately meet the City's needs.	**Consistent.** The Shared Passenger Track Alternatives would not displace any community centers.
Pico Rivera Municipal Code (2025)	
The following titles of the Pico Rivera 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 18, Zoning.	**Consistent.** The Shared Passenger Track Alternatives would not conflict with any of the relevant chapters of the code. The project will include TR-IAMF#1 through TR-IAMF#12, PUE-IAMF#3, PUE-IAMF#4, AVQ-IAMF#1, and AVQ-IAMF#2 to reduce impacts related to traffic, pedestrian safety, public utilities, buildings and construction, and zoning.
City of Santa Fe Springs	
Re-Imagine Santa Fe Springs: 2040 General Plan (2022): Land Use Element (2022)	
• **Goal LU-8:** Vibrant mixed-use, pedestrian-friendly districts around transit stations	**Consistent.** The Shared Passenger Track Alternatives would improve accessibility to Santa Fe Springs. Improved accessibility would help connect pedestrians to residential and commercial spaces.
• **Policy LU-8.1:** Transit Oriented Development. Promote development of high-density residential uses, mixed use, and commercial services within walking distance of commuter rail transit stations.	**Consistent.** The Shared Passenger Track Alternatives would improve accessibility to Santa Fe Springs. Improved accessibility could make the city more attractive to private investment in commercial areas of the city.
Re-Imagine Santa Fe Springs: 2040 General Plan (2022): Circulation Element (2022)	
• **Goal C-4:** A comprehensive transit system that provides convenient and reliable transit access to residential neighborhoods and activity destinations	**Consistent.** The Shared Passenger Track Alternatives would improve regional transportation facilities that would safely and efficiently transport people within and outside of the city.
Code of Santa Fe Springs (2025)	
The following chapters of the Code of Santa Fe Springs contain articles relevant to socioeconomics and communities: Chapter 73, Bicycles; Chapter 96, Streets and Sidewalks; Chapter 150, Building Regulations; and Chapter 155, Zoning.	**Consistent.** The Shared Passenger Track Alternatives would not conflict with any of the articles contained in the corresponding title. The Shared Passenger Track Alternatives will include TR-IAMF#1 through TR-IAMF#12, PUE-IAMF#3, PUE-IAMF#4, AVQ-IAMF#1, and AVQ-IAMF#2, which include coordination with local jurisdictions to develop contextually appropriate project design related to bicycles and pedestrians, building regulations, and zoning changes.

Policy	Consistency
City of Norwalk	
Vision Norwalk: The City of Norwalk General Plan (2023): Land Use Element (1996)	
• **Objective 2:** To coordinate land use with newly developed as well as future planned transportation facilities and infrastructure; and to provide for upgraded infrastructure and services to support the City's physical and economic growth and development	**Consistent.** The Shared Passenger Track Alternatives would improve transportation infrastructure and services in Norwalk by providing a fast alternative method of traveling in the region and state. These improvements would also support Norwalk's economic growth and development because the city would become more accessible to visitors and employees.
• **Objective 3:** To develop an integrated transportation system, utilizing existing and future public and private transportation modes to meet the City's and regional transportation needs in a more efficient manner.	**Consistent.** The Shared Passenger Track Alternatives would improve transportation infrastructure and services in Norwalk by providing a fast alternative method of traveling in the region and state.
Vision Norwalk: The City of Norwalk General Plan (2023): Circulation Element (1996)	
• **Goal 1:** An adequate transportation/circulation system that supports regional and local land uses at adopted level of service (LOS) standards and complies with requirements of the County Transportation Management Program (CMP).	**Consistent.** The Shared Passenger Track Alternatives would improve transportation/ circulation system in Norwalk by providing a fast, alternative method of traveling in the region and state.
• **Goal 2:** A network of regional transportation facilities which ensures the safe and efficient movement of people and goods from within the City to areas outside its boundaries and which accommodates the regional travel demands of developing areas outside the city.	**Consistent.** The Shared Passenger Track Alternatives would improve the transportation of residents throughout the county by offering a faster, improved method of traveling through the region and state.
• **Goal 3:** A circulation system that maximizes efficiency through the use of transportation system management and demand management strategies.	**Consistent.** The Shared Passenger Track Alternatives would improve the existing circulation system by providing a fast, alternative method of traveling in the region and state.
• **Goal 4:** An efficient public transportation system that provides mobility to all City residents, employees and visitors.	**Consistent.** The Shared Passenger Track Alternatives would improve the public transportation system by providing a fast, alternative method of traveling in the region and state.

Policy	Consistency
Norwalk Municipal Code (2024)	
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.	**Consistent.** The Shared Passenger Track Alternatives would not conflict with any of the articles contained in the corresponding titles. The Shared Passenger Track Alternatives will incorporate TR-IAMF#1 through TR-IAMF#12, PUE-IAMF#3, PUE-IAMF#4, AVQ-IAMF#1, and AVQ-IAMF#2, which include coordination with local jurisdictions to develop contextually appropriate project design related to vehicles and traffic, streets and sidewalks, public services, building and construction, and zoning.
City of La Mirada	
City of La Mirada General Plan (2003): Circulation Element (2003)	
• **Goal 3.0:** Make alternative transportation convenient, safe, and responsive to changing transit demands.	**Consistent.** The Shared Passenger Track Alternatives would improve the public transportation system by providing a fast, alternative method of traveling in the region and state.
• **Policy 3.2:** Work with regional and local transit service providers to improve the connectivity of transit service to other regional transportation service.	**Consistent.** The Shared Passenger Track Alternatives would improve connectivity of transit service in the region by offering a faster, improved method of traveling through the region and state.
City of La Mirada General Plan (2003): Open Space and Conservation Element (2003)	
• **Policy 3.2:** Support local and regional projects that improve mobility, reduce congestion on freeways, and improve air quality.	**Consistent.** The Shared Passenger Track Alternatives would improve mobility, help reduce congestion on freeways, and improve air quality by offering a transportation method that is not dependent on vehicles.
La Mirada Code of Ordinances (2024)	
The following titles of the La Mirada Code of Ordinances 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.	**Consistent.** The Shared Passenger Track Alternatives would not conflict with any of the articles contained in the corresponding titles. The project will incorporate PUE-IAMF#3, PUE-IAMF#4, AVQ-IAMF#1, and AVQ-IAMF#2, which include coordination with local jurisdictions to develop contextually appropriate project design related to vehicles and traffic, streets and sidewalks, water and sewage, utilities, and building and construction.
Orange County	
County of Orange General Plan (2025): Land Use Element (2024)	
• **Policy 5:** To plan an integrated land use and transportation system that accommodates travel demand for all modes of transit.	**Consistent.** The Shared Passenger Track Alternatives would improve the existing transportation system in Orange County and help it accommodate travel demand for all modes of transit.

Policy	Consistency
• **Policy 7:** To require new development to be compatible with adjacent areas.	**Consistent.** The Shared Passenger Track Alternatives would introduce a railway within an existing railway corridor. Therefore, the Shared Passenger Track Alternatives would be largely compatible with adjacent areas.
• **Policy 9:** To guide development so that the quality of the physical environment is enhanced.	**Consistent.** The Shared Passenger Track Alternatives would offer an alternative mode of transportation that would have a smaller impact on air quality and noise than traditional vehicular transportation. In addition, the Shared Passenger Track Alternatives would be built within an existing railway corridor. Therefore, the Shared Passenger Track Alternatives would not substantially change the visual quality along the alignment.
County of Orange General Plan (2025): Growth Management Element (2020)	
• **Goal 1:** Reduce traffic congestion.	**Consistent.** The Shared Passenger Track Alternatives would provide efficient movement of people, which would reduce total vehicle miles traveled, vehicle emissions, and energy use.
• **Goal 2:** Ensure that adequate transportation facilities, public facilities, equipment, and services are provided for existing and future residents.	**Consistent.** The Shared Passenger Track Alternatives would improve the local and regional transportation network by providing a faster, more efficient mode of transportation.
Codified Ordinances of the County of Orange (2024)	
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.	**Consistent.** The Shared Passenger Track Alternatives would not conflict with any of the articles contained in the corresponding titles. The project will incorporate TR-IAMF#1 through TR-IAMF#12, PUE-IAMF#3, PUE-IAMF#4, AVQ-IAMF#1, and AVQ-IAMF#2, which include coordination with local jurisdictions to develop contextually appropriate project design related to public facilities, highways, bridges, rights-of-way. vehicles, and land use and building regulations.
City of Buena Park	
Buena Park 2035 General Plan (2022): Land Use Element (2010)	
• **LU-3.1:** Ensure that development activities acknowledge the protection and enhancement of quality of life in the City's neighborhoods.	**Consistent.** To the maximum extent practicable, the Shared Passenger Track Alternatives would protect the quality of life in the city's neighborhoods by minimizing noise and dust emissions and acquisitions and by coordinating closely with local agencies.
Buena Park 2035 General Plan (2022): Mobility Element (2010)	
• **Goal M-1:** A comprehensive circulation system that supports the policies of the General Plan and facilitates the efficient movement of people and goods through the City.	**Consistent.** The Shared Passenger Track Alternatives would improve the local and regional transportation network by providing a faster, more efficient mode of transportation for people.

Policy	Consistency
• **Policy M-3.4:** Discourage the creation of new roadway connections which would adversely impact the residential character of existing residential neighborhoods.	**Consistent.** The Shared Passenger Track Alternatives would not result in changes to land use that are inconsistent with the neighborhood character. The communities in the project corridor are adjacent to an existing rail right-of-way, which would lessen the project's impact on community character. To the maximum extent practicable, the Shared Passenger Track Alternatives would minimize adverse impacts on the environment and communities.
• **Goal M-7:** Reduced traffic congestion within the City and surrounding area.	**Consistent.** The Shared Passenger Track Alternatives would help reduce traffic congestion in the city and surrounding area by providing a nonvehicular transportation alternative that would serve the region.
• **Policy M-9.3:** New development projects and public infrastructure projects shall ensure direct pedestrian connections to existing and foreseeable future transit stops.	**Consistent.** The Shared Passenger Track Alternatives would support this goal by completing planned transportation improvements, including pedestrian walkways and transportation facilities where existing roadways cross the Shared Passenger Track Alternatives. Construction and operation of the Shared Passenger Track Alternatives would not interfere with plans to develop and maintain pedestrian routes in the plan's jurisdiction. Therefore, the Shared Passenger Track Alternatives would be compatible with this policy.
Buena Park 2035 General Plan (2022): Open Space and Recreation Element (2010)	
• **OSR-1:** Availability of and access to open space resources.	**Consistent.** To the maximum extent practicable, the Shared Passenger Track Alternatives would minimize impacts on recreational facilities by maintaining access to facilities during construction and maintaining sufficient separation between the HSR guideway system and facilities when possible.
Buena Park 2035 General Plan (2022): Environmental Justice Element (2022)	
• **Goal EJ-1:** Reduce pollution exposure and improve air quality.	**Consistent.** The Shared Passenger Track Alternatives would reduce air pollutant and GHG emissions in the region. With AQ-IAMF#1 through AQ-IAMF#5, emissions of harmful pollutants would be minimized, which would minimize the health risks to populations near the project. AQ-IAMF#1 through AQ-IAMF#5 will also minimize emissions from construction, grading, excavation, and demolition. In addition, the Shared Passenger Track Alternatives would not preclude the city's work with SCAQMD to publicize air quality warnings, promoting reductions in air pollutant and GHG emissions, and would allow for coordination with other agencies regarding land use, transportation, and air quality and climate change planning.

Policy	Consistency
• **Policy EJ-1.3:** Mitigate the impacts of pollution on existing sensitive land uses and prevent the development of new pollution generating sources by requiring adequate mitigation of air contaminant exposure in any new sensitive land-use developments that are close to mobile or stationary sources of pollution.	**Consistent.** The Shared Passenger Track Alternatives would reduce air pollutant and GHG emissions in the region. With AQ-IAMF#1 through AQ-IAMF#5, emissions of harmful pollutants would be minimized, which would minimize the health risks to populations near the project. AQ-IAMF#1 through AQ-IAMF#5 will also minimize emissions from construction, grading, excavation, and demolition. In addition, the Shared Passenger Track Alternatives would not preclude the city's work with SCAQMD to publicize air quality warnings, promoting reductions in air pollutant and GHG emissions, and would allow for coordination with other agencies regarding land use, transportation, and air quality and climate change planning.
• **Policy EJ-1.4:** Minimize potential impacts from air pollution among sensitive land use through feasible and effective measures, such as setbacks, vegetative barriers, ventilation systems, and/or air filters.	**Consistent.** The proposed Shared Passenger Track Alternatives would reduce air pollutant and GHG emissions in the region. With AQ-IAMF#1 through AQ-IAMF#5, emissions of harmful pollutants would be minimized, which would minimize the health risks to populations located near the project. AQ-IAMF#1 through AQ-IAMF#5 would also minimize emissions from construction, grading, excavation, and demolition. In addition, the Shared Passenger Track Alternatives would not preclude the city's work with SCAQMD to publicize air quality warnings, promoting reductions in air pollutant and GHG emissions, and would allow for coordination with other agencies regarding land use, transportation, and air quality and climate change planning.
• **Policy EJ-3.1:** Prioritize and allocate city resources to provide public facilities and services to communities in need.	**Consistent.** The Shared Passenger Track Alternatives would support this policy by providing a high-quality regional transit system that would serve all economic, age, and ethnic segments of the community.
• **Policy EJ-3.2:** Support public and private investments in vulnerable communities that increase economic opportunity and environmental quality.	**Consistent**. The Shared Passenger Track Alternatives would increase the productivity and accessibility of the regional transportation system by providing a more efficient method for people to travel in the region.
• **Policy EJ-3.4:** Support projects, programs and policies which support equal access to public facilities and infrastructure for all community residents.	**Consistent**. The Shared Passenger Track Alternatives would increase the productivity and accessibility of the regional transportation system by providing a more efficient method for people to travel in the region.
• **Policy EJ-3.5:** Plan and design projects, including City Capital Improvement Program (CIP) projects, to consider current and planned adjacent land uses, local transportation needs, and climate change vulnerabilities, while incorporating the latest and best practice design guidance.	**Consistent**. The Shared Passenger Track Alternatives would increase the productivity and accessibility of the regional transportation system by providing a more efficient method for people to travel in the region.
• **Policy EJ-3.6:** Coordinate with regional planning and transportation agencies to provide high quality public transit services.	**Consistent.** The Shared Passenger Track Alternatives would support this policy by providing a high-quality regional transit system that would serve all economic, age, and ethnic segments of the community.

Policy	Consistency
• **Policy EJ-4.3:** Support policies, projects and programs which encourage transit-oriented development that provides access to local and regional opportunities and strengthens community development.	**Consistent.** The Shared Passenger Track Alternatives would provide a new method of transit and encourage community development by providing regional and statewide access.
• **Policy EJ-6.1:** Proactively and meaningfully engage community residents in the planning and development process by using culturally appropriate and accessible channels, including: providing appropriate language services; providing child care; holding meetings, focus groups, or listening sessions at a variety of venues throughout the community; and using participatory facilitation techniques.	**Consistent**. The project's Inclusive Public Engagement Plan guides the Authority in engaging minority and low-income populations. Outreach efforts are ongoing and have included numerous community open houses, stakeholder meetings, and coordination with affected jurisdictions concerning the development of the project.
• **Policy EJ-6.2:** Consult with California Native American tribes to provide them with an opportunity to participate in local land use decisions at an early planning stage, for the purpose of protecting, or mitigating impacts to cultural places.	**Consistent**. Outreach efforts are ongoing and have included consultation with tribes, numerous community open houses, stakeholder meetings, and coordination with affected jurisdictions concerning the development of the project. The public and City of Buena Park have the opportunity to consult the Draft EIR/EIS and provide feedback for any improvements to align better with community goals and priorities.
• **Policy EJ-6.3:** Facilitate the meaningful participation of community residents, businesses, and organizations in the development, adoption, and implementation of planning, public facilities and built environment initiatives, and consider their input throughout the decision-making process.	**Consistent**. Outreach efforts are ongoing and have included numerous community open houses, stakeholder meetings, and coordination with affected jurisdictions concerning the development of the project. The public and City of Buena Park have the opportunity to consult the Draft EIR/EIS and provide feedback for any improvements to align better with community goals and priorities.
• **Policy EJ-6.4**: Foster collaborative partnerships, including with public health professionals and other public and private sector stakeholders, to develop and implement Environmental Justice-related initiatives.	**Consistent**. Outreach efforts are ongoing and have included numerous community open houses, stakeholder meetings, and coordination with affected jurisdictions concerning the development of the project. The City of Buena Park has the opportunity to consult the Draft EIR/EIS and provide feedback for any improvements to align better with community goals and priorities.
• **Implementation Strategy EJ-3:** Ensure that development projects are reviewed for conformance with environmental policies as a part of the discretionary review process.	**Consistent**. Outreach efforts are ongoing and have included numerous community open houses, stakeholder meetings, and coordination with affected jurisdictions concerning the development of the project. The City of Buena Park has the opportunity to consult the Draft EIR/EIS and provide feedback for any improvements to align better with community goals and priorities.
• **Implementation Strategy EJ-5**: At public meetings and outreach events provide appropriate language services, childcare, and options for live or delayed online participation.	**Consistent**. The project's Inclusive Public Engagement Plan guides the Authority in engaging minority and low-income populations. Outreach efforts are ongoing and have included numerous community open houses, stakeholder meetings, and coordination with affected jurisdictions concerning the development of the project.

Policy	Consistency
• **Implementation Strategy EJ-8:** Include the results of public outreach with decision-makers to help inform their decision making process.	**Consistent**. Outreach efforts are ongoing and have included numerous community open houses, stakeholder meetings, and coordination with affected jurisdictions concerning the development of the project. The City of Buena Park has the opportunity to consult the Draft EIR/EIS and provide feedback for any improvements to align better with community goals and priorities.
Buena Park Municipal Code (2025)	
The following titles of the Buena Park Municipal 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.	**Consistent.** The Shared Passenger Track Alternatives would not conflict with any of the relevant chapters of the code. The project would incorporate TR-IAMF#1 through TR-IAMF#12, PUE-IAMF#3, PUE-IAMF#4, AVQ-IAMF#1, and AVQ-IAMF#2, which would include coordination with local jurisdictions to develop contextually appropriate project design related to vehicles and traffic, street, sidewalks, and public property, utilities, buildings and construction safety, and zoning.
City of Fullerton	
The Fullerton Plan (2025): Built Environment Element (2020)	
• **Policy 1.7:** Development that Supports Mobility. Support projects programs, policies and regulations to promote a development pattern that encourages a network of multi-modal transportation options.	**Consistent.** The Shared Passenger Track Alternatives would constitute an additional transportation option that would provide fast transportation in the region and state.
• **Policy 1.11:** Compatibility of Design and Uses. 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.	**Consistent.** Because the Shared Passenger Track Alternatives would be built within an existing railway corridor, the project would be compatible with its surrounding contexts and built environments.
• **Goal 5.0:** A balanced system promoting transportation alternatives that enable mobility and an enhanced quality of life.	**Consistent.** The proposed project would improve mobility and quality of by offering a faster, improved method of traveling through the region and state.
• **Policy 5.1:** Compatibility of Design and Uses. 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.	**Consistent.** The Shared Passenger Track Alternatives would improve connectivity of transit service in the region by offering a faster, improved method of traveling through the region and state.

Policy	Consistency
• **Policy 5.2:** Reduction of Single Occupant Vehicle Trips. Support regional and subregional efforts to increase alternatives to and infrastructure supporting reduction of single occupant vehicle trips.	**Consistent.** The Shared Passenger Track Alternatives would provide efficient movement of people, which would reduce total vehicle miles traveled, vehicle emissions, and energy use.
• **Policy 5.5:** 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.	**Consistent.** The Shared Passenger Track Alternatives would advance the Fullerton Transportation Center as an important economic asset that provides efficient regional travel because the Fullerton Transportation Center would be one of the stations of the HSR, which would result in an increase in visitors and possibly business and commerce.
• **Policy 5.8:** Maximization of Person-Trips. Support programs, policies and regulations to plan for and implement an efficient transportation network that maximizes capacity for person-trips, not just vehicle-trips.	**Consistent.** The Shared Passenger Track Alternatives would provide efficient movement of people, which would reduce total vehicle miles traveled, vehicle emissions, and energy use.
• **Goal 8:** Protection from the adverse effect of noise.	**Consistent.** Just like the construction of freeways and other infrastructure projects, some noise impacts would likely be unavoidable. To the maximum extent practicable, the contractor would mitigate noise impacts where feasible by using noise barriers, routing traffic away from residential streets, and combining noise operations so that they occur in the same period.
The Fullerton Plan (2025): Economy Element (2012)	
• **Policy 9.1:** 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.	**Consistent.** The Shared Passenger Track Alternatives would help incite economic development in the region by offering improved access to employees, residents, and visitors in the region.
Fullerton Transportation Center Specific Plan (2015)	
• **Goal 2**: Create a mixed-use neighborhood that contributes toward a sustainable Downtown economy.	**Consistent.** The Shared Passenger Track Alternatives would help incite economic development in downtown by offering improved access to employees, residents, and visitors in the region.
• **Goal 3:** Create a mixed-use and transit-oriented neighborhood that contributes to a sustainable natural environment.	**Consistent.** The Shared Passenger Track Alternatives would help accomplish this goal by providing a new, nonvehicular transportation method in the neighborhood.
Fullerton Transit Village Specific Plan (2004)	
• **Goal 2:** To reclaim the currently blighted site and transform it into an aesthetic living environment, integral with downtown Fullerton.	**Consistent.** The Shared Passenger Track Alternatives could help revitalize the area by providing improved access to employees and visitors to the area, which would increase the area's attractiveness to new businesses.

Policy	Consistency
▪ **Goal 5:** To provide a desirable community where people want to live.	**Consistent.** The Shared Passenger Track Alternatives would make the community more desirable to live in by providing a nearby transportation alternative that would provide fast and efficient regional transportation.
Fullerton Municipal Code (2025)	
The following titles of the Fullerton Municipal Code contain articles relevant to socioeconomics and communities: Title 9, Parks; Title 12, Water and Sewers; and Title 15, Zoning.	**Consistent.** The Shared Passenger Track Alternatives would not conflict with any of the articles contained in the corresponding title. The Shared Passenger Track Alternatives will incorporate PK-IAMF#1, PUE-IAMF#3, PUE-IAMF#4, AVQ-IAMF#1, and AVQ-IAMF#2, which include coordination with local jurisdictions to develop contextually appropriate project design related to parks, water and sewers, and zoning.
City of Anaheim	
City of Anaheim General Plan (2025): Land Use Element (2025)	
• **Goal 3.1:** Pursue land uses along major corridors that enhance the city's image and stimulate appropriate development at strategic locations.	**Consistent.** The Shared Passenger Track Alternatives would be built within an existing railway corridor and would result in a negligible change to the visual quality of the affected area. The Shared Passenger Track Alternatives would result in economic growth and further development by providing access to regional and statewide transit systems.
City of Anaheim General Plan (2025): Economic Development Element (2017)	
• **Goal 6.3:** Create a major, mixed-use regional center in The Platinum Triangle providing employment, shopping, entertainment, and housing for residents, employees and visitors.	**Consistent.** The Shared Passenger Track Alternatives would provide improve access to the Platinum Triangle, which in turn would increase the attractiveness of the Platinum Triangle for residents, employees, and visitors.
• **Goal 15.1:** Establish The Platinum Triangle as a thriving economic center that provides residents, visitors and employees with a variety of housing, employment, shopping and entertainment opportunities that are accessed by arterial highway, transit systems and pedestrian promenades.	**Consistent.** The Shared Passenger Track Alternatives would provide improved access for residents, visitors, and employees to the Platinum Triangle. Increased access to the Platinum Triangle would attract businesses and customers to it and help establish it as a thriving economic center.
City of Anaheim General Plan (2025): Circulation Element (2025)	
• **Goal 1.1:** Provide a comprehensive multimodal transportation system that facilitates current and long-term circulation of people and goods in and through the City.	**Consistent.** The Shared Passenger Track Alternatives would improve the existing transportation system in Anaheim, the region, and the state, which would further facilitate the circulation of people and goods in and through the city.
• **Goal 2.3:** Improve regional access for City residents and workers.	**Consistent.** The Shared Passenger Track Alternatives would improve regional transportation access by providing a faster, more efficient mode of transportation that would connect Anaheim to other regions in the state.

Policy	Consistency
• **Goal 6.1:** Support the development of mass transit to enhance modal choice.	**Consistent.** This policy demonstrates the City of Anaheim's support for the Shared Passenger Track Alternatives because the project is a mass transit project that would enhance modal choice.
City of Anaheim General Plan (2025): Growth Management Element (2006)	
• **Goal 1.4:** Develop land use strategies and incentives to reduce the amount of vehicle miles traveled within the City.	**Consistent.** The Shared Passenger Track Alternatives would provide efficient movement of people, which would reduce total vehicle miles traveled, vehicle emissions, and energy use.
• **Goal 2.1:** Reduce traffic congestion on the City's arterial highway system.	**Consistent.** Implementation of the Shared Passenger Track Alternatives would provide opportunities for nonvehicular transit in Anaheim and, therefore, would provide an alternative to driving in the city and help reduce traffic congestion on the city's arterial highway system.
Platinum Triangle Master Land Use Plan (2017)	
• **Principle 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.	**Consistent.** The Shared Passenger Track Alternatives would provide improved access for residents, visitors, and employees to the Platinum Triangle. Increased access to the Platinum Triangle would attract businesses and customers to it and help establish it as a thriving economic center.
• **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.	**Consistent.** The Shared Passenger Track Alternatives support this principle and will promote transit-oriented development opportunities around ARTIC.
• **Principle 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	**Consistent.** The Shared Passenger Track Alternatives would provide improved access and connectivity for residents, visitors, and employees of activity centers including Angel Stadium of Anaheim, The Grove of Anaheim, the Honda Center, the Anaheim Convention Center, and the Disneyland Resort.

Policy	Consistency
Anaheim Municipal Code (2025)	
The following titles of the Anaheim Municipal Code contains articles relevant to socioeconomics and communities: Title 6, Public Health and Safety; Title 10, Public Service and Utilities; Title 12, Streets and Sidewalks; Title 13, Parks and Boulevards; Title 14, Traffic; Title 15, Buildings and Housing; and Title 18, Zoning.	**Consistent.** The Shared Passenger Track Alternatives would not conflict with any of the articles contained in the corresponding title. The Shared Passenger Track Alternatives will incorporate TR-IAMF#1 through TR-IAMF#12, PUE-IAMF#3, PUE-IAMF#4, PK-IAMF#1, AVQ-IAMF#1, and AVQ-IAMF#2, which include coordination with local jurisdictions to develop contextually appropriate project design related to public health and safety, public service and utilities, streets and sidewalks, parks and boulevards, traffic, buildings and housing, and zoning.
City of Orange	
Orange General Plan (2025): Land Use Element (2015)	
• **Policy 2.6:** Encourage linkage in and around mixed-use areas using a multi-modal circulation network, particularly transit, pedestrian sidewalks, paths and paseos, and bicycle and trail systems.	**Consistent.** The Shared Passenger Track Alternatives would support this goal by completing all planned transportation improvements, including bike lanes and transportation facilities, where existing roadways cross the proposed alignment.
• **Goal 7.0:** Promote coordinated planning among City departments and agencies, property owners, residents, special districts, and other jurisdictions in the region.	**Consistent.** The Shared Passenger Track Alternatives would not prevent the City of Orange from promoting coordinated planning among City of Orange departments and agencies, property owners, residents, special districts, and other jurisdictions in the region.
• **Policy 7.4:** Ensure positive benefits for Orange from regional transportation, lane use, air quality, waste management and disposal, and habitat conservation plans.	**Consistent.** The Shared Passenger Track Alternatives would result in economic growth and further development by providing access to regional and statewide transit systems.
• **Policy 7.5:** Work with and encourage other agencies and service providers to minimize potential visual and environmental impacts of their facilities on Orange.	**Consistent.** The Shared Passenger Track Alternatives would be built within an existing railway corridor and would result in a negligible change to the visual quality of the affected area.
Orange General Plan (2025): Circulation Element (2015)	
• **Goal 2.0:** Provide an effective regional transportation network.	**Consistent.** The Shared Passenger Track Alternatives would improve the regional transportation network by improving regional and statewide transit systems.
• **Policy 2.3:** Cooperate with and support local and regional agencies' efforts to improve regional arterials and transit in order to address increasing traffic congestion.	**Consistent.** The Shared Passenger Track Alternatives would not prevent the City of Orange from cooperating with and supporting local and regional agencies' efforts to improve regional arterials and transit to address increasing traffic congestion.

Policy	Consistency
• **Policy 2.4:** Coordinate land use planning with anticipated future development of roadways and other transportation facility improvements as well as the expansion of commuter rail and bus service.	**Consistent.** The Shared Passenger Track Alternatives would not prevent the City of Orange from coordinating land use planning with anticipated future development of roadways and other transportation facility improvements as well as the expansion of commuter rail and bus service.
• **Policy 2.6:** Encourage the use of regional rail, transit, bicycling, carpools, and vanpools for work trips to relieve congestion.	**Consistent.** The Shared Passenger Track Alternatives would support this policy because it would provide a regional rail transportation alternative, which would help relieve automobile congestion.
Orange General Plan (2025): Growth Management Element (2010)	
• **Policy 1.7:** Promote the expansion and development of alternative methods of transportation.	**Consistent.** The Shared Passenger Track Alternatives would support this policy by providing a regional rail transportation alternative, which would offer an alternative method of transportation.
• **Goal 2.0:** Provide for adequate regional and local transportation facilities.	**Consistent.** The Shared Passenger Track Alternatives would support this policy because they would provide a new regional transportation alternative.
• **Policy 2.1:** Cooperate with other agencies to address regional issues and opportunities related to growth, transportation, infrastructure, and other planning issues.	**Consistent.** The Shared Passenger Track Alternatives would not prevent the City of Orange from cooperating with other agencies to address regional issues and opportunities related to growth, transportation, infrastructure, and other planning issues.
Orange General Plan (2025): Economic Development Element (2015)	
• **Goal 6.0:** Provide sufficient infrastructure to support anticipated economic development and growth.	**Consistent.** The Shared Passenger Track Alternatives would support this goal by providing new transportation infrastructure, which would help support anticipated economic development and growth.
Orange Municipal Code (2024)	
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.	**Consistent.** The Shared Passenger Track Alternatives would not conflict with any of the articles contained in the corresponding title. The project will incorporate AVQ-IAMF#1, AVQ-IAMF#2, and SOCIO-IAMF#1 through SOCIO-IAMF#3, which include coordination with local jurisdictions to develop contextually appropriate project design related to revenue and finance, environment, vehicles and traffic, and zoning.

[1] This plan is currently undergoing an update as of April 2025. Once the final version is publicly available, the date and relevant policies to the Shared Passenger Track Alternative will be updated accordingly.
AB = Assembly Bill; ADA = Americans with Disabilities Act; ARTIC = Anaheim Regional Transportation Intermodal Center; Authority = California High-Speed Rail Authority; Caltrans = California Department of Transportation; CEQA = California Environmental Quality Act; CPA = Community Plan Area; EIR = environmental impact report; EIS = environmental impact statement; FRA = Federal Railroad Administration; GHG = greenhouse gas; HSR = high-speed rail; IAMF = impact voidance and minimization feature; LAUSD = Los Angeles Unified School District; Link US = Link Union Station; LOS = level of service; MP = Mobility Plan; MTA = Metropolitan Transportation Authority; PTMU = Platinum Triangle Mixed Use; RTP = Regional Transportation Plan; SB = Senate Bill; SCAG = Southern California Association of Governments; SCAQMD = South Coast Air Quality Management District; SCS = Sustainable Communities Strategy; SOV = single-occupancy vehicle; VOC = volatile organic compound

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APPENDIX B: INCLUSIVE PUBLIC ENGAGEMENT PLAN

California High-Speed Rail Authority

Los Angeles to Anaheim Project Section

Inclusive Public Engagement Plan

December 2025



CALIFORNIA High-Speed Rail Authority

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being or have been carried out by the State of California pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated July 22, 2024, and executed by the Federal Railroad Administration and the State of California.

TABLE OF CONTENTS

1 INTRODUCTION 1-1
1.1 Overview 1-1
1.2 Project Section Background 1-1
1.3 Purpose of Los Angeles to Anaheim Outreach Reporting for the Environmental Impact Report/Environmental Impact Statement 1-2
1.4 Los Angeles to Anaheim Project Section Inclusive Public Engagement Plan 1-3

2 REGULATORY SETTING 2-1
2.1 Federal 2-1
2.1.1 Title VI of the Civil Rights Act of 1964 2-1
2.1.2 Initial Rescissions of Harmful Executive Orders and Actions (U.S. Presidential Executive Order 14148) 2-1
2.1.3 Ending Illegal Discrimination and Restoring Merit-Based Opportunity (U.S. Presidential Executive Order 14148) 2-1
2.1.4 Designating English as the Official Language of the United States (U.S. Presidential Executive Order 14224) 2-1
2.1.5 Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (U.S. Presidential Executive Order 12898) 2-2
2.1.6 Presidential Memorandum Accompanying U.S. Presidential Executive Order 12898 2-2
2.1.7 Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (U.S. Department of Transportation Order 5610.2(c)) 2-2
2.1.8 Improving Access to Services for Persons with Limited English Proficiency (U.S. Presidential Executive Order 13166) 2-3
2.1.9 Executive Order 14008, Tackling the Climate Crisis at Home and Abroad 2-3
2.1.10 Executive Order 14096, Revitalizing Our Nation's Commitment to Environmental Justice for All 2-3
2.1.11 Executive Order 13985, Advancing Racial Equity and Support for Underserved Communities Through the Federal Government 2-3
2.1.12 Section 508 of the Rehabilitation Act of 1973, as Amended (29 U.S. Code 794d) 2-4
2.1.13 Americans with Disabilities Act of 1990 (42 U.S. Code 12101–12213) 2-4
2.2 State 2-5
2.2.1 California Government Code Section 11135(a), 11136 2-5
2.2.2 California Government Code Section 65040.12(e) 2-5
2.2.3 California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund (Senate Bill 535, De León) 2-5
2.2.4 California Government Code 65040.12(e) 2-5
2.2.5 Dymally-Alatorre Bilingual Services Act 2-5
2.2.6 California High-Speed Rail Authority Environmental Justice Policy 2-6
2.2.7 California High-Speed Rail Authority Title VI Policy and Plan 2-6

3 CORRIDOR CHARACTERISTICS 3-1
3.1 Demographics 3-1
3.1.1 Demographic Overview 3-1
3.1.2 Shared Passenger Track Alternatives 3-1
3.2 Reference Community Minority Populations 3-2
3.3 Age Characteristics 3-5
3.3.1 Shared Passenger Track Alternatives 3-5
3.4 Limited English Proficiency Data 3-6
3.4.1 Shared Passenger Track Alternatives 3-6
3.5 Low-Income Populations 3-8
3.5.1 Shared Passenger Track Alternatives 3-8
4 ADVOCACY AND COMMUNITY GROUPS 4-1
5 INCLUSIVE PUBLIC INVOLVEMENT RECOMMENDATIONS 5-1
5.1 Inclusive Public Engagement Approach and Activities 5-1
5.2 Outreach Engagement: Draft EIR/EIS Phase 5-3
5.3 Deeper Reach Implementation 5-4
5.4 Deliverables 5-4
6 REFERENCES 6-1

Tables

Table 1-1 Los Angeles to Anaheim Project Section Milestones 1-2
Table 3-1 Demographic Overview 3-2
Table 3-2 Reference Community Race and Ethnicity Characteristics by Percentage 3-2
Table 3-3 Demographics by Race/Ethnicity 3-4
Table 3-4 Shared Passenger Track Alternatives: Population Age Characteristics (2021) 3-5
Table 3-5 Limited English Proficiency Population (2016) 3-6
Table 3-6 Limited English Proficiency Population by Language (2016) 3-7
Table 3-7 Shared Passenger Track Alternatives: Household Income and Family Poverty Characteristics (2021) 3-8
Table 3-8 Summary of Transit Dependency in the Resource Study Area 3-9
Table 4-1 Corridor Advocacy and Community Groups 4-1
Table 5-1 Inclusive Engagement Approach and Activities 5-2
Table 5-2 Los Angeles to Anaheim Project Section Proposed Draft EIR/EIS Outreach 5-3

Figures

Figure 3-1 Overview of the Shared Passenger Track Alternatives 3-1

Appendices

Appendix A	Advocacy and Community Groups Serving Minority and Low-Income Communities
Appendix B	Focused Alignment Outreach Plan Strategy
Appendix C	Population Data
Appendix C.1	Census Block Group Data
Appendix C.2	Populations and Communities: Minority Populations
Appendix C.3	Populations and Communities: Race/Ethnicity Distribution
Appendix C.4	Populations and Communities: Limited English Proficiency Populations
Appendix C.5	Populations and Communities: Low-Income Populations
Appendix D	Area Schools Requiring Targeted Outreach

ACRONYMS AND ABBREVIATIONS

Term	Definition
Authority	California High-Speed Rail Authority
BNSF	BNSF Railway
EIR	environmental impact report
EIS	environmental impact statement
EJ	environmental justice
HSR	High-Speed Rail
LEP	Limited English Proficiency
NEPA	National Environmental Policy Act
NOI	Notice of Intent
project section	Los Angeles to Anaheim Project Section
RSA	resource study area
U.S. DOT	U.S. Department of Transportation
USEO	U.S. Presidential Executive Order

1 INTRODUCTION

1.1 Overview

Specific outreach efforts to existing programs and established minority organizations were conducted with the intention to engage Limited English Proficiency (LEP), minority, and low-income populations in the resource study areas (RSA) to communicate project information, listen to and respond to community thoughts and concerns, and identify potential actions to mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on LEP, minority, and low-income populations. Throughout the environmental impact report (EIR)/environmental impact statement (EIS) process, the California High-Speed Rail Authority (Authority) used inclusive public involvement strategies to engage a wide range of participants and provide meaningful involvement to all communities.

Meaningful involvement means:

- People have an opportunity to participate in decisions about activities that may affect their environment, health, or both.
- The public's contribution can influence the regulatory or lead agency's decision.
- Community concerns will be considered in the decision-making process.
- Decision makers will seek out and facilitate the involvement of those who could be potentially affected.

1.2 Project Section Background

The Los Angeles to Anaheim Project Section (project section) of the California High-Speed Rail (HSR) System is 30 miles long and travels through the cities of Los Angeles, Vernon, Bell, Commerce, Montebello, Pico Rivera, Santa Fe Springs, Norwalk, La Mirada, Buena Park, Fullerton, and Anaheim, with staging tracks proposed in the Hesperia and Victorville region.

The project's alignment would share the existing rail corridor (the Los Angeles – San Diego – San Luis Obispo Rail Corridor) with the existing rail operators. The Authority adopted a strategy of sharing the existing corridor and blending HSR with existing rail systems on shared infrastructure (referred to as "blended operations") to accelerate and broaden benefits, improve efficiency, minimize community impacts, and reduce construction costs.

Within the existing rail corridor, the Los Angeles County Metropolitan Transportation Authority owns the railroad right-of-way from Los Angeles Union Station to Redondo Junction. BNSF Railway (BNSF) owns the railroad right-of-way from Redondo Junction to Fullerton Junction, and Orange County Transportation Authority owns the railroad right-of-way from Fullerton Junction to the endpoint at the Anaheim Regional Transportation Intermodal Center. Southern California Regional Rail Authority operates Metrolink's commuter passenger rail service in the corridor. Amtrak provides inter-city passenger service, and BNSF operates freight trains throughout this corridor.

In 2016, a Draft Inclusive Public Engagement Plan was prepared to ensure that minority and low-income-specific outreach and other considerations were integrated into the overall outreach program for the project section. In 2018, the Authority approved the Preferred Alternative for this project section. However, the project description has changed since then to include additional project components that are outside of the project section footprint. In 2020, the Authority conducted a revised scoping process to propose two new project components, the BNSF Colton intermodal facility and BNSF's Lenwood staging tracks. The Colton intermodal facility would accommodate the future growth of passenger rail operations on dedicated passenger tracks and reduce the project's potential impacts on freight rail by shifting some freight operations outside of the project corridor. As a result of comments received during public scoping, subsequent meetings with partner agencies and key interested parties, and waning interest from BNSF, the Authority prepared a Supplemental Alternatives Analysis that eliminated the need for the Colton

intermodal facility. On November 2, 2023, the Authority released the Supplemental Alternatives Analysis, which identified three new build alternatives and proposed to advance the Shared Passenger Track Alternative for further study in the draft environmental document. Following the release of the Supplemental Alternatives Analysis, the Authority initiated a public outreach program to reach key interested parties and the public, using a variety of communication channels to share information and receive feedback.

Table 1-1 Los Angeles to Anaheim Project Section Milestones

Year	Milestone	Outreach Activities
2018	Authority Board of Directors approved the State's Preferred Alternative to move forward for environmental analysis	• Interested party and elected official briefings • Community meeting series • Community information tables
2020	Revised scoping to introduce two new project components in the inland empire as freight rail mitigation	• Interested party and elected official briefings • Scoping meeting series
2023	Authority staff released the Supplemental Alternatives Analysis with three new build alternatives	• Interested party and elected official briefings • Community open house • Community information sessions
2024	Authority Board of Directors identified the Shared Passenger Track Alternative A as the new Preferred Alternative	• Interested party and elected official briefings • Community information session • Community information table

Authority = California High-Speed Rail Authority

The public outreach program focused on sharing the details about the Shared Passenger Track Alternative and the proposed changes from the 2018 HSR Project Alternative, including the elimination of the BNSF intermodal facility in Colton, a proposed light maintenance facility, consideration of none or one intermediate station in either Norwalk/Santa Fe Springs or Fullerton, a new approach to grade crossings in Anaheim, and the introduction of staging tracks as mitigation in the Hesperia/Victorville region.

In May 2024, the Authority Board of Directors identified Shared Passenger Track Alternative A, which includes the 26th Street light maintenance facility, as the preferred alternative and Shared Passenger Track Alternative B, which includes the 15th Street light maintenance facility, as the build alternative to evaluate in the environmental documents. Two options for a full-stop HSR station, the Norwalk/Santa Fe Springs HSR Station Option and the Fullerton HSR Station Option, were considered separately for inclusion in one of the build alternatives. The Preferred Alternative, Shared Passenger Track Alternative A, generally resembles the 2018 HSR Project Alternative but includes some updates, including a potential reduction in train operating frequency, removal of the Colton intermodal facility, a light maintenance facility at 26th Street in Vernon, a modified approach to the intermediate station in Norwalk/Santa Fe Springs as well as the grade crossings in Anaheim. Shared Passenger Track Alternative B is identical to the Preferred Alternative, with the exception of proposing the light maintenance facility be located at 15th Street in Los Angeles.

1.3 Purpose of Los Angeles to Anaheim Outreach Reporting for the Environmental Impact Report/Environmental Impact Statement

During the National Environmental Policy Act (NEPA) and California Environmental Quality Act processes, several environmental assessments and initial studies are performed. The overall processes, assessments, and outcomes are outlined in the EIR/EIS. The EIR/EIS includes:

- A complete discussion of all public meetings and participation efforts made during the project planning and development phase

- Documentation of early coordination with affected and potentially affected communities and their overall input in the project scoping process
- Documentation of all formal and informal meetings with community groups and the general public
- Responses to comments generated during the public review process

The project section Draft EIR/EIS is scheduled for publication in late 2025. It is a standalone, second-tier, project-level environmental document that references information from the *Final Program Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the Proposed California High-Speed Train System* (Authority and FRA 2005) in accordance with the Council on Environmental Quality's regulations (40 Code of Federal Regulations 1508.28) and California Environmental Quality Act Guidelines (14 California Code of Regulations 15168(b)).

Based on the ethnic and socioeconomic characteristics of each community in the project section, ongoing opportunities exist to implement strategies that incorporate inclusive outreach efforts. Outreach methods identified to reach minority and low-income communities include strategic communication efforts such as:

- Ongoing meetings with elected officials, public agency staff, and community organizations where the Project Team solicits additional feedback on stakeholders and organizations that should be considered and engaged
- Published meeting and project information notices in local community outlets, social posts, advertisements, multilingual notice distribution, and display newspaper advertisements
- Continued online research and communication with Shared Passenger Track Alternatives' project area corridor city organizations that serve minority and low-income populations
- Identification and ongoing communication with local places of worship, schools, business groups, and other institutions that serve minority and low-income populations along the Shared Passenger Track Alternatives' project area
- Extended outreach e-blasts, phone calls, and follow-up correspondence with identified minority and low-income serving groups and stakeholders along the Shared Passenger Track Alternatives' project area
- Ongoing phone and email correspondence and presentations to community groups and public schools with requests to participate in upcoming events or meetings
- Ongoing phone, post-mail, and email correspondence regarding upcoming community meetings and project milestones
- Postcard mailing of public meeting/hearing notification
- Door-to-door notification flyer drop to minority and low-income residential areas
- Provision of language material and translation at public meetings, as applicable per meeting area
- Social media advertisements, in addition to sample text language provided to elected officials to post on their social media sites
- Ongoing participation in outreach events and speakers' bureau presentation opportunities in minority and low-income areas

1.4 Los Angeles to Anaheim Project Section Inclusive Public Engagement Plan

The Authority requires that an Inclusive Public Engagement Plan be developed and implemented as part of the outreach effort for the Draft EIR/EIS. This Inclusive Public Engagement Plan:

- Summarizes demographics in the project section

- Identifies advocacy and community groups who are interested parties
- Describes the strategy for reaching out to, engaging with, and gathering input from minority and low-income populations
- Identifies the specific methods that will be used to implement this strategy such as digital media, information booths, office hours, Telephone Town Halls, and presentations to and meetings with advocacy and community groups
- Lists the reports that will be prepared to document the inclusive engagement efforts

The process and guidelines described in this plan are designed to provide consistency in the methods used to obtain and share information with minority and low-income populations for use in the environmental review process for the project section. In addition, a draft Focused Alignment Outreach Plan Strategy (Appendix B) has been developed to guide recommended outreach tactics for each city/community and will continue to be refined.

The key strategic objectives of the overall inclusive outreach approach are to:

- Identify and engage advocacy/service provider groups, low-income and minority populations, and the elected officials and community leaders who represent these populations throughout the project section and provide them with ongoing and continuous structured and unstructured opportunities to foster and facilitate their input and participation.
- Communicate the vision, purpose, and benefits of the HSR system and how it will provide increased accessibility and mobility to low-income and minority populations traveling in the project section and to other destinations throughout the state served by the HSR system, while also contributing to economic development and a cleaner environment, creating jobs, and preserving agricultural and protected lands.
- Provide clear, concise, and comprehensive public information both in writing and verbally and in compliance with all state and federal LEP regulations for identified languages spoken by the low-income and minority populations residing in the project section. Develop and implement multiple methods of communicating project information to low-income and minority stakeholders and populations and provide them with ongoing and continuous opportunities to ask questions and make comments about their expectations, priorities, and concerns.
- Facilitate constructive dialogue between the Authority and its “constituents” in the project section and keep them informed about how their feedback has been reflected in the decision-making process.
- Consider other traditional and innovative methods for reaching and engaging low-income and minority areas and other hard-to-reach audiences.
- Re-prioritize overall engagement activity and community targets based on the latest project details.

To achieve these strategic objectives, the Authority will adhere to outreach and engagement best practices whose effectiveness has been tested and proven on recent transportation development projects in the region. The practices are targeted toward:

- **Proactivity:** Outreach to minority and low-income populations should happen “early and often” to identify and address concerns as far in advance of potential impacts as possible.
- **Inclusivity:** Offer early, ongoing, and continuous opportunities to educate, inform, and obtain input from interested parties and populations on project development, alternatives under consideration, and potential environmental impacts and mitigation methods using customized approaches to reach a broad spectrum of interested parties and populations.
- **Sensitivity:** Be informed and aware of minority and low-income population sensitivities and historical experiences and relationships; consider these sensitivities in information-sharing approaches and techniques.

- **Consistency:** Provide all presentations, written and visual messaging, and informal conversations, regardless of language, with the same information.
- **Accessibility:** Arrange for meetings to encompass a time frame that covers a substantial portion of the afternoon and extends into the evening. The extended afternoon hours are meant to accommodate individuals who may work or have other engagements at night, and the evening hours accommodate individuals who may work or have commitments during the day. Select meeting venues in areas where minority and low-income populations feel comfortable and where public transportation is available. For those who choose to drive to the meeting, offer free or low-cost parking. Make sure the meeting facility meets Americans with Disabilities Act requirements and the regulations of Section 504 of the U.S. Rehabilitation Act of 1973, which requires reasonable accommodation for individuals with disabilities. Prepare outreach materials in English and other languages to accommodate LEP individuals and have interpreters in attendance at meetings and outreach events to provide language assistance services that meet or exceed LEP standards.
- **Follow-through:** After public meetings and outreach activities, follow up with interested parties and populations to let them know how their comments, priorities, and concerns are being used to inform and influence project decisions.

This Inclusive Public Engagement Plan has been updated to support the environmental study for the project section. The Authority uses interested party feedback to assist with identifying potential actions to mitigate any disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low-income populations. Based on the ethnic and socioeconomic characteristics of communities along the corridor, there are opportunities to implement the Focused Alignment Outreach Plan Strategy (Appendix B). Outreach efforts developed and implemented to date have considered LEP,[1] minority, and low-income populations identified through the following methods:

- Meetings with elected officials, public agency staff, and community organizations from low-income and minority communities. At each meeting, the project team solicited additional organizations that should be engaged.
- Review of community newspapers and websites, and online research of the Shared Passenger Track Alternatives' project area organizations that serve low-income and minority populations.
- Identification and communication with community organizations, religious leaders, schools, business groups, and other institutions that serve low-income and minority populations in the Shared Passenger Track Alternatives' project area.

The Authority's outreach program for the project section features targeted public involvement and notification tactics that are sensitive to the needs of low-income and minority communities along the project corridor. These tactics include:

- Simultaneous language interpretation at public meetings (open house meeting and information sessions) and American Sign Language at in-person public meetings and closed captioning featured at virtual public meetings
- Door-to-door multilanguage notification to low-income and minority communities
- Multilanguage project fact sheet, materials, and project website
- Activity center outreach in the form of information booths/tables in low-income and minority communities
- Online and telephone office hours scheduled at the convenience of interested parties

[1] Refer to Section 3.4, Limited English Proficiency Data, for a detailed description of LEP population and characterization.

2 REGULATORY SETTING

The Authority has a strong commitment to ensuring that no person shall be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity in the planning, design, construction and operation of the HSR system on the grounds of race, color, national origin, sex, age, or disability. Accordingly, and at the direction of the Federal Railroad Administration, the Authority adopted a Title VI programmatic policy that pays careful attention to the needs of traditionally underserved and underrepresented communities, including low-income, minority, LEP, and disabled communities or persons.

The following text details applicable regulations, requirements, and federal and state efforts that govern and inform the development and implementation of this Inclusive Public Engagement Plan.

2.1 Federal

2.1.1 Title VI of the Civil Rights Act of 1964

Title VI of the Civil Rights Act prohibits discrimination on the basis of race, color, national origin, age, sex, or disability in programs and activities receiving federal financial assistance. Under Title VI, each federal agency is required to ensure that no person, on the grounds of race, color, or national origin, is excluded from participation in, denied the benefits of, or subjected to discrimination under a program or activity receiving federal financial assistance.

2.1.2 Initial Rescissions of Harmful Executive Orders and Actions (U.S. Presidential Executive Order 14148)

U.S. Presidential Executive Order (USEO) 14148 was signed by President Donald J. Trump on January 20, 2025. USEO 14148 revoked 78 executive orders with the purpose to “restore common sense to the Federal Government and unleash the potential of the American citizen.” USEO 14148 ordered agencies to end federal implementation of “unlawful and radical Diversity, Equity, and Inclusion ideology.”

The development of this document is based on the Notice of Intent (NOI) released in 2007 and 2020, which predates the issuance of USEO 14148.

2.1.3 Ending Illegal Discrimination and Restoring Merit-Based Opportunity (U.S. Presidential Executive Order 14148)

USEO 14173 was signed by President Donald J. Trump on January 21, 2025 ,and aims to dismantle federal programs and policies that promote diversity, equity, inclusion, and accessibility. USEO 14173 orders all executive departments and agencies to terminate all mandates, policies, programs, activities, guidance, regulations, enforcement actions, consent orders, and requirements. USEO 14173 orders all agencies to enforce longstanding civil-rights laws and push back against private-sector diversity, equity, and inclusion preferences, mandates, policies, programs, and activities. USEO 14173 revoked USEO 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations. The development of this document is based on the NOI released in 2007 and 2020, which predates the issuance of USEO 14173.

2.1.4 Designating English as the Official Language of the United States (U.S. Presidential Executive Order 14224)

USEO 14224 was signed by President Donald J. Trump on March 1, 2025. USEO 14224 formally designates English as the official language of the United States and revokes USEO 13166, which had aimed to improve access to services for LEP individuals.

The development of this document is based on the NOI released in 2007 and 2020, which predates the issuance of USEO 14224.

2.1.5 Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (U.S. Presidential Executive Order 12898)

USEO 12898 outlines the federal government's environmental justice (EJ) policy. The USEO requires federal agencies to identify and address to the greatest extent practicable and permitted by law the disproportionately high adverse human health and environmental effects of their programs, policies, and activities on minority and low-income populations in the United States.

On January 21, 2025, USEO 14173 Ending Illegal Discrimination and Restoring Merit-Based Opportunity rescinded USEO 12898 Federal Actions To Address Environmental Justice in Minority Populations and Low-Income Populations. The development of this document is based on the NOI released in 2007 and 2020 which predates the issuance of USEO 14173.

2.1.6 Presidential Memorandum Accompanying U.S. Presidential Executive Order 12898

The Presidential Memorandum accompanying USEO 12898 emphasizes the importance of existing laws, such as Title VI of the Civil Rights Act of 1964 and NEPA, that can assist with implementation of the principles of the order. The memorandum provides that, in accordance with Title VI, "each Federal agency shall ensure that all programs or activities receiving Federal assistance that affect human health or the environment do not directly, or through contractual or other arrangements, use criteria, methods, or practices that discriminate on the basis of race, color, or national origin." The Presidential Memorandum accompanying USEO 12898 calls for specific actions to be directed in NEPA-related activities. They include:

- Analyzing environmental effects, including human health, economic, and social effects on minority populations and low-income populations when such analysis is required by NEPA
- Ensuring that mitigation measures outlined or analyzed in environmental assessments, EISs, and records of decision, whenever feasible, address disproportionately high and adverse environmental effects or proposed actions on minority populations and low-income populations
- Providing opportunities for community input in the NEPA process, including identifying potential effects and mitigation measures in consultation with affected communities and improving accessibility to public meetings, official documents, and notices to affected communities

On January 21, 2025, USEO 14173 rescinded USEO 12898 and the associated Presidential Memorandum. The development of this document is based on the NOI released in 2007 and 2020, which predates the issuance of USEO 14173.

2.1.7 Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (U.S. Department of Transportation Order 5610.2(c))

To implement USEO 12898, the U.S. Department of Transportation (U.S. DOT) relies on U.S. DOT Order 5610.2(c), which applies to actions undertaken by U.S. DOT operating administrations. The U.S. DOT Order affirms the importance of considering EJ principles as part of early planning activities to avoid disproportionately high and adverse effects. The order states that the U.S. DOT will not carry out programs, policies, or activities that will have a disproportionately high and adverse effect on minority populations or low-income populations unless "further mitigation measures or alternatives that would avoid or reduce the disproportionately high and adverse effect are not practicable." The order defines *low-income population* as any readily identifiable group of low-income persons who live in geographic proximity, and, if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed U.S. DOT program, policy, or activity. The order defines *minority population* as any readily identifiable groups of minority persons who live in geographic proximity, and, if circumstances warrant,

geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed U.S. DOT program, policy, or activity. The order defines *environmental justice* to mean an adverse impact that is predominantly borne by a minority population or a low-income population, or that would be suffered by the minority population or low-income population, and that is appreciably more severe or greater in magnitude than would be suffered by the nonminority population or non-low-income population.

On January 29, 2025, the Secretary of Transportation issued a memo canceling Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (U.S. DOT Order 5610.2(c)) in response to the January 2025 USEOs. The development of this document is based on the NOI released in 2007 and 2020, which predates the issuance of the 2025 USEOs.

2.1.8 Improving Access to Services for Persons with Limited English Proficiency (U.S. Presidential Executive Order 13166)

USEO 13166 requires each federal agency to ensure that recipients of federal financial assistance provide meaningful access to their programs and activities by LEP applicants and beneficiaries.

On March 1, 2025, USEO 14224, Designating English as the Official Language of the United States, rescinded USEO 13166, Improving Access to Services for Persons with Limited English Proficiency. The development of this document is based on the NOI released in 2007 and 2020, which predates the issuance of USEO 14224.

2.1.9 Executive Order 14008, Tackling the Climate Crisis at Home and Abroad

USEO 14008, Tackling the Climate Crisis at Home and Abroad, was signed into law by President Joseph R. Biden on January 27, 2021, and published in the *Federal Register* on February 1, 2021 (86 *Federal Register* 7619). USEO 14008 launched the Justice40 Initiative, which directed federal agencies to ensure that at least 40 percent of the overall benefits from key infrastructure investments would benefit disadvantaged communities.

On January 20, 2025, USEO 14148 rescinded USEO 14008. The development of this document is based on the NOI released in 2007 and 2020, which predates the issuance of USEO 14148.

2.1.10 Executive Order 14096, Revitalizing Our Nation's Commitment to Environmental Justice for All

USEO 14096, Revitalizing Our Nation's Commitment to Environmental Justice for All, was signed into law by President Joseph R. Biden on April 21, 2023, and published in the *Federal Register* on April 26, 2023 (88 *Federal Register* 25251). The order seeks to address environmental disparities, promote equitable access to environmental benefits, and ensure that all communities have a voice in environmental decision making. This order emphasizes that federal agencies are directed to consider EJ in their decision-making processes. In addition, agencies must identify and address any disproportionately high and adverse environmental effects on vulnerable communities, improve data collection and transparency related to EJ issues, and report on their progress in implementing EJ policies. This order established an Environmental Justice Interagency Council to coordinate efforts across agencies and an Environmental Justice Advisory Council to provide recommendations on these directions.

On January 20, 2025, USEO 14148 rescinded 14096. The development of this document is based on the NOI released in 2007 and 2020, which predates the issuance of USEO 14148.

2.1.11 Executive Order 13985, Advancing Racial Equity and Support for Underserved Communities Through the Federal Government

USEO 13985, Advancing Racial Equity and Support for Underserved Communities Through the Federal Government, was signed into law by President Joseph R. Biden on January 20, 2021, and published in the *Federal Register* on January 25, 2021 (86 *Federal Register* 7009). The order emphasizes the importance of addressing systemic racism and persistent poverty, with the aim to ensure that federal programs serve all Americans in an equitable and just manner. The order

requires agencies to evaluate their policies for racially inequitable outcomes and make necessary changes to support underserved communities.

On January 20, 2025, USEO 14148 rescinded USEO 13985. The development of this document is based on the NOI released in 2007 and 2020, which predates the issuance of USEO 14148.

2.1.12 Section 508 of the Rehabilitation Act of 1973, as Amended (29 U.S. Code 794d)[2]

In 1998, the U.S. Congress amended the Rehabilitation Act of 1973 to require federal agencies to give disabled employees and members of the public access to information that is comparable to access available to others. The act requires that electronic and information technology be accessible to people with disabilities in order to eliminate barriers in information technology, make available new electronic and informational opportunities for people with disabilities, and support the development of technologies that will help to achieve these goals.

On January 18, 2017, the U.S. Access Board, which is responsible for compliance with Section 508, issued a final rule that updates accessibility requirements for information and communication technology in response to market trends and innovations, and brings the Section 508 requirements in line with other guidelines and standards, both in the United States and abroad.

It is important to understand Section 508 in the context of other laws related to federal disability policy. In addition to Section 508, the Rehabilitation Act of 1973 has several other applicable sections, including:

- Sections 501 and 505, which prohibit federal employers from discriminating against qualified individuals with disabilities
- Section 503, which prohibits employment discrimination based on disability by federal contractors or subcontractors
- Section 504, which prohibits federal agencies, programs, or activities from discriminating and requires reasonable accommodation for qualified individuals with disabilities

Additional related laws include Section 255 of the Communications Act, which requires telecommunications services to be available to people with disabilities, and the 21st Century Communications and Video Accessibility Act of 2010, which requires advanced communications services and products to also be accessible to disabled individuals.

2.1.13 Americans with Disabilities Act of 1990 (42 U.S. Code 12101–12213)

The Americans with Disabilities Act of 1990 is a civil rights law that prohibits discrimination based on disability. It affords similar protections against discrimination to Americans with disabilities as the Civil Rights Act of 1964, which made discrimination based on race, religion, sex, national origin, and other characteristics illegal. In addition, unlike the Civil Rights Act, the Americans with Disabilities Act also requires employers to provide reasonable accommodations to employees with disabilities and imposes accessibility requirements on public accommodations, including public meetings and hearings.

The Authority strictly enforces policies disallowing discrimination toward individuals with disabilities and makes all practicable provisions to accommodate these individuals by ensuring that its public meetings, open houses, and other outreach/participation activities are held in venues that are Americans with Disabilities Act–compliant, accessible via transit, and have parking that includes an ample number of parking spaces reserved for people with disabilities. Other accommodations the Authority makes to ensure equal access to individuals with disabilities include communication aids and services for the hearing impaired and the removal, when practicable, of physical barriers to facilitate access and egress from any venue where the Authority is holding outreach or participation events.

[2] https://www.epa.gov/accessibility/what-section-508.

2.2 State

2.2.1 California Government Code Section 11135(a), 11136

Section 11135(a) of the California Government Code prohibits discrimination or the denial of full and equal access to benefits of any program or activity operated or funded by the state or a state agency on the basis of race, national origin, ethnic group identification, religion, age, sexual orientation, color, or disability. This provision requires public agencies to consider fairness in the distribution of environmental benefits and burdens.

2.2.2 California Government Code Section 65040.12(e)

Section 65040.12(e) defines *environmental justice* as "the fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies." It does not, however, require an analysis of impacts on these populations as part of the California Environmental Quality Act process.

2.2.3 California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund (Senate Bill 535, De León)

This bill requires the California Environmental Protection Agency to identify disadvantaged communities for investment opportunities, as specified. The bill requires the California Department of Finance, when developing a specified 3-year investment plan, to allocate 25 percent of the available moneys in the Greenhouse Gas Reduction Fund to projects that provide benefits to disadvantaged communities, as specified, and to allocate a minimum of 10 percent of the available moneys in the Greenhouse Gas Reduction Fund to projects within disadvantaged communities, as specified. The bill requires the California Department of Finance, when developing funding guidelines, to include guidelines for how administering agencies should maximize benefits for disadvantaged communities. The bill requires administering agencies to report to the California Department of Finance, and the California Department of Finance to include in a specified report to the Legislature, a description of how administering agencies have fulfilled specified requirements relating to projects providing benefits to, or located in, disadvantaged communities.

2.2.4 California Government Code 65040.12(e)

Section 65040.12(e) *defines environmental justice* as "the fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies." It does not, however, require an analysis of impacts on these populations as part of the California Environmental Quality Act process.

2.2.5 Dymally-Alatorre Bilingual Services Act

Dymally-Alatorre Bilingual Services Act (Government Code Sections 7290–7299.8) is a California state law enacted in 1973. This act requires that all state departments who render services to the public, where at least 5 percent are non- or limited English-speaking persons, employ qualified bilingual persons in public contact positions in order to provide information and services in the language of the non-English speaking person. This act further mandates that every state agency shall provide materials in any non-English language spoken by a substantial number of the public served by the agency.

The Authority complies with the mandated regulations by offering free language assistance services to LEP individuals through a variety of methods, including staff interpreters, translation and interpreter service contracts, and formal arrangements with local organizations that provide interpretation, translation, or telephonic interpreter services. The Authority also provides translated vital and nonvital documents to LEP communities that are affected or potentially affected by the HSR project.

2.2.6 California High-Speed Rail Authority Environmental Justice Policy

In August 2021, the Authority updated the *Environmental Justice Policy* (Authority 2021a). The policy states:

- The Authority will promote EJ in its programs, policies, and activities. As part of existing planning and project delivery processes, the Authority effectuates EJ through conducting NEPA EJ analysis and identifying and addressing, as appropriate and when practicable, disproportionately high human health and environmental effects on minority or low-income populations.
- The Authority is committed to the fair and meaningful involvement of all affected populations, regardless of race, color, national origin, or income, with respect to the planning and development of the HSR project. Through outreach and engagement activities, the Authority gathers information and input from affected minority and low-income populations to inform key agency-wide environmental decisions.
- Consistent with applicable California Air Resources Board Greenhouse Gas Reporting Fund requirements, the Authority identifies disadvantaged communities that are affected by the HSR system and determines ways to maximize benefits to such communities through its delivery activities. The Authority uses the California Environmental Protection Agency's CalEnviroScreen Program to identify disadvantaged communities as directed by California Senate Bill 535.

2.2.7 California High-Speed Rail Authority Title VI Policy and Plan

In August 2021, the Authority updated a policy and plan to ensure that the California HSR System complies with Title VI. The policy states:

- It is the policy of the Authority to ensure that no person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity of the HSR system, as afforded by Title VI of the Civil Rights Act of 1964 (42 U.S. Code 2000d et seq.) and related regulations. The Authority, as a federal grant recipient, is required by the Federal Railroad Administration to conform to Title VI of the Civil Rights Act of 1964 and related statutes. The Authority's sub-recipients and contractors are required to prevent discrimination and ensure nondiscrimination in their programs, activities, and services.

The Title VI Plan includes a commitment to inclusive public involvement of persons affected by the HSR project (Authority 2021b).

3 CORRIDOR CHARACTERISTICS

3.1 Demographics

Based on data from the U.S. Census Bureau's 2021 American Community Survey, the project section is an ethnically and economically diverse area populated with dense pockets of communities requiring targeted outreach.

3.1.1 Demographic Overview

The Authority is proposing a new HSR service along a heavily used existing rail corridor between Los Angeles and Anaheim to connect to the rest of the statewide HSR system. This service includes connections to local transit systems to address the needs of transportation consumers. By analyzing population characteristics, decision makers are better poised to understand the issues facing the communities in the project section and how the Shared Passenger Track Alternatives may help to address or exacerbate trends.

Figure 3-1 provides an overview map that highlights the full project corridor, including the Shared Passenger Track Alternatives.



Figure 3-1 Overview of the Shared Passenger Track Alternatives

3.1.2 Shared Passenger Track Alternatives

Demographic information for the Shared Passenger Track Alternatives is presented in Table 3-1 by reference county. For the RSA population within Los Angeles County, 13.9 percent is below the poverty level and 89.4 percent is a minority. For the RSA population within Orange County, 13.0 percent is below the poverty level and 79.9 percent is minority. These percentages are higher than the corresponding percentages for the reference communities, except that the

percent of the population below poverty is the same in Los Angeles County and the Los Angeles County RSA. Refer to Appendix C.1, Census Tract Data, for a map depicting the RSA.

Table 3-1 Demographic Overview

Characteristic	Resource Study Area	
	Within Los Angeles County	Within Orange County
Total Population	215,730	191,881
Percentage of population living below poverty level[2]	14.1%	12.8%
Percentage 65 and over years of age	13.4%	9.3%
Percentage Limited English Proficiency households	15.9%	9.8%
Percentage minority[1] population	89.4%	74.6%
Total households	57,628	58,331
Median household income	$69,531	$81,395
Percentage of population unemployed	8.9%	6.0%

Source: U.S. Census Bureau 2021
[1] Calculated as the sum of census respondents that identified as Asian, Black or African American, American Indian or Alaska Native, Hawaiian or other Pacific Islander (not Hispanic), or Hispanic (all races).
[2] Calculated as the percentage of the population for whom poverty status is determined.

3.2 Reference Community Minority Populations

This section details the racial and ethnic characteristics of the project section. The predominant racial/ethnic group is Hispanic. In California as a whole, the predominant racial/ethnic groups are White, at 35.8 percent, and Hispanic, at 39.5 percent. By analyzing minority population characteristics, decision makers can be more informed in how to strategize outreach efforts. Refer to Appendix C.3, Populations and Communities: Race/Ethnicity Distribution, for maps depicting the distribution of racial/ethnic groups in the RSA.

As presented in Table 3-2, the minority population in the reference communities of Los Angeles County and Orange County represent 74.5 percent and 60.9 percent of the total population, respectively. The predominant racial/ethnic group in the reference community is Hispanic, and individuals that identify as Hispanic compose 48.7 percent of the total population in Los Angeles County and 34.0 percent of the total population in Orange County. As presented in Table 3-3, concentrated Asian populations are present in the Little Tokyo community in Los Angeles, La Mirada, Buena Park, and Fullerton. Black populations are interspersed throughout, with the highest concentrations in Commerce and Buena Park. The Anaheim portion of the RSA has the most heterogeneous distribution of minority populations, with substantial Hispanic or Latino, Asian, and Native Hawaiian populations concentrated in the Anaheim Triangle area.

Table 3-2 Reference Community Race and Ethnicity Characteristics by Percentage

Location	% White	% Hispanic	% Asian	% Black/ African American	% American Indian/ Alaska Native	% Hawaiian/ Other Pacific Islander	% Other Race(s)	% Minority[1]
Los Angeles County	25.5	48.7	14.6	7.6	0.2	0.2	0.4	74.5
Orange County	39.0	34.0	21.1	1.6	0.1	0.3	0.3	60.9

Source: California Department of Finance 2015
[1] Calculated as the sum of census respondents that identified as Asian, Black or African American, American Indian or Alaska Native, Hawaiian or other Pacific Islander (not Hispanic), or Hispanic (all races).

Table 3-3 summarizes the minority populations within the RSA. The RSA population, in aggregate, is 82.0 percent minority, the majority of whom are Hispanic or Latino. Minority populations are present throughout the RSA and consist primarily of dense Hispanic or Latino populations.

2016 LEP Census data are used here because, in comparison, 2016 Census data provide language by individual city that can be pulled by tracts and the current 2021 available data use Public Use Microdata Areas and is made up of two or three city bundles. LEP data are no longer available by section tracts.

Table 3-3 Demographics by Race/Ethnicity

Jurisdiction Subsection Study Area	Population	Population Percentages by Race/Ethnicity							
			Minority Population						
		% White	% Black/ African American	% Hispanic/ Latino, of any Race	% American Indian/ Alaska Native	% Asian	% Native Hawaiian/ Other Pacific Islander	% Some Other Race	% Two or More Races
State of California	39,455,353	35.8	5.4	39.5	0.3	14.7	0.3	0.4	3.6
Los Angeles County	10,019,635	25.5	7.6	48.7	0.2	14.6	0.2	0.4	2.8
Orange County	3,182,923	39.0	1.6	34.0	0.1	21.1	0.3	0.3	3.5
Anaheim	348,204	23.2	2.5	54.0	0.1	17.1	0.4	0.3	2.5
Bell	33,915	6.9	2.4	89.0	0.1	0.9	0.1	0.2	0.5
Buena Park	83,974	22.9	2.5	39.0	0.0	32.0	0.2	0.0	3.3
Commerce	12,459	2.6	0.7	94.8	0.0	1.4	0.0	0.1	0.5
Fullerton	142,964	32.2	2.1	38.3	0.2	23.9	0.2	0.3	2.8
La Mirada	47,957	29.8	1.5	43.9	0.2	21.5	0.0	0.1	3.0
Los Angeles	3,902,440	28.1	8.3	48.4	0.2	11.6	0.1	0.5	2.9
Montebello	62,828	6.1	0.6	79.6	0.1	12.7	0.0	0.3	0.6
Norwalk	103,330	10.9	4.4	69.0	0.1	13.3	0.8	0.3	1.3
Pico Rivera	62,383	4.7	0.9	89.9	0.1	3.9	0.1	0.2	0.2
Santa Fe Springs	18,817	12.1	3.7	74.9	0.2	7.9	0.1	0.0	1.3
Vernon	328	5.8	3.0	90.2	0.0	0.9	0.0	0.0	0.0
West Whittier–Los Nietos CDP[1]	26,275	7.8	0.2	88.9	0.1	2.5	0.1	0.1	0.4

Source: U.S. Census Bureau 2021
Row percentages may not total 100 because of rounding
[1] CDP = Census-Designated Place refers to geographies where there is a concentration of population defined by the U.S. Census Bureau for statistical purposes only.

3.3 Age Characteristics

This section presents the population age distribution in the areas of the Shared Passenger Track Alternatives. The data present the population of working-class adults, those between the ages of 18 and 64 as compared to populations age 65 and over.

3.3.1 Shared Passenger Track Alternatives

Table 3-4 presents the percentage of the 2021 elderly population (65 years old or older) in the two-county region and the jurisdictions with the RSA. The proportion of the population that is considered elderly within Los Angeles County and Orange County is comparable between the two counties, with Orange County having a slightly higher proportion of its population 65 years of age and older. When compared to the two counties, the corridor cities generally have comparable proportions of individuals 65 years of age and older with Commerce, La Mirada, and Bell being the notable exceptions. Bell has a comparatively low elderly population with only 9.6 percent of its total population 65 years of age and older. Commerce and La Mirada have a substantial proportion of its population above 65 years of age and older, both amounting to 19.1 percent of its total population.

Table 3-4 Shared Passenger Track Alternatives: Population Age Characteristics (2021)

Location	Percentage Under 18 Years of Age	Percentage 18 to 64 Years of Age	Percentage 65 and Over Years of Age	Median Age (years)
California	**22.8**	**62.8**	**14.4**	**37.0**
Los Angeles County	**21.6**	**64.7**	**13.7**	**37.0**
City of Los Angeles	20.3	66.8	12.9	36.2
Vernon	36.3	48.2	15.5	28.1
Commerce	21.4	59.5	19.1	37.6
Bell	27.6	62.8	9.6	32.0
Montebello	21.7	62.0	16.3	37.4
Pico Rivera	21.2	63.2	15.6	39.0
West Whittier–Los Nietos CDP	22.5	64.4	13.1	36.1
Norwalk	23.6	63.1	13.3	35.5
Santa Fe Springs	22.4	62.9	14.7	37.0
La Mirada	18.8	62.1	19.1	41.7
South Whittier CDP	24.3	65.1	10.6	34.0
Orange County	**22.0**	**63.2**	**14.8**	**38.5**
Buena Park	22.7	63.4	13.9	36.6
Fullerton	23.1	63.7	13.2	35.4
Anaheim	23.4	64.8	11.8	35.3
Orange	20.7	65.6	13.7	36.0
Population and Communities RSA				
City of Los Angeles	16.7	73.5	9.8	35.5
Vernon	36.8	48.9	14.2	28.1

Location	Percentage Under 18 Years of Age	Percentage 18 to 64 Years of Age	Percentage 65 and Over Years of Age	Median Age (years)
Commerce	23.9	63.5	12.6	36.0
Bell	15.5	67.0	17.6	44.8
Montebello	25.2	65.8	8.9	34.3
Pico Rivera	21.3	63.8	14.9	38.2
West Whittier–Los Nietos CDP	25.7	60.7	13.6	33.9
Norwalk	20.0	64.1	15.9	38.1
Santa Fe Springs	22.6	65.5	11.9	35.6
La Mirada	23.4	59.7	16.8	40.2
South Whittier CDP	20.9	68.4	10.7	35.6
Buena Park	23.8	64.8	11.4	35.1
Fullerton	25.8	64.5	9.7	34.8
Anaheim	25.3	68.1	6.6	31.8
Orange	17.3	73.2	9.5	35.6

Sources: U.S. Census Bureau 2021, Table B01001
CDP = Census-Designated Place; RSA = resource study area

3.4 Limited English Proficiency Data

The U.S. Census Bureau uses the term *linguistic isolation* to assess LEP populations. LEP communities are those communities where 5 percent or more of the population have limited ability to read, write, speak, or understand English. The percentage of households that are LEP households in the reference counties and cities are detailed below. Per Authority Title VI protocol, interpretation and translation services are to be provided in the identified languages that meet or exceed 5 percent and reasonable accommodations are to be made in the identified languages that fall between 3 and 5 percent of the population threshold.

The 2016 LEP Census data are used here because, in comparison, the 2016 Census data provide language by individual city that can be pulled by tracts and the current 2021 available data use Public Use Microdata Areas and is made up of two or three city bundles. LEP data are no longer available by section tracts.

3.4.1 Shared Passenger Track Alternatives

Table 3-5 and Table 3-6 present the percentage of LEP populations and language in the cities within the project area. Bell, Buena Park, and Commerce have the highest percentage of LEP populations, all over 30 percent. The city of Los Angeles represents the largest total population with 3.6 million people and a LEP population percentage of 25.2. Refer to Appendix C.4, Populations and Communities: Limited English Proficiency Populations, for a map of the LEP population.

Table 3-5 Limited English Proficiency Population (2016)

Location	Total Population	Limited English Proficiency Population	Percent
City of Los Angeles	3,650,704	918,212	25.2
Vernon	41	9	22.0

Location	Total Population	Limited English Proficiency Population	Percent
Commerce	12,162	3,806	31.3
Bell	32,954	13,818	41.9
Montebello	59,120	18,136	30.7
Pico Rivera	59,357	16,643	28.0
West Whittier–Los Nietos CDP	25,764	6,596	25.6
Norwalk	99,199	29,245	29.8
Santa Fe Springs	16,053	3,259	20.3
La Mirada	46,474	7,045	15.2
Buena Park	77,102	24,730	32.1
Fullerton	130,239	28,302	21.7
Anaheim	320,603	85,833	26.8

Source: U.S. Census Bureau 2016

Table 3-6 Limited English Proficiency Population by Language (2016)

Location	Languages (Overall 5%+)		Languages (Overall 3%–5%)	
	Language	% Details	Language	% Details
City of Los Angeles	Spanish	40.1	--	--
Vernon	Spanish	63.4	Chinese	4.9
Commerce	Spanish	73.0	--	--
Bell	Spanish	86.0	--	--
Montebello	Spanish	57.0	Armenian	3.2
			Chinese	4.9
Pico Rivera	Spanish	70.6	--	--
West Whittier–Los Nietos CDP	Spanish	64.0	--	--
Norwalk	Spanish	54.5	Tagalog	3.4
Santa Fe Springs	Spanish	48.4	Korean	3.4
La Mirada	Spanish	25.4	Tagalog	4.2
	Korean	8.0		
Buena Park	Spanish	27.1	--	--
	Korean	10.7	--	--
	Tagalog	6.9	--	--
Fullerton	Spanish	25.1	Chinese	3.6
	Korean	10.4		
Anaheim	Spanish	44.0	Vietnamese	4.8

Source: U.S. Census Bureau 2016

3.5 Low-Income Populations

This section compares income and poverty characteristics for the population and communities RSA (by city) to the reference counties and cities. Low-income households are more susceptible to changes in their surrounding environment because they lack the financial stability or flexibility to respond to changes to the environment around them compared to less impoverished households. Refer to Appendix C.5, Populations and Communities: Low-Income Populations, for maps of low-income populations within the RSA.

3.5.1 Shared Passenger Track Alternatives

As provided in Table 3-7, low-income populations account for 13.9 percent and 9.9 percent of the total population in the reference communities of Los Angeles County and Orange County, respectively. Table 3-7 compares income and poverty characteristics for the reference counties and the cities. Median household incomes in Vernon, Commerce, and Bell are over $10,000 lower than the county average. Bell has a median household income over $25,000 lower than the county average. In general, areas within the RSA have lower median incomes than the rest of the city.

Table 3-7 Shared Passenger Track Alternatives: Household Income and Family Poverty Characteristics (2021)

Location	Median Household Income: Dollars	Percent of Population Below the Poverty Level
California	$84,097	12.3
Los Angeles County	$76,367	13.9
City of Los Angeles	$69,778	16.6
Vernon	$62,000	0.0
Commerce	$58,226	14.8
Bell	$51,183	23.3
Montebello	$66,584	11.4
Pico Rivera	$78,056	10.0
West Whittier–Los Nietos CDP	$83,692	11.0
Norwalk	$83,217	8.9
Santa Fe Springs	$75,086	11.5
La Mirada	$97,672	5.5
South Whittier CDP	$85,579	8.7
Orange County	$100,485	9.9
Buena Park	$90,503	9.8
Fullerton	$92,718	12.5
Anaheim	$81,806	13.0
Orange	$102,125	10.3
Population and Communities RSA		
City of Los Angeles	$ 59,323	24.3
Vernon	$ 62,000	0.0

Location	Median Household Income: Dollars	Percent of Population Below the Poverty Level
Commerce	$ 59,573	16.4
Bell	$ 55,288	25.5
Montebello	$ 71,310	8.5
Pico Rivera	$ 78,463	10.3
West Whittier–Los Nietos CDP	$ 69,531	14.9
Norwalk	$ 78,976	10.9
Santa Fe Springs	$ 70,916	10.3
La Mirada	$ 97,469	5.3
South Whittier CDP	$ 68,423	14.7
Buena Park	$ 74,918	12.2
Fullerton	$ 85,490	14.5
Anaheim	$ 77,299	15.2
Orange	$ 108,097	14.5

Sources: U.S. Census Bureau 2021
CDP = Census-Designated Place; RSA = resource study area

Table 3-8 provides the percentage of the population that is transit-dependent within the two-county region and the jurisdictions within the RSA based on 2017–2021 American Community Survey data. Vernon, Bell, Pico Rivera, Norwalk, La Mirada, Fullerton, and the city of Orange have a percentage of transit-dependent population that is less than that of their reference counties. The cities of Los Angeles, Commerce, Montebello, West Whittier–Los Nietos Census-Designated Place, Santa Fe Springs, and South Whittier Census-Designated Place all have transit-dependent populations that exceed that of Los Angeles County. Buena Park and Anaheim have transit-dependent populations that exceed that of Orange County.

Table 3-8 Summary of Transit Dependency in the Resource Study Area

Jurisdiction Subsection Study Area	Percentage Transit-Dependent Population
Los Angeles County	
City of Los Angeles	26.9
Vernon	N/A
Commerce	27.8
Bell	34.5
Montebello	24.0
Pico Rivera	22.9
West Whittier–Los Nietos CDP	23.9
Norwalk	21.8
Santa Fe Springs	23.7
La Mirada	9.0
South Whittier CDP	20.9

Jurisdiction Subsection Study Area	Percentage Transit-Dependent Population
Orange County	
Buena Park	17.0
Fullerton	13.3
Anaheim	20.6
Orange	11.5

Source: U.S. Census Bureau 2021, Tables DP04, B01001, B25046, B26001, S2502, DP05, S0101, S1101

[1] The transit-dependent population was calculated by taking the number of residents aged 15 and over (as reported in Table S0101 of the 2017–2021 American Community Survey), subtracting the number of persons living in group quarters (as reported in Table B26001 of the 2017–2021 American Community Survey), subtracting the number of vehicles available (as reported in Table B25046 of the 2017–2021 American Community Survey), and then dividing the difference by the population aged 15 and over.
CDP = Census-Designated Place

City- and county-level data are useful for understanding the overall demographic characteristics of a city or a region, but do not capture a fine resolution distribution of low-income and minority populations or pinpoint where within those cities or counties low-income and minority populations live. Refer to Appendices C-2 and C-5 for maps depicting more detailed information related to minority and low-income populations within the RSA.

4 ADVOCACY AND COMMUNITY GROUPS

The Authority's project team has identified several transportation, environmental, economic, and community advocacy groups, as well as interested parties and community organizations that provide services to or represent minority and low-income persons in the project section. Appendix A, Advocacy and Community Groups Serving Minority and Low-Income Communities, contains a comprehensive list of interested parties, including low-income and minority organizations and appropriate contacts. The Authority will regularly update the project section database.

Additionally, prior to the release of the environmental document, the Authority will conduct targeted outreach to the listed groups and offer one-on-one briefings to promote project awareness and develop collaborative relationships with key community leaders. As groups express interest, the Authority will continue engagement leading up to and during the release of the environmental document. All groups will continue to be part of the project section database and will receive regular updates.

Table 4-1 lists the organizations dedicated to serving low-income and minority communities throughout the project area, and they are organized by category: transportation-related groups, low-income/minority-focused groups, and community issue groups.

Table 4-1 Corridor Advocacy and Community Groups

Organization Name	Description	Jurisdiction	Website
Transportation-Related Groups			
East Yard Communities for Environmental Justice (EYCEJ)	Transportation-focused organization based in Commerce working toward a safe and healthy environment for communities that are disproportionately suffering the negative impacts of industrial pollution.	Los Angeles County, southeast area, Commerce, Long Beach	http://eycej.org/
Low-Income/Minority-Focused Groups			
California Endowment	Statewide grant-making organization that promotes fundamental improvements in the health status of all Californians.	Statewide	http://www.calendow.org
California Environmental Justice Alliance (CEJA)	Statewide, community-led alliance that works to achieve EJ by advancing policy solutions. Environmental Justice Alliance uses community organizing in low-income communities and communities of color to alleviate poverty and pollution.	Statewide	http://caleja.org
California Environmental Rights Alliance	Statewide volunteer alliance of community activist organizations focused on achieving EJ and improving community health in California.	Statewide	www.envirorights.org
Coalition for Clean Air	Statewide organization building healthy communities and serving as a resource for grassroots environmental activism.	Statewide	www.ccair.org

Organization Name	Description	Jurisdiction	Website
Communities for a Better Environment	Huntington Park-based statewide organization which teaches organizing and leadership skills and offers technical assistance to residents in blighted and heavily polluted urban communities throughout California.	Statewide	www.cbecal.org
Los Angeles Conservation Corps	Los Angeles County environmental and social justice group focused on transforming disadvantaged communities through education and work.	Los Angeles County	www.lacorps.org
Los Angeles Environmental Justice Network	Los Angeles County coalition of many organizations. The EJ Network holds monthly coordination meetings.	Los Angeles County	https://delamoactioncommittee.org/los-angeles-environmental-justice-network
Natural Resources Defense Council (NRDC)	International organization with various offices throughout the United States, including an office in Los Angeles. The organization focuses on air. water, clean energy jobs, climate change and other natural resources. NRDC also partners with local organizations to support social justice issues.	Nationwide	www.nrdc.org
Union de Vecinos	Maywood and Boyle Heights social organization focused on generating social change through a continuum of rigorous grassroots outreach engagement based on liberation theology.	Los Angeles County, Boyle Heights, and Maywood	www.uniondevecinos.org
Community Issue Groups			
BIENESTAR Latino Community Services	BIENESTAR is focused on improving health and well-being in the Latino community and other underserved communities in Southern California through grassroots community organizing.	Los Angeles and Orange Counties	www.bienestar.org
California Pan-Ethnic Health Network	Statewide network that promotes health equity by advocating for public policies and sufficient resources to address the health needs of communities of color.	Statewide	http://cpehn.org
California Women's Agenda	Statewide alliance focused on economic justice and education for women.	Statewide	https://cawa.winaction.org

Organization Name	Description	Jurisdiction	Website
California Wellness Foundation	Statewide grant-making organization that addresses the particular health needs of traditionally underserved populations, including low-income individuals, people of color, youth, and residents of rural areas.	Statewide	www.calwellness.org
Center for Asian Americans United for Self-Empowerment	Pasadena social justice organization focused on empowering the Asian Pacific American community through nonpartisan voter registration and education, community outreach, and leadership development.	Los Angeles County, Pasadena	www.causeusa.org
Chinese American Citizen's Alliance	Statewide organization empowering Chinese Americans by promoting ethics and morals, practicing and defending American citizenship in its fullest rights and responsibilities, and by providing youth leadership and community learning through education.	Statewide	www.cacanational.org
Community Coalition for Change	South Los Angeles social justice organization involved in transforming social and economic conditions underlying addiction, crime, violence, and poverty.	Los Angeles County, city of Los Angeles, south Los Angeles	https://cocosouthla.org
Concerned Citizens of South-Central Los Angeles (CCSCLA)	Concerned Citizens of South-Central Los Angeles formed in 1985 to stop an incinerator from being built and has focused on protecting the South-Central Neighborhood and others in South Los Angeles from toxics.	Los Angeles County, city of Los Angeles, south Los Angeles	https://ccscla.org/about
East Los Angeles Community Corporation	Boyle Heights and East Los Angeles social justice organization focused on community organizing, economic development, and the development of affordable housing.	Los Angeles County, Boyle Heights, and east Los Angeles	www.elacc.org
Girls Incorporated Orange County	Organization focused on health, education, and independence of girls in Orange County.	Orange County	www.girlsinc-oc.org
HOPE Latinas	Los Angeles social justice organization focused on developing empowered Latinas.	Los Angeles County	www.latinas.org
Korean Community Services Inc.	Buena Park and Los Angeles faith-based organization providing health and human services to Korean Americans and the General Public.	Los Angeles and Orange Counties	https://kcsinc.org

Organization Name	Description	Jurisdiction	Website
Korean Resource Center (KRC) - Orange County Office	Los Angeles County and Orange County–based organization focused on providing education, social services, through community advocacy and organizing.	Los Angeles and Orange Counties	www.krcla.org
League of United Latin American Citizens-Orange County	Nationwide organization advancing the economic condition, educational attainment, political influence, health, and civil rights of Hispanic Americans.	Nationwide	https://lulac.org
Liberty Hill Foundation	Los Angeles based policy organization focused on organizational development for new and smaller social organizations.	Los Angeles County	www.libertyhill.org
Los Angeles Community Action Network (LACAN)	Los Angeles based organization serves people living in poverty through creating opportunity, and empowering communities.	Los Angeles County, city of Los Angeles	http://cangress.org
Mexican American Opportunity Foundation	Montebello social justice statewide organization focused on the socioeconomic betterment of the greater Latino community of California.	Statewide	https://maof.org
Mexican American Political Association	Nationwide organization that promotes the interests of Mexican Americans, Mexicans, Latinos, Chicanos, Hispanics and Latino Economic Refugees in the United States.	Nationwide	www.facebook.com/MexicanAmericanPoliticalAssociation
Orange County Asian Pacific Islander Community Alliance (OCAPICA)	Orange County-based service, education, advocacy, organizing, and research organization focused on enhancing the well-being of Asians and Pacific Islanders.	Orange County	NULLwww.ocapica.org
Orange County Communities Organized for Responsible Development (OCCORD)	Orange County-based organization focused on expanding democracy, creating jobs, and building strong communities through community organizing.	Orange County	www.occord.org
Orange County Congregation Community Organization (OCCCO)	Orange County-based leadership development and social justice organization rooted in churches.	Orange County	www.occcopico.org

EJ = environmental justice; USC = University of Southern California

5 INCLUSIVE PUBLIC INVOLVEMENT RECOMMENDATIONS

The Authority provides focused outreach to project section areas where the population comprises mainly minority and low-income people. This focused effort is integrated throughout the outreach program given the Authority's understanding of the project area's demographics and receives the same level of detail as the overall outreach effort in the project section. The inclusive outreach effort has a three-fold purpose, intended to:

1. Inform communities about the potential environmental and human-health effects associated with the construction and operational activities of the alternatives under consideration.
2. Solicit input from the communities about their priorities, issues, and concerns regarding the proposed HSR project.
3. Encourage all populations in the project section to participate in the decisions that influence alternative selection, station locations and design, and all other related facilities and components of the proposed HSR project.

The purpose of these outreach activities is to inform local community members of the project and its status; solicit input on potential and perceived project impacts; and provide opportunities by which minority, low-income, and other hard-to-reach communities can effectively take part in the planning process for the Shared Passenger Track Alternatives. These inclusive outreach efforts will also open communication lines to gather low-income and minority population input and insights on project actions and potential impacts.

The Authority has collected and analyzed demographic and income information to identify minority and low-income populations in the project area. Correspondence with advocacy and community groups has been conducted through the life of the project and will continue to contribute to identifying the locations and methods for engaging the hard-to-reach communities, including minority and low-income populations throughout the study. The Authority will document outreach activities as they occur for inclusion in Chapter 5, Community Analysis, of the Draft EIR/EIS.

5.1 Inclusive Public Engagement Approach and Activities

Appendices C-2 and C-5 include maps of the locations of minority and low-income populations in the project section. Senate Bill 535, as described in Section 2.2.3, California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund (Senate Bill 535, De León), requires the identification of disadvantaged communities. The Authority's methodology to identify disadvantaged communities is primarily based on Title VI analysis of low-income and minority populations as described in the Draft EIR/EIS, with other environmental topics such as air quality, hazardous waste and materials, and traffic analyzed throughout the Draft EIR/EIS. Low-income and minority communities as defined in the Title VI identification process become the focus of inclusive outreach efforts.

The collaboration between the project outreach and environmental teams is an integral component of inclusive engagement because the activities conducted with interested parties and populations, and the input they provide, become part of the content of the project section Draft and Final EIR/EIS. The project team documents all participation and engagement activities as they occur for inclusion by the environmental team in Chapter 5 of the Draft EIR/EIS. As alternatives are developed and evaluated and design options for the stations are prepared, the Authority has conducted additional investigations to capture interested parties or populations to ensure that disadvantaged segments of the project section population have not been inadvertently missed.

Therefore, the Authority implements a comprehensive outreach program targeted to reach the full spectrum of diverse interests of the minority and low-income populations throughout all areas of the project section. The outreach approach is used to provide ongoing and continuous opportunities to engage the minority and low-income populations throughout project design and the environmental process.

The outreach approach will also apply the findings of reports on how minority and low-income populations may gain access to information and provide feedback. For example, according to the Pew Research Center, low-income and specific minority populations are more likely to depend on smart phones rather than on telephone land lines and to prefer to use smart phones rather than computers for internet connectivity (Pew Research Center 2015). Therefore, social media and online outreach can be an effective tool for low-income and minority populations.

Furthermore, activities to reach communities include:

- Ongoing meetings with elected officials, public agency staff, and community organizations where the project team solicits additional feedback on interested parties and organizations that should be considered and engaged
- Published meeting and project information notices in local community outlets, social posts, advertisements, multilingual notice distribution, and display newspaper advertisements
- Continued online research and communication with the Shared Passenger Track Alternatives' project area corridor city organizations that serve low-income and minority populations
- Identification and ongoing communication with local churches, schools, business groups, and other institutions that serve low-income and minority populations along the Shared Passenger Track Alternatives' project area
- Extended outreach e-blasts, phone calls, and follow-up correspondence with identified advocacy groups and stakeholders along the Shared Passenger Track Alternatives' project area

Table 5-1 outlines the approach and activities the Authority has conducted throughout the history of the project section's environmental clearance efforts, which were initiated in 2007. Future outreach activities tailored to reach minority and low-income populations in the project section will continue to be added to outreach plans specific to the milestone activity at hand and scheduled to coincide with the environmental process.

Table 5-1 Inclusive Engagement Approach and Activities

#	Outreach Type	Inclusive Engagement Approach
1.	Public Outreach Plans	Updated Public Outreach Plans will include low-income and minority considerations for each of the proposed major tasks/activities
2.	Database	Continue focused research to augment database contacts within targeted areas
3.	Legislative group briefings	Seek input and support on suggested targeted outreach
4.	Interested party briefings and presentations	Identify community leaders and organizations that represent low-income and minority interests; seek input and support on suggested targeted outreach
5.	Stakeholder Working Groups	Coordinate low-income, minority, and other targeted outreach via Stakeholder Working Group members
6.	Inclusive and extended outreach events	Identify activity centers including established community events and pop-up (grassroots neighborhood) and speaker's bureau[1] (presentation) opportunities
7.	Information booths and other local events	Outreach events (information tables/pop-ups, presentations, etc.) at local neighborhood activity centers
8.	Office hours	Offer one-on-one or small group briefings via office hour appointments made through the HSR website, email, or hotline

#	Outreach Type	Inclusive Engagement Approach
9.	Door-to-door flyers	Door-to-door additional notification drops to identified low-income and minority areas before public meetings or hearings
10.	Public meetings	Open house and public hearings at easily accessible, nearby public transit and ADA locations Implement public participation strategies with consideration for LEP, minority, children, the disabled, the elderly, and low-income populations Language support services: translation and interpretation will be implemented based on identified LEP needs

[1] Speaker bureau is a term used for key interested party group/agency presentation opportunities.
ADA = Americans with Disabilities Act; HSR = high-speed rail; LEP = Limited English Proficiency

5.2 Outreach Engagement: Draft EIR/EIS Phase

In preparation for the release of the project section Draft EIR/EIS, the Authority will conduct a series of engagement activities to spread project awareness and encourage the community to participate in the public comment period (Table 5-2). The following plan reflects an outreach program that best informs and engages key stakeholders and the public while supporting the environmental schedule.

The outreach program will provide a project update leading up to and during the release of the Draft EIR/EIS. The outreach strategy is consistent with the Authority's efforts to engage interested parties at previous environmental milestones prior to Board actions in the project section.

Table 5-2 Los Angeles to Anaheim Project Section Proposed Draft EIR/EIS Outreach

Activity	Location
Prerelease of Draft EIR/EIS (2023–2024)	
CBO engagement briefings	Virtual
Information sessions	Virtual
Legislative briefings	Virtual
Stakeholder Working Group meeting	Virtual
Agency briefing	Virtual
Community pop-ups	Corridor-wide
Open house	Virtual
Inclusive and extended outreach events	Los Angeles, Norwalk/Santa Fe Springs, Fullerton, Anaheim, Hesperia, Victorville
Draft EIR/EIS Comment Period (2025)	
CBO engagement briefings	Virtual/In-person
Legislative briefings	Virtual
Stakeholder Working Group meetings	Virtual
City/agency coordination	Virtual
Community pop-ups	Project area, in-person
Open houses	In-person/virtual, project area

Activity	Location
Public hearings	In-person/virtual, Los Angeles, Norwalk/Santa Fe Springs, Fullerton, Anaheim
Inclusive and extended outreach events	Project area

Preliminary, subject to change.
CBO = community-based organization; EIR = environmental impact report; EIS = environmental impact statement

5.3 Deeper Reach Implementation

To guide and further inform the existing inclusive efforts, the Authority has developed a focused alignment Focused Alignment Outreach Plan Strategy (Appendix B). The plan considers the cultural, ethnic, and income diversity unique to each project section corridor city, the potential impacts, and outreach strategies to engage the varying populations.

5.4 Deliverables

Implementation of the outreach strategy and engagement activities will lead to a series of deliverables identified below. These deliverables will be used to inform, among other things, project refinements, environmental mitigation plans, and future outreach activities. These deliverables are updated routinely, and multiple versions may be delivered at the end of the outreach effort. These deliverables are:

- **Inclusive Engagement Database:** A database tool that records organizational contacts and tracks outreach efforts over time. The database will be updated to reflect key project milestones and important project updates. It will include a record of all public meetings, open houses, open forums, environmental review milestone meetings, and other targeted group events. Additionally, as new organization contacts are identified, information about these contacts will be added to the database.
- **External Outreach Meeting Schedule:** A calendar of external outreach meetings or events will be developed, updated, and maintained. The calendar will include public meetings, open houses, open forums, environmental review milestone meetings, and key targeted group events. A representative (or representatives) from the Authority will attend the meetings.
- **Project Collaterals and Notification Materials:** Project collaterals and notification materials such as fact sheets, presentations, mailers, project hotline, and newspaper ads will be translated into Spanish, Korean, and Tagalog. Additionally, notification materials such as e-blasts and social media will be translated into Spanish. Wording detailing information about reasonable accommodation, interpretation, and translation services (i.e., “If you need reasonable accommodation...”) will be provided for Chinese/Mandarin, Vietnamese, and Armenian.
- **Records of Input Received from Inclusive Engagement Activities or from Low-Income/ Minority Communities:** Records will include outreach events, expressed concerns regarding potential adverse impacts, desires for mitigation measures, and comments on benefits of the project to communities.

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APPENDIX A: ADVOCACY AND COMMUNITY GROUPS SERVING MINORITY AND LOW-INCOME COMMUNITIES

Organization	Type	Description	Jurisdiction	Point of Contact	Email	Phone
Buena Park Senior Center & Commission	Social Services	Senior Center	Buena Park	Mark Sauceda, Senior Center Supervisor	seniors@buenapark.com msauceda@buenapark.com	714-236-3870
Downtown Women's Center (DTLA)	Homeless Services	The mission of the Downtown Women's Center is to provide permanent supportive housing and a safe and healthy community fostering dignity, respect, and personal stability, and to advocate ending homelessness for women.	Los Angeles County	Amy Turk, Chief Prog Officer	amyt@downtownwomenscenter.org	213-680-0600 x2801
Union Rescue Mission (DTLA)	Homeless Services	Service Provider to Homeless	Los Angeles County	Kitty Davis-Walker, Vice President, Media Relations	kwalker@urm.org syoung@urm.org	213-73-4585
Homeless Health Care Los Angeles (HHCLA)	Homeless Services	Service Provider to Homeless	Los Angeles County	Stephany Campos, Director of Strategic Planning and Special Projects	scampos@hhcla.org development@hhcla.org	213-744-0724
Central City Community Outreach	Homeless Services	Service Provider to Homeless	Los Angeles County	Scott Chamberlain, Board of Directors, Chair	Scott@lacentralcity.org	626-590-2170
Volunteers of America Los Angeles (VOALA)	Service Provider	Service provider to Families, Youth, Veterans	Los Angeles County	Bob Pratt, President	info@voala.org	213-398-1500
Los Angeles Mission (DTLA)	Homeless Services	Service provider to Families, Youth, Veterans	Los Angeles County	Troy Vaughn, President/CEO	hsmith@lamission.net Info@lamission.net	213-629-1227 x305

Organization	Type	Description	Jurisdiction	Point of Contact	Email	Phone
Project 180 LA	Service Provider	Service support to previous incarcerated population	Los Angeles County	Emily Bell, Director	info@project180la.com	213-620-5712
Fullerton Arirang Market - Korean	Community	Community Marketplace	Orange County	Richard Kim, Owner/Vice President	rkim0414@gmail.com	714-441-2675
Los Nietos More Advocates for Safer Homes (MASH)	Advocacy	Local advocacy group for safe homes.	Los Nietos (Whittier Unincorporated Area	Theresa Cazares, Community Library Manager, Los Nietos Library	Tcazares@library.lacounty.gov	562-695-0708
America's Jobs Center of CA - Southeast Area Social Services Funding Authority (SASSFA)	Social Services	Government agency focused on providing services to older adults and jobseekers	Santa Fe Springs	Kirk Kain, Executive Director Alejandra (Alex) Valadez, Secretary - Seniors	Kkain@ajcc.lacounty.gov avaladez@sassfa.org amonreal@sassfa.org	562-506-6572
Rancho Las Paz - Mobile Home Community	Community	Residents	Orange County	Manager Sue Stone	sue@rancholaspaz.org	714-525-1381
Buena Park Collaborative	Social Justice	Collective of residents; representatives of elected federal, state, and county officials; city government; city services organizations; faith-based organizations; businesses; nonprofit organizations; and county and state agencies.	Orange County	Lindsey Harrison, Program Coordinator	lharrison@ocfoodaccess.org	714-564-9525

Organization	Type	Description	Jurisdiction	Point of Contact	Email	Phone
California Environmental Justice Alliance (CEJA)	Advocacy Group	Statewide, community-led alliance that works to achieve environmental justice by advancing policy solutions. Environmental Justice Alliance uses community organizing in low-income communities and communities of color to alleviate poverty and pollution.	Statewide	Denise Glaze, Co-Executive Director for Operations & Development	denise@caleja.org ceja@caleja.org scervas@caleja.org	323-826-9771 x104
HOPE Latinas	Social Justice	City of Los Angeles social justice organization focused on developing empowered Latinas.	Los Angeles County	Helen Iris Torres, Executive Director/CEO	htorres@latinas.org latinas@latinas.org	213-622-0549
Mexican American Opportunity Foundation (MAOF)	Economic Development	Focused on expanding opportunity in the Mexican American community	Commerce & Montebello	Vicky Santos, Chief Operations Officer	contact@maof.org	323-890-1555
California Endowment	Advocacy Group	Statewide grant-making organization that promotes fundamental improvements in the health status of all Californians.	Statewide/Los Angeles Chapter	Admin Assistant J. Ybarra	CHCrequests@calendow.org CHCLA@calendow.org	800-449-4149

Organization	Type	Description	Jurisdiction	Point of Contact	Email	Phone
Coalition for Responsible Community Development	Economic Development	Coordinates and improves local planning, development and community services that address the needs of low-income and working-class residents and small businesses in South Los Angeles.	City of Los Angeles, South Los Angeles	Sonya Hines-Davis, Executive Assistant to E.D.	shines-davis@coalitionrcd.org info@coalitionrcd.org	213-743-6193
People's Community Organization for Reform and Empowerment (People's CORE)/Alliance for California Traditional Arts (ACTA)	Social Justice	Los Angeles social justice organization serving the Asian Pacific Islander and general community through grassroots community organizing.	Los Angeles County	Leticia Soto Fores, PhD, Deputy Director	executivedirector@peoplescore.net lflores@actaonline.org	213-241-0995
Orange County Asian Pacific Islander Community Alliance	Social Justice	Statewide social justice organization focused on the socio-economic betterment of the greater Latino community of California.	Garden Grove, CA	Mary Ann Foo	Mafoo@OCAPICA.org ocapica@ocapica.org	714-636-9095 x200
East Yard Communities for Environmental Justice (EYCEJ)	Transportation Related	Transportation-focused organization based in Commerce working toward a safe and healthy environment for communities that are disproportionately suffering the negative impacts of industrial pollution.	Los Angeles County, Southeast area, Com	Mark Lopez, Past Executive Director Current Eastside Community Organizer and Special Projects Coordinator Taylor Thomas, Co-Director	mlopez@eycej.org taylort.eycej@gmail.com	323-263-2113

Organization	Type	Description	Jurisdiction	Point of Contact	Email	Phone
Coalition for Clean Air	Advocacy Group	Statewide organization building healthy communities and serving as a resource for grassroots environmental activism.	Statewide/Los Angeles Office	John Shim, Office Manager 617 West 7th Street, Suite 300 Los Angeles, CA 90017	John@ccair.org	213-223-6860
Orange County Congregation Community Organization (OCCCO)	Social Justice	Orange County-based leadership development and social justice organization rooted in churches.	Orange County	Minerva Gomez, Lead Coordinator	minerva@occcopico.org	714-470-8178
BIENESTAR Latino Community Services	Social Justice	BIENESTAR is focused on improving health and well-being in the Latino community and other under-served communities in Southern California through grassroots community organizing.	Los Angeles	East LA Office, Center Supervisor Silvia Valerio	svalerio@bienestar.org	323-727-7896
Korean Resource Center Los Angeles (KRCLA)	Social Justice	To empower low-income immigrants, Asian Americans and Pacific Islanders, and people of color communities in Southern California	Los Angeles & Orange Counties	Dae Joong Yoon, President	djyoon@krcla.org krcla@krcla.org	323-937-3718
The Orange County Interfaith Coalition for the Environment	Social Justice	Orange County coalition of various faiths focused on environmental stewardship and preservation	Orange County	Margaret Henke, President	BraveSoulCoach@gmail.com	949-424-5423

Organization	Type	Description	Jurisdiction	Point of Contact	Email	Phone
Anaheim Community Services Board	Social Services	Appointed by and acts as an advisory body to the City Council in matters pertaining to the social service needs of the citizens of the city.	Anaheim	Linda Barnett, Chair Barbara Leggett, Senior Secretary	bleggett@anaheim.net	714-765-5166
Anaheim Family YMCA	Health	Physical activity-focused organization focused on multiple benefits: health, community, and opportunity.	Anaheim	Debbie Jauch, Chief Operating Officer	info@anaheimymca.org	714-635-9622
Downtown Anaheim Youth Center	Youth Development and Education	Youth Center	Anaheim	Emily Perez, Senior Program Specialist	Eperez@anaheim.net	714-535-7517
FACT OC: Family Resource Centers of Anaheim	Social Services	Provides social services to families in need.	Anaheim	Carina Guzman Merlan, Anaheim Independencia Center Coordinator	info@factoc.org AnaheimIndependenciaFRC@factoc.org	714-826-9070
Orange County Conservation Corps & Charter School	Workforce Development	Nongovernmental organization focused on developing job skills while building community improvements	Anaheim	Kathryn Muniz, Chief Executive Officer	facebook@occcorps.org	714-956-6222 x302
Korean Community Services	Social Services	Providing community services to the Korean community and to other populations in need.	Fullerton	Ellen Ahn JD, MSW, Chief Executive Director 1060 S Brookhurst Rd Fullerton, CA 92833	eahn@kcsinc.org	714-449-1339

Organization	Type	Description	Jurisdiction	Point of Contact	Email	Phone
Think Together	Youth Development and Education	Works with school districts and local communities to offer extended learning programs for underprivileged and low- income children	Santa Fe Springs	Jesse Durkin, General Manager of Santa Fe Springs	info@thinktogether.org	562-236-3831
Mercy House Los Angeles	Homelessness /Low-Income Housing	National nonprofit organization working to build a more humane world where poverty is alleviated, communities are healthy, and all people can develop. Believe that affordable housing and supportive programs improve the economic status of residents, revitalize neighborhoods and stabilize lives.	Los Angeles	Larry Haynes, President	info@mercyhouse.net info@mercyhousing.org	213-743-5820
Community Build Inc	Economic Development	Dedicated to revitalizing South Los Angeles	City of Los Angeles, South Los Angeles	Brenda Shockley, Founder Robert Sausedo, President, CEO	info@communitybuild.org	323-290-6560
Anaheim Neighborhood Councils (All 6 districts absorbed by 4 NC Areas - Focus on West*/South*/Central*	Social Justice	Neighborhood Councils	Anaheim	Emily Perez, Neighborhood Services Supervisor	eperez1@anaheim.net https://www.anaheim.net/1281/Neighborhood-Services ASporn@anaheim.net	714-765-4397
Bumble Bee Christian Learning Center	Youth Development	School (Private Early Ed Center)	Fullerton	Director Maria Mora	--	714-526-6272
Grow & Learn Center	Youth Development	School (Norwalk-La Mirada Unified School District)	La Mirada	Director Debra Peter	--	714-739-5911

Organization	Type	Description	Jurisdiction	Point of Contact	Email	Phone
A BETTER LA	Youth Development and Education	Gang intervention specialists working to bridge racial divides and avoid escalation of violence.	City of Los Angeles, South Los Angeles	Aquil Basheer, Community Advocate Advisory Board	info@abetterla.org	213-412-3111
Pathways of Hope	Homeless Services and Housing	Pathways of Hope is led by a Board of Directors that provides the vision for a community free from hunger and homelessness. Coordinate with churches and other social providers to deliver services to homeless.	Orange County	David Gillanders, Executive Director	info@pohoc.org	714-680-3691
YWCA - North OC	Social Services	YWCA is focused on empowering women and eliminating racism. They offer a variety of services from housing to workforce development to senior services.	Orange County	Diane Masseth-Jones, M.S.	info@ywca.org	714-871-4488
Aliso-Pico Recreation Center/Cultural Education Center	Parks and Recreation	Recreation Center	City of Los Angeles, Boyle Heights	Pamela Yugar, Director	--	323-264-5261
Batres Community Center	Parks and Recreation	Community Center	Commerce	Mary Anne Griego, Recreation Center Supervisor	Administration-Department@ci.commerce.ca.us	323-264-5045
Bell Community Center	Parks and Recreation	Community Center	Bell	Alvin Tumala, Recreation Coordinator	atumala@cityofbell.org	323-773-1596

Organization	Type	Description	Jurisdiction	Point of Contact	Email	Phone
Boyle Heights Technology Youth Center	Youth Development and Education	Computer lab	City of Los Angeles, Boyle Heights	Sandy Umanzor, Director	Sandy.umanzor@lacity.org	323-526-5800
Boyle Heights Sports Center	Parks and Recreation	Community Center	Boyle Heights	--	Boyleheights.sportscenter@lacity.org	323-264-5136
Bristow Park Community Center	Parks and Recreation	Community Center	Commerce	Greg Alaniz, Director of Parks and Recreation	galaniz@ci.commerce.ca.us	323-887-443
Catherine Hensel Youth Center	Youth Development and Education	Youth Center	Montebello	David Sosnowski, Director of Recreation and Community Services	dsosnowski@montebelloca.gov	323-887-4577
Commerce City Senior Citizens Center	Social Services	Senior Center	Commerce	Veronica Jimenez, Senior Center Supervisor	annc@ci.commerce.ca.us VeronicaJ@ci.commerce.ca.us	323-887-4430
Community Family Guidance Center	Social Services	Family counselling centers serving Norwalk and other SE Los Angeles County Communities	Cerritos	Amanda Blanton, President	helpingkids@cfgcenter.com	562-924-5526
East Los Angeles Women's Center	Social Services	Protecting women through offering sexual assault, domestic violence, and youth services.	Los Angeles County	Jennifer Martinez, Human Resources Specialist Barbara Kappos, LCSW Executive Director	jmartinez@elawc.org info@elawc.org	323-526-5819
El ARCA	Social Services	Provides services to the developmentally disabled population of Los Angeles.	Los Angeles County	Dr. John Menchaca, Vice President & CEO	info@elarcainc.org	323-223-3079

Organization	Type	Description	Jurisdiction	Point of Contact	Email	Phone
Fullerton Family YMCA	Health	Physical activity-focused organization focused on multiple benefits: health, community, and opportunity	Fullerton	Jordan Garcia, Executive Director	jgarcia@ymcaoc.org	714-879-9622
Gus Velasco Neighborhood Center	Social Services	Community Center	Santa Fe Springs	Maricela Balderas, Director of Community Services	MaricelaBalderas@santafesprings.org	562-692-0261
Hoag Health Center	Health	Hospital with programs focused on underserved communities	Orange County	Robert T. Braithwaite, President and CEO	Robert.Braithwaite@hoag.org	949-764-4624
Lou Costello Jr Recreation Center	Parks and Recreation	Recreation Center	City of Los Angeles, Boyle Heights	Andy Ho, Senior Director	andy.ho@lacity.org costello.recreationcenter@lacity.org	213-485-9111
Miraloma Park Family Resource Center	Social Services	Community Center	Anaheim	Arturo Varela, Community Services Supervisor	Play@anaheim.net Avarela@anaheim.net	714-765-5250655655265
Metro Citizens Advisory Committee	Transportation Advocacy	A committee of local residents and transit riders serving the Los Angeles County Metropolitan Transportation Authority	Los Angeles County	--	boardclerck@metro.net servicecouncils@metro.net	818-980-6937
Norwalk Citizen Info Center	Social Services	Community Center	Norwalk	Vickie Yoshikawa, Communication & Public Affairs	vyoshikawa@norwalk.ca.gov	562-929-5753
Pathways	Social Services	Helps to fund low and no cost childcare and special needs services	Commerce	Tamika Farr, Chief Executive Officer	--	213-427-2700

Organization	Type	Description	Jurisdiction	Point of Contact	Email	Phone
Pecan Recreation Center	Parks and Recreation	Recreation Center	City of Los Angeles, Boyle Heights	--	Pecan.recreationcentercenter@lacity.org	323-262-2736
Pico Rivera Senior Center	Social Services	Senior Center	Pico Rivera	Lizet Olmos, Recreation Coordinator	lolmos@pico-rivera.org	562-801-4920
Pico Rivera Youth Center	Youth Development and Education	Youth Center	Pico Rivera	Eyvette Ruiz, Coordinator	eruiz@pico-revera.org	562-801-4931
Richard N. Slawson Southeast Occupational Center	Workforce Development	Adult school with focus on job skills training	Bell	Sonya Ramirez	slawsonoc@lausd.net	323-729-6400
Rio Hondo Park Community Center (Department of Parks & Rec)	Parks and Recreation	Community Center	Pico Rivera	--	--	562-801-4931
Rosewood Park Community Center	Parks and Recreation	Community Center	Commerce	--	--	323-887-4427
Southeast Rio Vista YMCA at Maywood Center	Health	Physical activity-focused organization focused on multiple benefits: health, community, and opportunity	Maywood	Jenny Chan, Executive Vice President and Chief Financial Officer	--	323-588-2256
West Anaheim Senior Citizens	Social Services	Community Center	Anaheim	--	--	714-765-3415
Homeboy Industries	Workforce Development	Focus on helping young men and women extract themselves from involvement with street gangs.	City of Los Angeles	Greg Boyle Founder	info@homeboyindustries.org	323-526-1254

Organization	Type	Description	Jurisdiction	Point of Contact	Email	Phone
A Community of Friends	Homeless Services and Housing	Focused on ending homelessness through providing housing.	Southern California	Dora Leong Gallo, Chief Executive Officer	dgallo@acof.org	213-480-0809
ALMA Family Services	Social Services	Connecting families with developmentally disabled members and special needs with resources.	Pico Rivera	Maria de Lourdes Caracoza, President/Chief Executive Officer	info@almafamilyservices.org	562-801-4626
Anaheim Community Foundation	Grant maker	Foundation investing in Anaheim youth and improvement projects.	Anaheim	--	Anaheimcommunityfoundation@Gmail.Com	714-758-4419
Assistance League of Fullerton	Grant maker	Thrift store selling products to benefit local charities.	Fullerton	Kaaran Hathaway, President	president@alfullerton.org info@alfullerton.org	714-525-1041
Bienvenidos	Social Services	Focused on foster care, community health, and social services.	Los Angeles County	Laura Kelso, Director of Community Resources	Lkelso@hillsides.org communications@hillsides.org	323-254-2274x 11251
Boys & Girls Club of Fullerton	Youth Development and Education	Focused on providing lifestyle foundations for youth to lead productive lives.	Fullerton	Jesus Villegas Branch Manager	--	714-871-1391
Bus Riders Union	Transportation Advocacy	Grassroots group focused on transportation justice and oversight of Los Angeles County Metropolitan Transportation Authority	Los Angeles County	--	info@thestrategycenter.org eric@voicesfromthefrontlines.com channing@thestrategycenter.org	213-387-2800

Organization	Type	Description	Jurisdiction	Point of Contact	Email	Phone
California Community Foundation	Grant maker	Strengthen Los Angeles communities through effective philanthropy and civic engagement.	Los Angeles Region	Miguel A Santana, President & Chief Executive Officer	msantana@calfund.org info@calfund.org ahernandez@calfund.org	
California Conservation Corps	Workforce Development	Nongovernmental organization focused on developing job skills while building community improvements	Norwalk	Christian Herrera Conservationist II	christian.herrera@ccc.ca.gov	562-868-7201
California Wellness Foundation	Social Justice	Statewide grant-making organization that addresses the particular health needs of traditionally underserved populations, including low-income individuals, people of color, youth and residents of rural areas.	Statewide	Richard Tate, President & Chief Executive Officer	--	818-702-1900
Center for Healthy Communities, The California Endowment	Health	Think tank focused on improving public health	Statewide	Anne-Marie Jones, Director	ajones@calendow.org	800-449-4149
Communities for a Better Environment	Social Justice	Organization that builds local power through community organizing, research, and legal support	Huntington Park	Darryl Molina Sarmiento, Executive Director	dmolina@cbecal.org	323- 826-9771 ext 105

Organization	Type	Description	Jurisdiction	Point of Contact	Email	Phone
Chinese American Citizen's Alliance	Social Justice	Statewide organization empowering Chinese Americans by promoting ethics and morals, practicing and defending American citizenship in its fullest rights and responsibilities, and by providing youth leadership and community learning through education.	Los Angeles	Los Angeles Lodge President Dr. Wenli Jen 415 Bamboo Lane, Los Angeles, CA 90012	info@cacala.org cacalosangeleslodge@gmail.com	213-628-8015
Coalition for Responsible Community Development (CRCD)	Economic Development	Coordinates and improves local planning, development and community services that address the needs of low-income and working-class residents and small businesses in South Los Angeles.	City of Los Angeles, South Los Angeles	Mark Wilson, President & Executive Officer	mwilson@coalitionrcd.org	213-743-6193
Day One	Health	Provides public health education.	Los Angeles County, San Gabriel Valley	Christy Zamani Executive Director	christy@godayone.org	626-229-9750

Organization	Type	Description	Jurisdiction	Point of Contact	Email	Phone
Disabled American Veterans	Social Services	Advocates for disabled veterans.	Santa Fe Springs	Daniel Contreras, Chief Executive Officer Adjutant Enrique Ramos, Director of Operations at CA Headquarters Renee Matthews, Communications Specialist 13733 Rosecrans Ave Santa Fe Springs, CA 90670	davcaadj@gmail.com eramos@davcal.org rmatthews@davcal.org hq@davcal.org	562-404-1266
East Los Angeles Community Service Center (Aging and Disabilities)	Social Services	Community Center	Los Angeles County, East Los Angeles	Rosendo Garcia, Staff Support	RGarcia2@ad.lacounty.gov	323-260-2801
Eastmont Community Center	Parks and Recreation	Community Center	Los Angeles County, East Los Angeles	Isaias Hernandez, Executive Director	info@eastmontcommunitycenter.org	323-726-7998
El Centro Del Pueblo	Parks and Recreation	Focused on providing community activities in Echo Park.	City of Los Angeles, Echo Park	Sandra Figueroa, Villa Executive Director	jvillafigs@aol.com	213-483-6335
Giving Children Hope	Social Services	Faith-based non-profit focused on alleviating poverty.	Buena Park	Pete Bowen, CEO	Pbowen@gchope.org	714-523-4454
JWCH Institute, Inc.	Health	Health center focused on poor and underserved communities	Los Angeles County	Alvaro Ballesteros, MBA, Chief Executive Officer	Admin@jwch.org	323-201-4516

Organization	Type	Description	Jurisdiction	Point of Contact	Email	Phone
Los Angeles Conservation Corps	Youth Development/ Education	Los Angeles County environmental and social justice group focused on transforming disadvantaged communities through education and work.	Los Angeles	Wendy Butts, CEO	--	213-362-9000
Los Angeles Environmental Justice Network	Social Justice	Los Angeles County coalition of many organizations. The EJ Network holds monthly coordination meetings	--	Cynthia Babich, Executive Director of the Del Amo Action Committee	DelAmoActionCommittee@gmail.com	310-769-4813
Latino Diabetes Association	Health	Organization focused on fighting diabetes within the Latino community	Montebello	Yolie Acosta, Executive Director	yacosta@lda.org	323-837-9869
Leon Owens Foundation	Youth Development and Education	Organizes skilled volunteers and provides scholarships for students in need.	Fullerton	David Owens, President	lowanna@LeonOwensFoundation.org	714-687-5520
Little Tokyo Community Council	Community	Nonprofit community coalition	Los Angeles County	Kristin Fukushima, Managing Director	kristin@littletokyola.org m.okamoto@moainc.com	--
Long Beach Department of Health and Human Services	Health	Government agency	Long Beach	Alison King, Department Director	he-publicaffairs@longbeach.gov	--
Los Angeles City Housing Department (LAHD)	Homeless Services and Housing	Identifies housing policy for the City of Los Angeles.	City of Los Angeles	Tricia Keane, Executive Officer	lahd.publicinfo@lacity.org	562-607-7341
Los Angeles County Department of Public Health	Health	Health focused agency.	Los Angeles County	Barbara Ferrer, PhD, MPH, MEd, Director	unzenhauser@PH.Lacounty.gov	--

Organization	Type	Description	Jurisdiction	Point of Contact	Email	Phone
Los Angeles Gay and Lesbian Community Center	Health	Focused on providing health and homelessness services to the Gay and Lesbian Community.	Los Angeles County	Joe Hollendoner, MSW, Chief Executive Officer	dmartinez@lalgbtcenter.org	323-993-7400
Los Angeles Neighborhood Land Trust (LANLT)/Communities Against Displacement	Parks and Recreation	Focused on providing sustainable park space to densely populated urban areas.	City of Los Angeles	Tori Kjer, PLA, Executive Director	tkjer@lanlt.org	213-572-0188
Maravilla Foundation	Social Services	Providing no cost and low-cost services to residents of East Los Angeles	Commerce	Alex Sotomayor, CEO	info@maravilla.org	323-721-4162
The Menformation Project, Inc.	Youth Development and Education	South Los Angeles group focused on developing young men	City of Los Angeles, South Los Angeles	Antonio D. Charity, Program Director	feedback@menformation.org	--
Montebello Senior Center	Social Services	Senior Center	Montebello	David Sosnowski, Director of Recreation & Community Services	dsosnowski@montebelloca.gov	323-887-4575
Montebello-Commerce YMCA	Health	Physical activity-focused organization focused on multiple benefits: health, community, and opportunity	Montebello	Jenny Chan, Executive Vice President & Chief Financial Officer	membership@ymcaLA.org	323-887-9622

Organization	Type	Description	Jurisdiction	Point of Contact	Email	Phone
New American Welcome Center (NAWC) of YMCA Los Angeles	Social Services	The NAWC integration model empowers immigrants to achieve their full potential and prepares receiving communities to be inclusive through a focus on direct and referral services, community partnerships, & bridge-building activities.	Los Angeles	Josh Chan, Executive Director	JoshChan@ymcaLA.org	323-244-9077
Norwalk Community Coordinating Council	Social Services	Umbrella organization and communication tool for all non-profits in the City of Norwalk and also supports the community by assisting with a variety of social service projects	Norwalk	William F Clark	nccc@usa.com	562-921-4218
Norwalk Teen Center	Youth Development and Education	Teen Center	Norwalk	Patricia Santana, M.A., Recreation Coordinator	norwalkteencenter@norwalkca.gov	562-929-4260
Orange County Community Housing Corporation	Economic Development	Builder of affordable housing	Santa Ana	Nora Mendez, Executive Director	nora@occhc.org	714-558-8161 x11
Orange County Family Justice Center (OCFJC)	Social Services	Focused on providing services to victims of violence and abuse in North Orange County	Anaheim	Letizia Alcibar, Program Administrative Coordinator	lalcibar@ocfjcf.org	714-765-1645 x1618
Orange County Public Health Care Agency	Health	Government agency	Santa Ana	Veronica Kelley, DSW, MSW, LCSW, Agency Director	ehealth@ochca.com	714-433-6000

Organization	Type	Description	Jurisdiction	Point of Contact	Email	Phone
Orange County Transportation Authority Citizens Advisory Committee	Transportation Advocacy	A committee of local residents and transit riders serving the Orange County Transportation Authority	Orange	Christina Byrne, Department Manager, Public Outreach	cbyrne@octa.net	714-780-7423
Pathways of Hope	Social Services	Focused on ending hunger and homelessness	Fullerton	David Gillanders, Executive Director	Info@pohoc.org	714-680-3691
People For Parks	Parks and Recreation	Focused on developing school parks that can also be used to serve the community	Los Angeles County	Tori Kjer, Executive Director	info@peopleforparks.org	213-572-0188
Pico Rivera Community Center	Parks and Recreation	Community Center	Pico Rivera	Pamela Yugarz, Director	recreation@pico-rivera.org	562-801-4430
Ponderosa Park Family Resource Center	Social Services	Resource Center	Anaheim	Emily Perez	eperez@anaheim.net	714-765-5155
Project Return Peer Support (PRPSN)	Health	Dedicated to assisting in the recovery of people with mental health challenges	Commerce	Guyton Colantuono, President	gcolantuono@prpsn.org	323-346-0960 x 210
Public Health Alliance of Southern California	Health	Association of public health agencies and organizations	Southern California	Tracy Delaney	TDelaney@phi.org	--
San Gabriel Valley Habitat for Humanity	Homeless Services and Housing	Helps people who cannot afford traditional housing.	Los Angeles County (East County)	Bryan Wong, CEO	bwong@sgvhabitat.org	626-387-6899
Sierra Club, Los Angeles Chapter	Transportation Advocacy	Group within the Sierra Club focused on advancing organizational goals through reducing the impact of transportation	Los Angeles County	Morgan Goodwin, Senior Chapter Director	Morgan.goodwin@sierraclub.org	213-387-4287

Organization	Type	Description	Jurisdiction	Point of Contact	Email	Phone
Soroptimist International of Montebello	Social Justice	Montebello Chapter of international social justice organization for business and professional women who work to improve the lives of women and girls, in local communities and throughout the world.	Los Angeles County, Montebello	--	c29_tine@yahoo.com	323-722-1925
Soroptimist International of Norwalk/Santa Fe Springs	Social Justice	Norwalk Chapter of international social justice organization for business and professional women who work to improve the lives of women and girls, in local communities and throughout the world.	Los Angeles County, Norwalk/Santa Fe Springs	Gina Alaya, President	sinorwalksantafesprings@soroptimist.net	562-690-6226
Soroptimist International of Pico Rivera	Social Justice	Pico Rivera Chapter of international social justice organization for business and professional women who work to improve the lives of women and girls, in local communities and throughout the world.	Los Angeles County, Pico Rivera	--	sipicorivera@soroptimist.net	323-269-7171
Soroptimist Club of Buena Park	Social Justice	Global women's organization whose members volunteer to improve the lives of women and girls through programs in their community.	Orange County, Buena Park	--	suburbanoptimistclub.board@gmail.com	714-752-3565

Organization	Type	Description	Jurisdiction	Point of Contact	Email	Phone
Soroptimist International of Buena Park	Social Justice	Buena Park Chapter of international social justice organization for business and professional women who work to improve the lives of women and girls, in local communities and throughout the world.	Orange County, Buena Park	--	sibuenapark@soroptimist.net	--
Soroptimist International of Fullerton	Social Justice	Fullerton Chapter of international social justice organization for business and professional women who work to improve the lives of women and girls, in local communities and throughout the world.	Orange County, Fullerton	--	SIFullerton@Soroptimist.net	714-287-9534
Southeast Community Development Corporation	Social Services	Non-profit organization that redistributes government funds throughout Southeast Los Angeles County Cities	Bell Gardens	Emma Hernandez, Chief Executive Director	emma.hernandez@scdcorp.org	323-585-4579
Special Services for Groups (SSG)	Social Services	Building and sustaining community-based programs that address the needs of vulnerable communities	Los Angeles	Herbert K. Hatanaka, DSW, Executive Director	--	213-553-1800
Technology Center	Workforce Development	Providing a computer lab to the general public and teaching computer skills	Bell	Emma Hernandez	emma.hernandez@scdcorp.org	323-771-8144

Organization	Type	Description	Jurisdiction	Point of Contact	Email	Phone
The Midnight Mission	Homeless Services and Housing	Homeless services organization focused on serving immediate needs of the homeless	City of Los Angeles, Skid Row	David Prentice, President & Chief Executive Officer	dprentice@midnightmission.org	213-624-9258 x1030
The Trust for Public Land	Parks and recreation	Nationwide non-profit organization with a special focus on urban parks in Southern California	Southern California	Dr. Carrie Besnette Hauser, President & CEO	info@tpl.org	323-223-0441 x11
Veterans In Community Services Inc	Social Services	Veterans serving the Los Nietos area	Whittier/Santa Fe Springs	--	--	562-204-0529
Veterans Memorial Park Community Center	Social Services	Community Center	Commerce	Adrian Muniz, Recreation Coordinator	adrianm@ci.commerce.cs.us	323-887-4428
Veterans' Memorial Park	Community	High density park in the City of Bell	Bell	Antonio Martinez Recreation Coordinator	amartinez@cityofbell.org vesquivel@cityofbell.org	323-923-2664
Western Youth Services	Health	Psychological health provider working with foster care children, victims of abuse, and other youth to intervene and improve their prospects for life success	Anaheim	Lorry Leigh Belhumeur Ph.D.	info@westernyouthservices.org	949-855-1556
Youth Empowerment Network	Youth Development and Education	Community Center	Los Angeles County	Omar De la Riva, Community Organizer	Omar.DeLaRiva@kidworksonline.org	--

Organization	Type	Description	Jurisdiction	Point of Contact	Email	Phone
Whittier Area Literacy Council of Boys and Girls Club of Whittier	Education	Whittier Area Literacy Council, Inc. is a nonprofit volunteer organization dedicated to teaching people to read, write, and speak the English language (for free). WALC has served Whittier and adjacent communities since 1962.	Whittier/Los Nietos	Gisell Fernandez, Education and Outreach Coordinator	walcread@gmail.com	562-337-9513
YWCA - LA	Social Services	YWCA is focused on empowering women and eliminating racism. They offer a variety of services from housing to workforce development to senior services.	Los Angeles County	Lori Carmona, CEO	info@ywcagla.org	213-365-9513-
Los Angeles General Medical Center (formerly LAC+USC Medical Center)	Medical	University medical hospital	Los Angeles, Lincoln Heights	Jorge Orozco, CEO	--	323-409-1000
InnerCity Struggle	Social Services	InnerCity Struggle provides positive after-school programs for students to become involved in supporting our schools to succeed.	Los Angeles, Boyle Heights	Henry Perez, Executive Director	henry@innercitystruggle.org	323-780-7605

Organization	Type	Description	Jurisdiction	Point of Contact	Email	Phone
Los Angeles Communities Advocating for Unity, Social Justice, and Action, Inc (LA CAUSA)	Social Justice	LA CAUSA is a leadership and community development organization for youth who did not succeed in the traditional school system	Los Angeles, Boyle Heights	Virginia Reyes, Interim Director	vreyes@lacausainc.org	323-887-2500

APPENDIX B: FOCUSED ALIGNMENT OUTREACH PLAN STRATEGY

TARGETED COMMUNITIES

As part of the Inclusive Public Engagement Plan, the following engagement strategies have been identified for low-income/minority populations along the project corridor. Engagement strategies have been developed considering the following characteristics:

1. **Communities that are considered low-income/minority populations.** Engagement strategies for these communities will include coordination with city staff for project awareness, coordination with local advocacy groups, and community information booths and pop-ups.
2. **Communities that have been identified as low-income/minority populations with disproportionate effects.** These communities will need additional outreach to share project impacts such as commercial and residential displacements, construction impacts, and operational noise impacts. Additional outreach will also focus on identifying concerns, community benefits from the project, and potential offsetting mitigation measures.

Anaheim

Type of Outreach Activity	Outreach Strategy and Notification Tactics	Key Messaging Topics/Agenda	Target Audiences/Location
Focused community briefing	Host an in-person briefing targeted to interested parties that reside/operate in affected areas by operational noise and construction impacts. **Notification:** • "Door-to-door" notification flyers	• Project update • Operational noise impacts • Congestion/delays during construction	**Operation Noise Impacts** • Area between E Wilhelmina St and E Sycamore St in Anaheim • Area between Lincoln Ave and E Santa Ana St in Anaheim **Congestion/Delays During Construction** • Intersection at East St and Lincoln Ave in Anaheim • Roadway segment Santa Ana St from west of East St in Anaheim
Focused business briefing	Host an in-person or virtual briefing targeted to businesses in affected areas that have been identified as a potential commercial displacement. **Notification:** • "Door-to-door" notification flyers • Calls and email notification	• Project update • Commercial displacement impacts	**Commercial Displacements** • Neighborhood: Platinum Triangle Anaheim. Businesses adjacent to the intersection of State College Blvd and tracks in Anaheim.

Type of Outreach Activity	Outreach Strategy and Notification Tactics	Key Messaging Topics/Agenda	Target Audiences/Location
Coordinate with city staff	Coordinate with city staff, including parks and recreation, to request support to help build project awareness and promote the public comment period and upcoming public events. **Support Promotion Activities:** • Banner placements along corridor • E-newsletter • Eblast • City website/calendar • Sidewalk decals	• Project awareness	Target locations for promotion materials may include: • City Hall • Downton Anaheim (Center Street Promenade) • Anaheim Public Library Banner placements at local parks: • Citrus Park (approximately 0.5 mile from the alignment) • Magnolia Park (approximately 1 mile from the alignment) • Aloe Greens Park (approximately 1 mile from the alignment)
Work with local and regional advocacy groups	Build project awareness, attend existing member meetings, share toolkit, host a stationary exhibit of information boards at their locations.	• Project updates • Promote community meetings	Groups include, but are not limited to: • Anaheim Beautiful • Anaheim Elementary School District • Anaheim Family YMCA • Anaheim Hills Rotary Club • Anaheim Historical Society • Anaheim Marine Adoption Committee • Anaheim Municipal Employees Association • Anaheim Police Association • Anaheim Rotary Club • Anaheim Community Foundation • Anaheim Union High School District • Boys and Girls Club of Anaheim • Caterina's Club • CHRYSALIS- Orange County • Clear Motivations Adult Day Program • Community SeniorServ Inc DBA Meals on Wheels Orange County

Type of Outreach Activity	Outreach Strategy and Notification Tactics	Key Messaging Topics/Agenda	Target Audiences/Location
			• Downtown Anaheim Farmer's Market • Grandma's House of Hope • Institute of Islamic Society of Orange County • Lions Heart Service • Meals on Wheels Orange County • Miss Anaheim Scholarship Association • My Safe Harbor Inc • Orange County Congregation Community Organization (OCCCO) • Orange County Deaf Advocacy Center • Orange County Family Justice Center • Orange County Heritage Council • Orange County Heritage Council • Orange County Visitors Association • Patriots and Paws • SafeatMyHouse • Support Our Anaheim Resort Area • The Eli Home • United Cambodian Community • Uplift Charity • Western Youth Services • Historic Prevention Committee • Oak Canyon Nature Center • City of Anaheim Cultural and Heritage Commission
Host information booths and pop-up events	Host information booths and local community event and set up pop-up booth at high-traffic locations.	• Project updates • Project features in area	Interested parties who reside in, work in, and visit the area. Locations may vary depending on upcoming community events.

Fullerton

Type of Outreach Activity	Outreach Strategy and Notification Tactics	Key Messaging Topics/Agenda	Target Audiences/Location
Focused business briefing	Host an in-person or virtual briefing targeted to businesses in affected areas that have been identified as a potential commercial displacement. **Notification:** • "Door-to-door" notification flyers • Calls and email notification	• Project update • Commercial displacement impacts	**Commercial Displacements** • Neighborhood: Southwest Fullerton. Businesses to the south of the tracks between Highland Ave and Harbor Blvd in Fullerton.
Coordinate with city staff	Coordinate with city staff, including parks and recreation, to request support to help build project awareness and promote the public comment period and upcoming public events. **Support Promotion Activities:** • Banner placements along corridor • E-newsletter • Eblast • City website/calendar • Sidewalk decals	• Project awareness	Target locations for promotion materials may include: • City Hall • Downtown Plaza • Fullerton Public Library Banner placements at local parks: • Fullerton Pooch Park (approximately 0.5 mile from the alignment) • Pacific Drive Park (approximately 0.5 mile from the alignment) • Independence Park (approximately 1 mile from the alignment) • Fullerton Skate Park (approximately 1 mile from the alignment)
Work with local and regional advocacy groups	Build project awareness, attend existing member meetings, share toolkit, host a stationary exhibit of boards with project map and a QR code at their locations. **Notification:** • Eblast	• Project updates • Promote community meetings	Groups include, but are not limited to: • Friends of Coyote Hills • South Central Coastal Information Center • Fullerton Historic Theatre Foundation • Korean Community Services • Muckenthaler Cultural Center • Soroptimist International of Fullerton • YWCA Orange County • Assistance League of Fullerton

Type of Outreach Activity	Outreach Strategy and Notification Tactics	Key Messaging Topics/Agenda	Target Audiences/Location
			• Boys & Girls Club of Fullerton • Campaign One At A Time • Family Support Network • Fullerton Community Foundation • Fullerton Historic Theatre Foundation • Fullerton Rail Fanners • Fullerton Rotary Club • Fullerton Sunrise Rotary Club • Guardian Angels of America Foundation (GAAF) • High Hopes Counseling Foundation Inc • HOPE Center of Orange County • Kiwanis Club of Fullerton • Korean Resource Center (KRC), Orange County Office • Leon Owens Foundation • OC United • Pathways of Hope • Relay for Life • Shia Muslim Council Of Southern California • Yorba Linda-Placentia Family YMCA • YWCA North Orange County
Host information booths and pop-up events	Host information booths and local community event and set up pop-up booth at high-traffic locations.	• Project updates • Project features in area	Interested parties who reside in, work in, and visit the area. Locations may vary depending on upcoming community events.

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Buena Park

Type of Outreach Activity	Outreach Strategy and Notification Tactics	Key Messaging Topics/Agenda	Target Audiences/Location
Focused business briefing	Host an in-person or virtual briefing targeted to businesses in affected areas that have been identified as a potential commercial displacement. **Notification:** • "Door-to-door" notification flyers • Calls and email notification	• Project update • Commercial displacement impacts	**Commercial Displacements** • Neighborhood: Northeast Buena Park. Businesses adjacent to this address: 5455 Dodds Ave, Buena Park, CA 90621.
Coordinate with city staff	Coordinate with city staff, including parks and recreation, to request support to help build project awareness and promote the public comment period and upcoming public events. **Support Promotion Activities:** • Banner placements along corridor (Lakeside Master Association, parks) • E-newsletter • Eblast • City website/calendar • Sidewalk decals	• Project awareness	Target locations for promotion materials may include: • City Hall • Buena Park Library District • Buena Park Downtown Mall Banner placements at local parks: • Lindbergh Park (approximately 1 mile from the alignment) • Whitaker Park (approximately 1 mile from the alignment) • Friendship Park (approximately 1.5 mile from the alignment) • Los Coyotes Country Club (approximately 1.5 mile from the alignment) • Images Park (approximately 2 miles from the alignment) • Ralph B. Clark Regional Park (approximately 3 miles from the alignment)
Work with local and regional advocacy groups	Build project awareness, attend existing member meetings, share toolkit, host a stationary exhibit of boards with project map and a QR code at their locations. **Notification:** • Eblast	• Project updates • Promote community meetings	Groups include, but are not limited to: • A G Korean Council • American Legion • Ban Suk Methodist Korean Church • Boys & Girls Club of Buena Park

Type of Outreach Activity	Outreach Strategy and Notification Tactics	Key Messaging Topics/Agenda	Target Audiences/Location
			• Buena Park Collaborative • Buena Park Community Center • Buena Park Elementary School District • Buena Park Historical Society • Buena Park Kingdom Hall of Jehovah's Witnesses • Buena Park Noon Lions • Buena Park Rotary Club • Buena Park Senior Center • Buena Terra Elementary School Parent Teacher Association • Calvary Church of Buena Park • Calvary Mission Korean Church • Carpenters Local Union 714 • Christ Community Church • Church of Reflections At Knott's Berry Farm • Evangelical Formosan Church • First Congregational Church Of Buena Park • First Southern Baptist Church Of Buena Park • Giving Children Hope • Good Shepherd Lutheran Church • Hana Church • Homewood Community Center • Jain Center of Southern California • Knights of Columbus • Korean Community Church • Korean Community Services, Inc • Nachimban Presbyterian Church • Pentecostal Church of God • Silverado Days

Type of Outreach Activity	Outreach Strategy and Notification Tactics	Key Messaging Topics/Agenda	Target Audiences/Location
			• Soroptimist International of Buena Park • Soroptimist Club of Buena Park • St Joseph's Episcopal Church • St Pius V Catholic Church • Thanksgiving Church
Host information booths and pop-up events	Host information booths and local community event and set up pop-up booth at high-traffic locations.	• Project updates • Project features in area	Interested parties who reside in, work in, and visit the area. Locations may vary depending on upcoming community events.

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La Mirada

Type of Outreach Activity	Outreach Strategy and Notification Tactics	Key Messaging Topics/Agenda	Target Audiences/Location
Coordinate with city staff	Coordinate with city staff, including parks and recreation, to request support to help build project awareness and promote the public comment period and upcoming public events. **Support Promotion Activities:** • Banner placements along corridor (local parks) • E-newsletter • Eblast • City website/calendar • Sidewalk decals	• Project awareness	Target locations for promotion materials may include: • City Hall • La Mirada Regional Aquatic Center • La Mirada Theatre Banner placements at local parks: • Nef Historical Park (approximately 1 mile from the alignment) • Zimmerman Park (approximately 1 mile from the alignment) • Amelia Mayberry Park (approximately 3 miles from the alignment)
Work with local and regional advocacy groups	Build project awareness, attend existing member meetings, share toolkit, host a stationary exhibit of boards with project map and a QR code at their locations. **Notification:**	• Project updates • Promote community meetings	Groups include, but are not limited to: • Calvary Chapel La Mirada • Calvary Orthodox Presbyterian Church • Christian Church of La Mirada

Type of Outreach Activity	Outreach Strategy and Notification Tactics	Key Messaging Topics/Agenda	Target Audiences/Location
	• Eblast		• Community Presbyterian Church of La Mirada • Eagles Nest Preschool Toddler & Infant Center • Far East Broadcasting Company (FEBC) • Foursquare Church of La Mirada • Friends of La Mirada Theater • Gospel Presbyterian • Granada Heights Friends Church • Hilltop Christian Fellowship • Journey Community Church • Kingdom Hall of Jehovah's Witnesses • La Mirada Activity Center • La Mirada Christian Church • La Mirada First Church of the Nazarene • La Mirada Rotary Club • La Mirada United Methodist Church • La Mirada Volunteer Center • Lighthouse Christian Center (LCC) • Living Faith in La Mirada • Olive Branch Calvary Chapel • Prince of Peace Lutheran Church • Robert F Kennedy Democratic Club • Rotary Club of La Mirada • Splash! La Mirada Regional Aquatics Center • St Paul of the Cross Catholic Church • Temple Beth Ohr Beacon • Train Buffs of Southern California • Trinity Reformed Baptist Church

Type of Outreach Activity	Outreach Strategy and Notification Tactics	Key Messaging Topics/Agenda	Target Audiences/Location
Host information booths and pop-up events	Host information booths and local community event and set up pop-up booth at high-traffic locations.	• Project updates • Project features in area	Interested parties who reside in, work in, and visit the area. Locations may vary depending on upcoming community events.

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Santa Fe Springs

Type of Outreach Activity	Outreach Strategy and Notification Tactics	Key Messaging Topics/Agenda	Target Audiences/Location
Focused business briefing	Host an in-person or virtual briefing targeted to businesses in affected areas that have been identified as a potential commercial displacement. **Notification:** • "Door-to-door" notification flyers	• Project update • Commercial displacement impacts	**Commercial Displacements** • Neighborhood: Los Nietos Junction in Santa Fe Springs (Southeast Santa Fe Springs). Businesses adjacent to Norwalk Blvd/Los Nietos Blvd Junction. • Neighborhood: Santa Fe Springs. Businesses to the north of the tracks between Imperial Highway and Shoemaker Ave.
Coordinate with city staff	Coordinate with city staff, including parks and recreation, to request support to help build project awareness and promote the public comment period and upcoming public events. **Support Promotion Activities:** • Banner placements along corridor (local parks) • E-newsletter • Eblast • City website/calendar • Sidewalk decals	• Project awareness	Target locations for promotion materials may include: • City Hall • Santa Fe Springs Library • Santa Fe Springs Aquatic Center Banner placements at local parks: • Heritage Park (approximately 1.5 miles from the alignment) • Little Lake Park (approximately 2 miles from the alignment)

Type of Outreach Activity	Outreach Strategy and Notification Tactics	Key Messaging Topics/Agenda	Target Audiences/Location
Work with local and regional advocacy groups	Build project awareness, attend existing member meetings, share toolkit, host a stationary exhibit of boards with project map and a QR code at their locations. **Notification:** • Eblast	• Project updates • Promote community meetings	Groups include, but not limited to: • Disabled American Veterans California • Interfaith Food Center • Norwalk/Santa Fe Springs Rotary Club • Santa Fe Springs Women's Club
Host information booths and pop-up events	Host information booths and local community event and set up pop-up booth at high-traffic locations.	• Project updates • Project features in area	Interested parties who reside in, work in, and visit the area. Locations may vary depending on upcoming community events.

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West Whittier – Unincorporated Los Nietos

Type of Outreach Activity	Outreach Strategy and Notification Tactics	Key Messaging Topics/Agenda	Target Audiences/Location
Focused residential briefings	Host two briefings (1 in person, 1 virtual) targeted to interested parties that reside in affected areas by potential residential displacements. **Notification:** • "Door-to-door" notification flyers	• Project update • Residential Displacement Impacts	**Residential Displacements** • Neighborhood: Southwest area of West Whittier–Los Nietos • 11005 Rivera Rd, Whittier, CA 90606 • 10971 Rivera Rd, Whittier, CA 90606 • 8533 Pioneer Blvd, Whittier, CA 90606

Type of Outreach Activity	Outreach Strategy and Notification Tactics	Key Messaging Topics/Agenda	Target Audiences/Location
Coordinate with city staff	Coordinate with city staff, including parks and recreation, to request support to help build project awareness and promote the public comment period and upcoming public events. **Support Promotion Activities:** • Banner placements along corridor (local parks) • E-newsletter • Eblast • City website/calendar • Sidewalk decals	• Project awareness	Target locations for promotion materials may include: • City Hall • Whittier Central Library • Great Whittier Regional Aquatic Center Banner placements at local parks: • Los Nietos Park (approximately 1 mile from the alignment)
Work with local and regional advocacy groups	Build project awareness, attend existing member meetings, share toolkit, host a stationary exhibit of boards with project map and a QR code at their locations. **Notification:** • Eblast	• Project updates • Promote community meetings	Groups include, but are not limited to: • Mexican American Opportunity Foundation • East Yard Communities • California Environmental Justice Alliance • Los Nietos More Advocates for Safer Homes (MASH)
Host information booths and pop-up events	Host information booths and local community event and set up pop-up booth at high-traffic locations.	• Project updates • Project features in area	Interested parties who reside in, work in, and visit the area. Locations may vary depending on upcoming community events.

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Pico Rivera

Type of Outreach Activity	Outreach Strategy and Notification Tactics	Key Messaging Topics/Agenda	Target Audiences/Location
Focused community briefing	Host an in-person or virtual briefing targeted to interested parties that reside/operate in affected areas by operational noise impacts. **Notification:** • "Door-to-door" notification flyers	• Project update • Operational noise impacts	**Operational Noise Impacts** • Area between Rio Hondo Channel and Rosemead Blvd in Pico Rivera.
Work with local and regional advocacy groups	Build project awareness, attend existing member meetings, share toolkit, host a stationary exhibit of boards with project map and a QR code at their locations. **Notification:** • Eblast	• Project updates • Promote community meetings	Groups include, but are not limited to: • ALMA Family Services • Calvary Chapel Pico Rivera • El Rancho Unified School District Board of Education • Peace Lutheran Church • Pico Rivera Child Care Center (MAOF) • Pico Rivera Community Center • Pico Rivera History & Heritage Society Museum • Pico Rivera Lion's Club • Pico Rivera Senior Center • Pico Rivera Youth Center • Pio Pico Woman's Club • Rio Hondo Park Community Center • Rivera First Baptist Church • Rivera Foursquare Church • Shia Ithna'asheri Islamic Jamaat of Los Angeles (SIIJLA) • Soroptimist International of Pico Rivera • Southern California Transit Advocates (SO CA TA) • St Hilary Parish • St Mariana de Paredes Catholic Church • United Auto Workers - Local 509

Type of Outreach Activity	Outreach Strategy and Notification Tactics	Key Messaging Topics/Agenda	Target Audiences/Location
Coordinate with city staff	Coordinate with city staff, including parks and recreation, to request support to help build project awareness and promote the public comment period and upcoming public events. **Support Promotion Activities:** • Banner placements along corridor (local parks) • E-newsletter • Eblast • City website/calendar • Sidewalk decals	• Project awareness	Target locations for promotion materials may include: • City Hall • Pico Rivera Library • Pico Rivera History and Heritage Museum • Pico Rivera Sports Arena Banner placements at local parks: • Rivera Park (approximately 1 mile from the alignment) • Smith Park (approximately 2.5 miles from the alignment) • Rio Vista Park (approximately 2.5 miles from the alignment)
Host information booths and pop-up events	Host information booths and local community event and set up pop-up booth at high-traffic locations.	• Project updates • Project features in area	Interested parties who reside in, work in, and visit the area. Locations may vary depending on upcoming community events.

QR = Quick Response

Montebello

Type of Outreach Activity	Outreach Strategy and Notification Tactics	Key Messaging Topics/Agenda	Target Audiences/Location
Coordinate with city staff	Coordinate with city staff, including parks and recreation, to request support to help build project awareness and promote the public comment period and upcoming public events. **Support Promotion Activities:** • Banner placements along corridor (local parks) • E-newsletter • Eblast • City website/calendar • Sidewalk decals	• Project awareness	Target locations for promotion materials may include: • City Hall • Montebello Municipal Golf Course • Montebello Library • George Hensel Aquatic Center • Chet Holifield Pool Banner placements at local parks: • Rodriguez Park (approximately 3 miles from the alignment) • Montebello City Park (approximately 3 miles from the alignment)

Type of Outreach Activity	Outreach Strategy and Notification Tactics	Key Messaging Topics/Agenda	Target Audiences/Location
Work with local and regional advocacy groups	Build project awareness, attend existing member meetings, share toolkit, host a stationary exhibit of boards with project map and a QR code at their locations. **Notification:** • Eblast	• Project updates • Promote community meetings	Groups include, but are not limited to: • Historical Society • Mexican American Opportunity Foundation • Save the Montebello Hills Task Force • Soroptimist International of Montebello • Congregation of the Mission • Montebello Christian School • Montebello Citizen Patrol • Montebello Friends of the Library • Montebello Historical Society • Montebello Lions Club • Montebello Senior Center • Montebello United Methodist Church • Montebello Woman's Club • Montebello-Commerce YMCA • Our Lady Of Miraculous Medal Catholic Church • Primera Iglesia Bautista • Sierra Club • Sierra Club, Montebello Hills Task Force • Soroptimist International of Montebello • St Benedict Parish Church and School • St Thomas Malankara Orthodox Church, L.A. • YMCA - Montebello Commerce
Host information booths and pop-up events	Host information booths and local community event and set up pop-up booth at high-traffic locations.	• Project updates • Project features in area	Interested parties who reside in, work in, and visit the area. Locations may vary depending on upcoming community events.

QR = Quick Response

Commerce

Type of Outreach Activity	Outreach Strategy and Notification Tactics	Key Messaging Topics/Agenda	Target Audiences/Location
Focused community briefing	Host an in-person or virtual briefing targeted to interested parties that reside/operate in affected areas by congestion/delays during construction. **Notification:** • "Door-to-door" notification flyers	• Project update • Congestion/delays during construction	**Congestion/Delays During Construction** • Intersection of Atlantic Blvd/Interstate 710 northbound ramps and Bandini Blvd **Other** • Residential area in Ayers Ave/Leonis St in Commerce previously expressed concerns about the project
Focused business briefing	Host an in-person or virtual briefing targeted to businesses that operate in affected areas by potential commercial displacements. **Notification:** • "Door-to-door" notification flyers	• Project update • Commercial Displacements	**Commercial Displacements** • Targeting businesses along Washington and Bandini Blvd, from Downey Rd to Interstate 710.
Coordinate with city staff	Coordinate with city staff, including parks and recreation, to request support to help build project awareness and promote the public comment period and upcoming public events. **Support Promotion Activities:** • Banner placements along corridor (local parks) • E-newsletter • Eblast • City website/calendar • Sidewalk decals	• Project awareness	Target locations for promotion materials may include: • City Hall • City of Commerce Public Library • Brenda Villa Aquatic Center Banner placements at local parks: • Bandini Park (approximately 1.5 miles from the alignment) • Rosewood Park (approximately 2 miles from the alignment) • Bristow Park Bristow Park (approximately 3 miles from the alignment)

Type of Outreach Activity	Outreach Strategy and Notification Tactics	Key Messaging Topics/Agenda	Target Audiences/Location
Work with local and regional advocacy groups	Build project awareness, attend existing member meetings, share toolkit, host a stationary exhibit of boards with project map and a QR code at their locations. **Notification:** • Eblast	• Project updates • Promote community meetings	Groups include, but are not limited to: • East Yard Communities for Environmental Justice (EYCEJ) • Maravilla Foundation • Mexican American Opportunity Foundation (MAOF) • Organization for the Physically Impaired • Penny Lane Centers • Rio Hondo-Vernon Rotary Club • So'oh-Sinali Sister Project • Soroptimist International of City of Commerce
Host information booths and pop-up events	Host information booths and local community event and set up pop-up booth at high-traffic locations.	• Project updates • Project features in area	Interested parties who reside in, work in, and visit the area. Locations may vary depending on upcoming community events.

QR = Quick Response

Bell

Type of Outreach Activity	Outreach Strategy and Notification Tactics	Key Messaging Topics/Agenda	Target Audiences/Location
Coordinate with city staff	Coordinate with city staff, including parks and recreation, to request support to help build project awareness and promote the public comment period and upcoming public events. **Support Promotion Activities:** • Banner placements along corridor (local parks) • E-newsletter • Eblast • City website/calendar • Sidewalk decals	• Project awareness	Target locations for promotion materials may include: • City Hall • Bell Library • El Hussein Community Center • Bell Community Center Banner placements at local parks: • Veterans Memorial Park (approximately 3 miles from the alignment) • Ernest Debs Park (approximately 3 miles from the alignment) • Biancini Park (approximately 3.5 miles from the alignment) • Camp Little Bear Park and Lodge (approximately 3.5 miles from the alignment)
Work with local and regional advocacy groups	Build project awareness, attend existing member meetings, share toolkit, host a stationary exhibit of boards with project map and a QR code at their locations. **Notification:** • Eblast	• Project updates • Promote community meetings	Groups include, but are not limited to: • Bell Community Center • Bell Community Center • Bell Islamic Center • Bell Technology Center • Southeast Community Development Corporation • Veterans Memorial Park • Somos Sureste/La Comadre/SELA Collaborative • Southeast Community Development Corporation
Host information booths and pop-up events	Host information booths and local community event and set up pop-up booth at high-traffic locations.	• Project updates • Project features in area	Interested parties who reside in, work in, and visit the area. Locations may vary depending on upcoming community events.

QR = Quick Response

Vernon

Type of Outreach Activity	Outreach Strategy and Notification Tactics	Key Messaging Topics/Agenda	Target Audiences/Location
Focused community briefing	Host an in-person or virtual briefing targeted to interested parties that operate in affected areas by potential congestion/delays during construction. **Notification:** • "Door-to-door" notification flyers	• Project update • Commercial Displacements • Congestion/delays during construction	**Congestions/Delays during Construction** • Intersection at Indiana St and Bandini Blvd • Roadway segment at Bandini Blvd from Downey Rd to Atlantic Blvd
Focused business briefing	Host an in-person or virtual briefing targeted to businesses that operate in affected areas by potential commercial displacements. **Notification:** • "Door-to-door" notification flyers	• Project update • Commercial displacements	**Commercial Displacements** • Neighborhood: Hobart and Bandini neighborhoods of Commerce/Vernon. Businesses along Washington Blvd and Bandini Blvd, from Downey Road to Interstate 710
Coordinate with city staff	Coordinate with city staff, including parks and recreation, to request support to help build project awareness and promote the public comment period and upcoming public events. **Support Promotion Activities:** • Banner placements along corridor (local parks) • E-newsletter • Eblast • City website/calendar • Sidewalk decals	• Project awareness	Target locations for promotion materials may include: • City Hall • Bell Civic Center • Vernon Public Library Banner placements at local parks: • Augustus F. Hawkins Nature Park (approximately 3.5 miles from the alignment)
Work with local and regional advocacy groups	Build project awareness, attend existing member meetings, share toolkit, host a stationary exhibit of boards with project map and a QR code at their locations. **Notification:** • Eblast	• Project updates • Promote community meetings	Groups include, but are not limited to: • Helping Hand Society of Los Angeles • Vernon CommUNITY Fund

Type of Outreach Activity	Outreach Strategy and Notification Tactics	Key Messaging Topics/Agenda	Target Audiences/Location
Host information booths and pop-up events	Host information booths and local community event and set up pop-up booth at high-traffic locations.	• Project updates • Project features in area	Interested parties who reside in, work in, and visit the area. Locations may vary depending on upcoming community events.

QR = Quick Response

Los Angeles

Type of Outreach Activity	Outreach Strategy and Notification Tactics	Key Messaging Topics/Agenda	Target Audiences/Location
Focused business briefing	Host an in-person or virtual briefing targeted to interested parties that operate in affected areas by potential commercial displacements. **Notification:** • "Door-to-door" notification flyer	• Project update • Commercial displacements	**Commercial Displacements** • Neighborhood: Redondo Junction in Los Angeles. Businesses adjacent to this address: 2430 E 11th St, Los Angeles, CA 90021.

Type of Outreach Activity	Outreach Strategy and Notification Tactics	Key Messaging Topics/Agenda	Target Audiences/Location
Coordinate with city staff	Coordinate with city staff, including parks and recreation, to request support to help build project awareness and promote the public comment period and upcoming public events. **Support Promotion Activities:** • Banner placements along corridor (local parks) • E-newsletter • Eblast • City website/calendar • Sidewalk decals	• Project awareness	Target locations for promotion materials may include: • City Hall • Belvedere Aquatic Center • Citywide Aquatics • Pecan Recreation Center Banner placements at local parks: • Pueblo De Los Angeles Historical Monument (approximately 1 mile from the alignment) • Yaanga Park (approximately 1 mile from the alignment) • Arts District Park (approximately 1.5 miles from the alignment) • Aliso Pico Recreation Center (approximately 1.5 miles from the alignment) • Prospect Park (approximately 2 miles from the alignment) • City Hall Park Center (approximately 2 miles from the alignment) • Gloria Molina Grand Park (approximately 2 miles from the alignment) • Hollenbeck Park (approximately 2 miles from the alignment)
Work with local and regional advocacy groups	Build project awareness, attend existing member meetings, share toolkit, host a stationary exhibit of boards with project map and a QR code at their locations. **Notification:** • Eblast	• Project updates • Promote community meetings	Groups include, but are not limited to: • Ability First • Boyle Heights Arts Conservatory • Boyle Heights Community Youth Orchestra • Brothers, Sons, Selves Coalition • East LA Community Corporation • El Centro de Ayuda • InnerCity Struggle (Building a Moment in the Eastside)

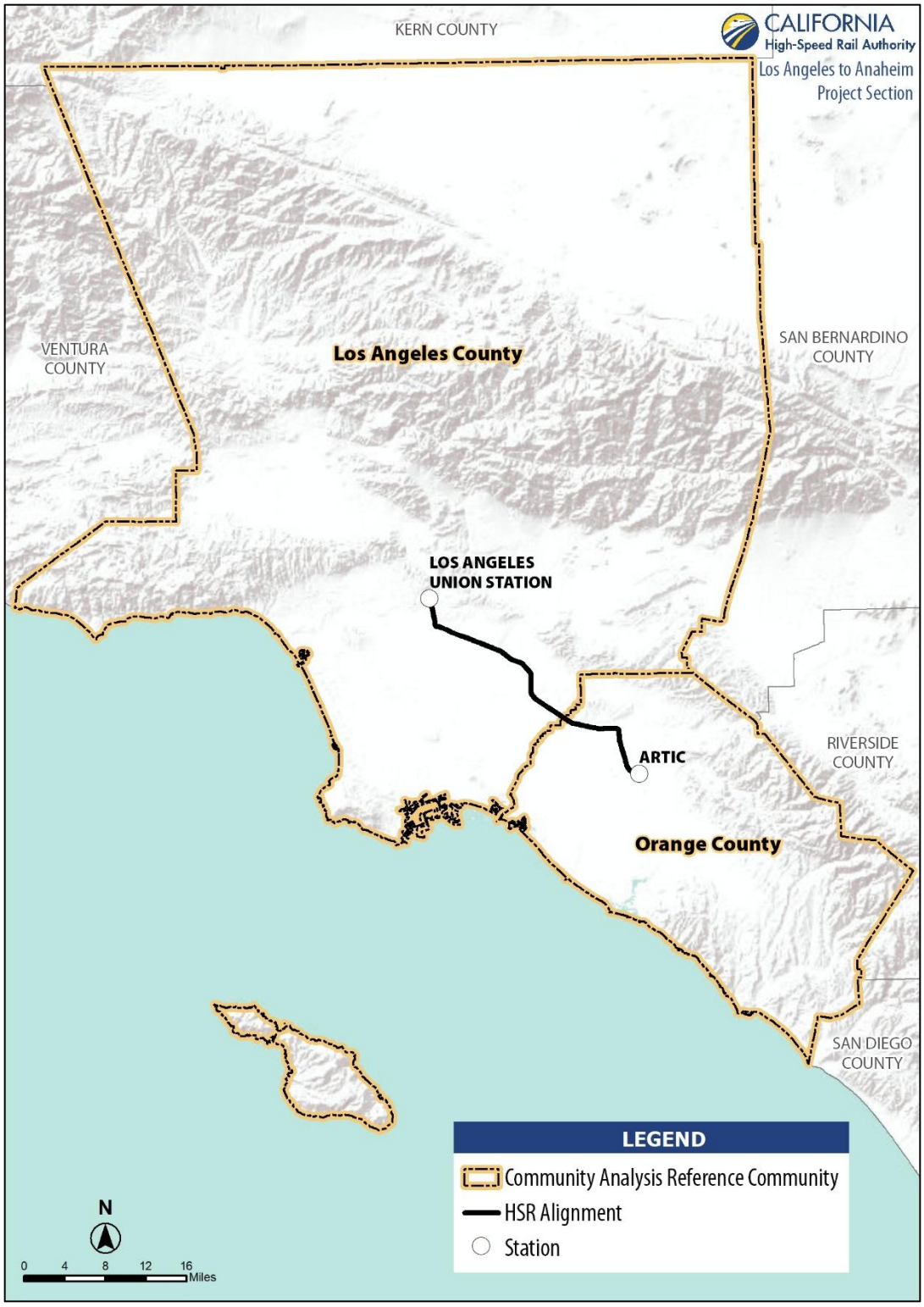
Type of Outreach Activity	Outreach Strategy and Notification Tactics	Key Messaging Topics/Agenda	Target Audiences/Location
			• Legacy LA • Los Angeles Music and Art School • Plaza Community Services • Promesa Boyle Heights • Proyecto Pastoral at Dolores Mission • Salesian Family Youth Center • Strategic Actions for a Just Economy (SAJE) • Eastmont Community Center • Designated Exceptional Services for Independence (DESI) • People for Mobility Justice (PMJ) • Mujeres Unidas Sirviendo Activamente (MUSA) • Self Help Graphics & Art • Public Matters • Strength Based Community Change (SBCC) • Avance Latino • Consejo de Federaciones Mexicanas (COFEM) • Salvation Army Red Shield • Streets Are For Everyone • Weingart East LA YMCA • Para Los Ninos • Proyecto Pastoral • Los Angeles Regional Food Bank • Reading Is Fundamental Southern California
Host information booths and pop-up events	Host information booths and local community event and set up pop-up booth at high-traffic locations.	• Project updates • Project features in area	Interested parties who reside in, work in, and visit the area. Locations may vary depending on upcoming community events.

QR = Quick Response

APPENDIX C: POPULATION DATA

Appendix C.1 Census Block Group Data
Appendix C.2 Populations and Communities: Minority Populations
Appendix C.3 Populations and Communities: Race/Ethnicity Distribution
Appendix C.4 Populations and Communities: Limited English Proficiency Populations
Appendix C.5 Populations and Communities: Low-Income Populations

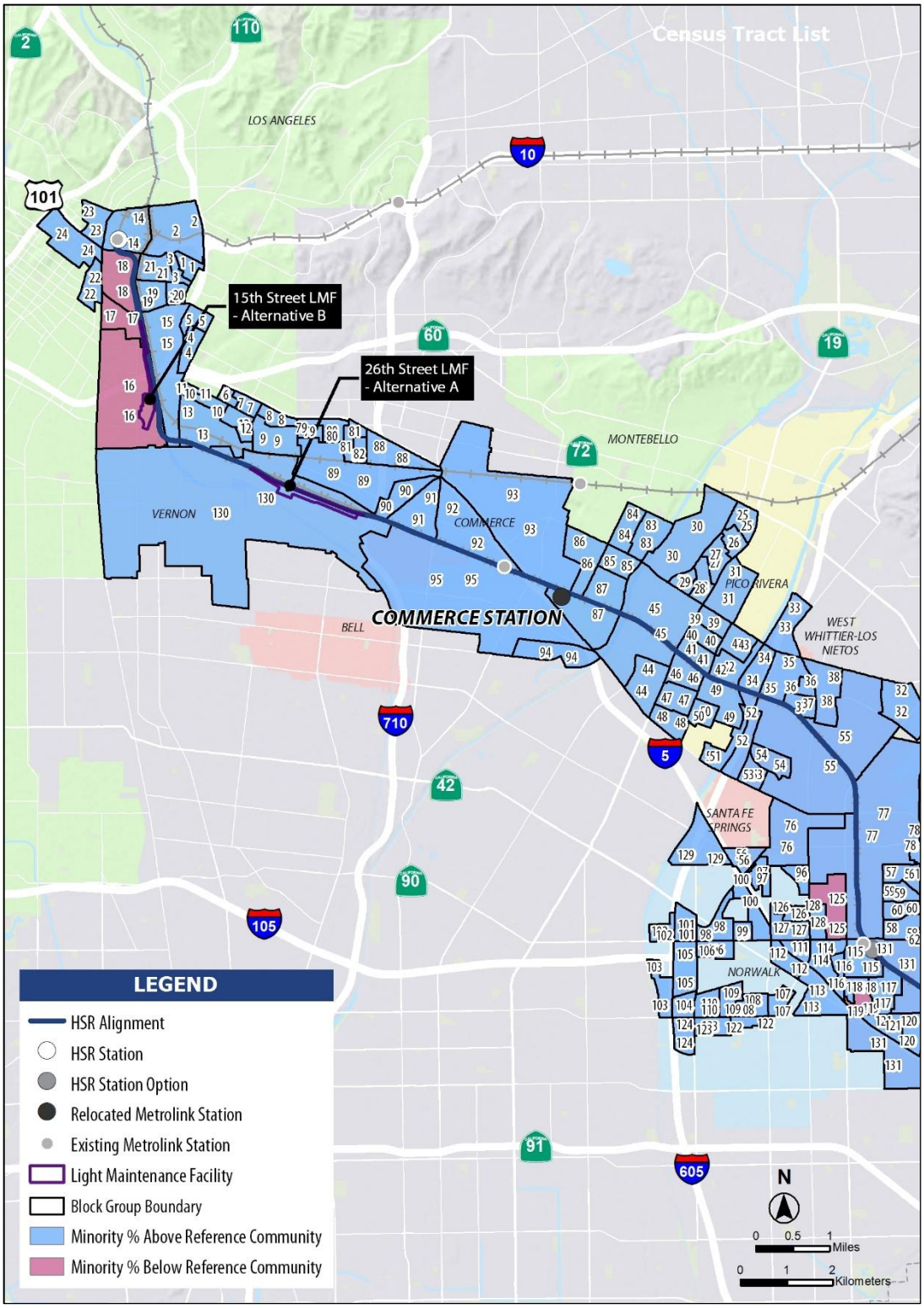
APPENDIX C.1: CENSUS BLOCK GROUP DATA



Source: ESRI World Light Gray Canvas Basemap (2024); U.S. Census Bureau 2021

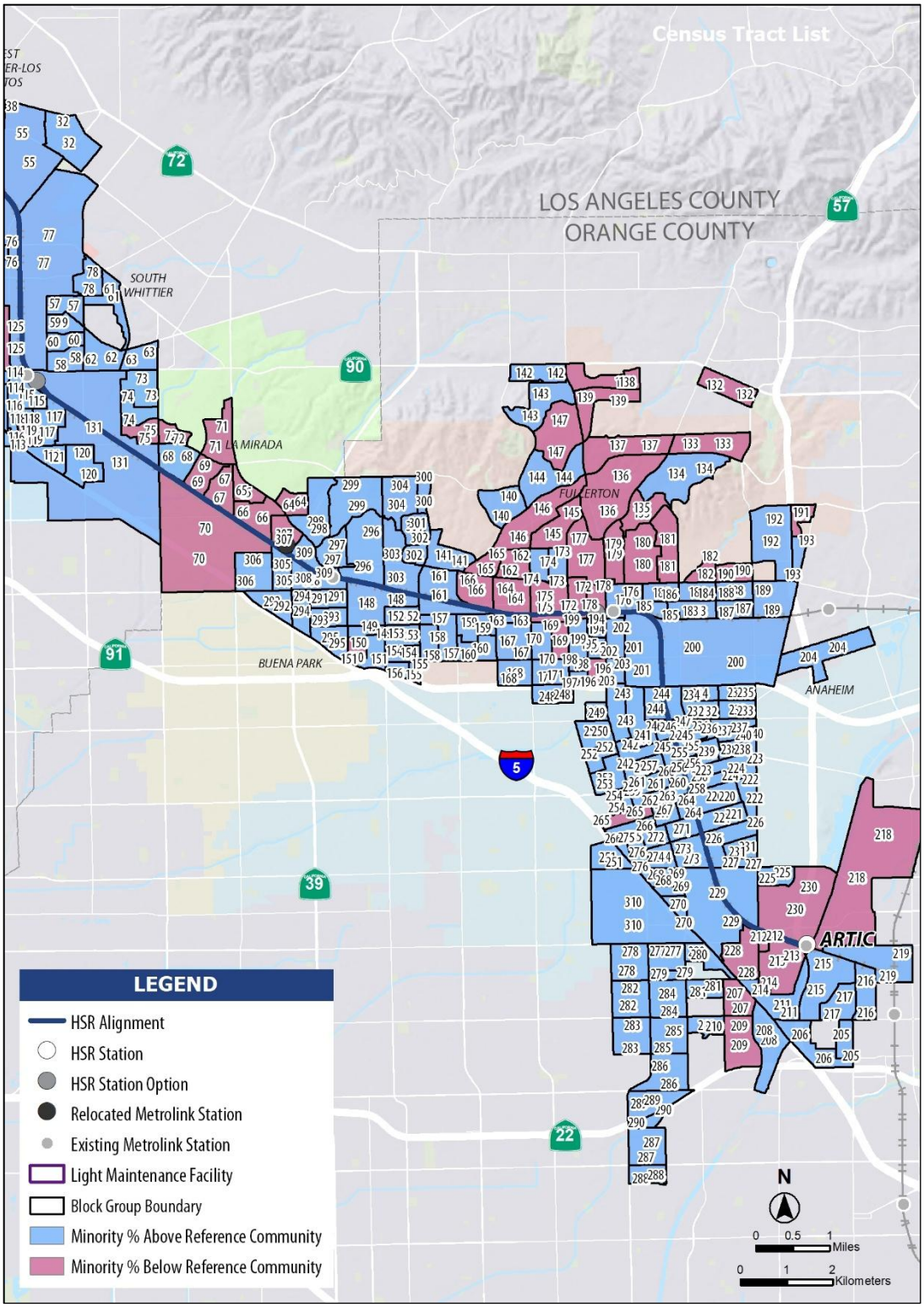
Community Analysis Reference Community

APPENDIX C.2: POPULATIONS AND COMMUNITIES: MINORITY POPULATIONS



Sources: ESRI World Light Gray Canvas Basemap (2024); U.S. Census Bureau 2021
The census tract in Norwalk with no population is occupied by businesses; it contains no residential areas.

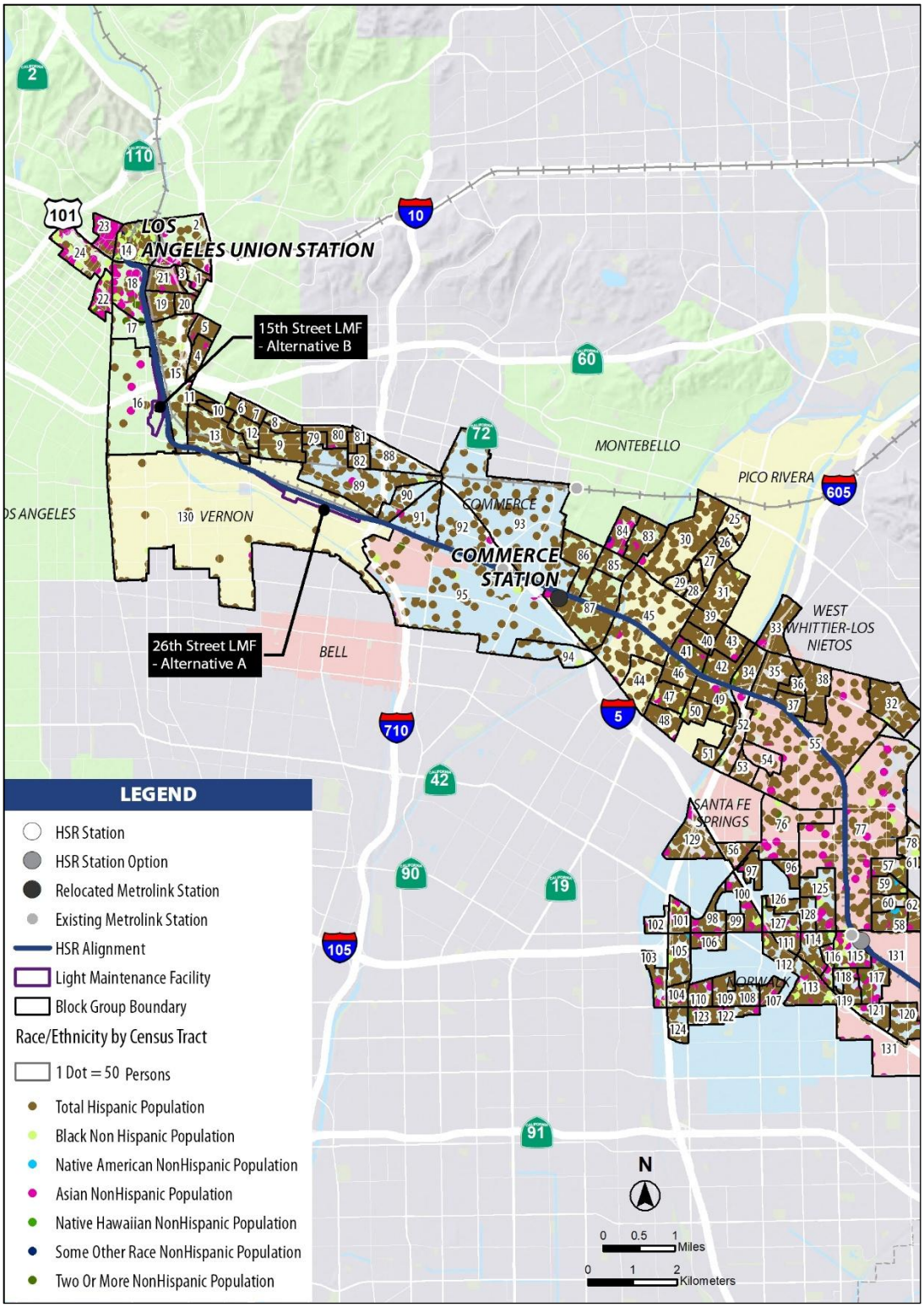
Minority Population in the Community Analysis Study Area, Sheet 1 of 2



Sources: ESRI World Light Gray Canvas Basemap (2024); U.S. Census Bureau 2021
The census tract in Norwalk with no population is occupied by businesses; it contains no residential areas.

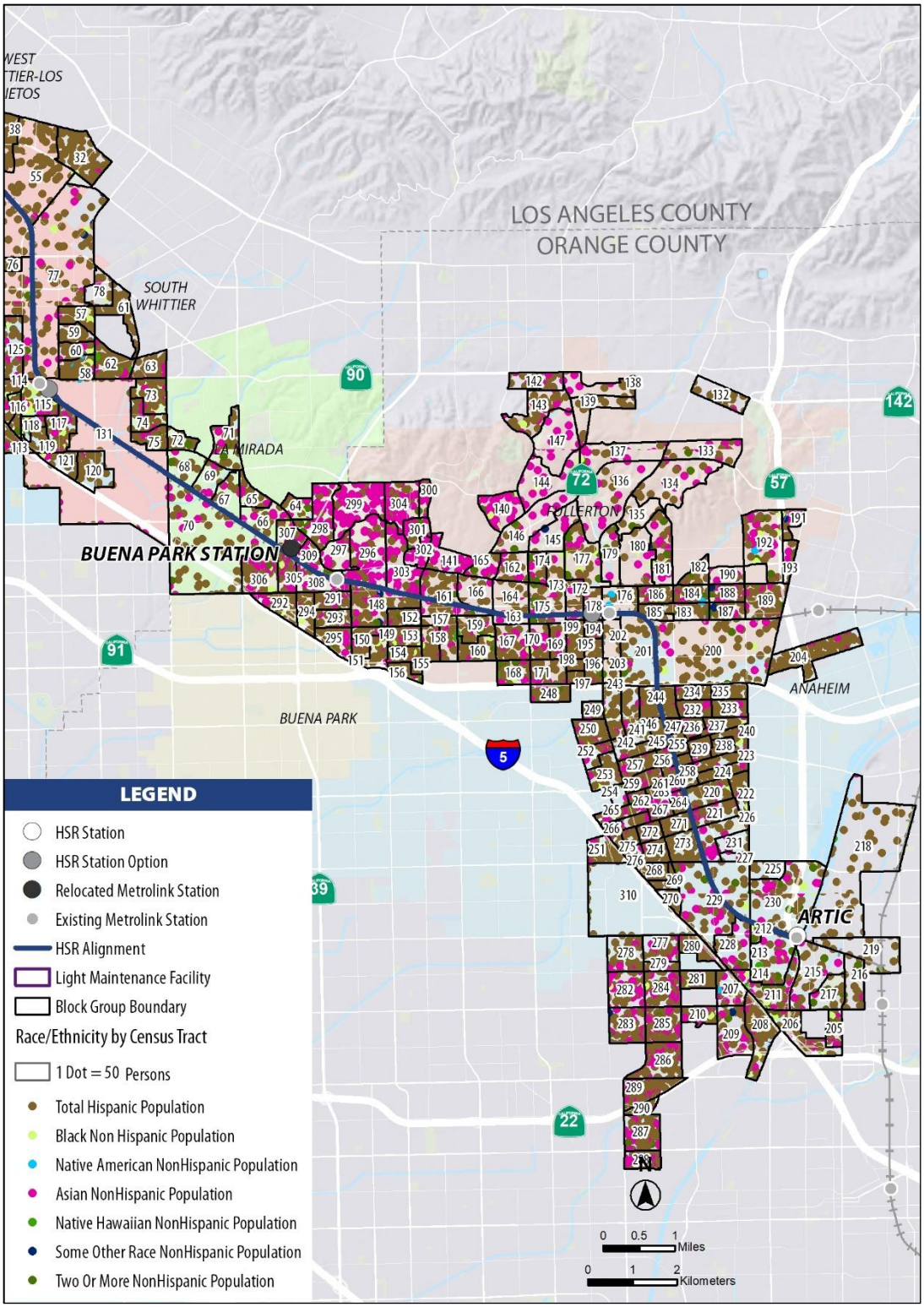
Minority Population in the Community Analysis Study Area, Sheet 2 of 2

APPENDIX C.3: POPULATIONS AND COMMUNITIES: RACE/ETHNICITY DISTRIBUTION



Sources: ESRI World Light Gray Canvas Basemap (2024); U.S. Census Bureau 2021
The census tract in Norwalk with no population is occupied by businesses; it contains no residential areas.

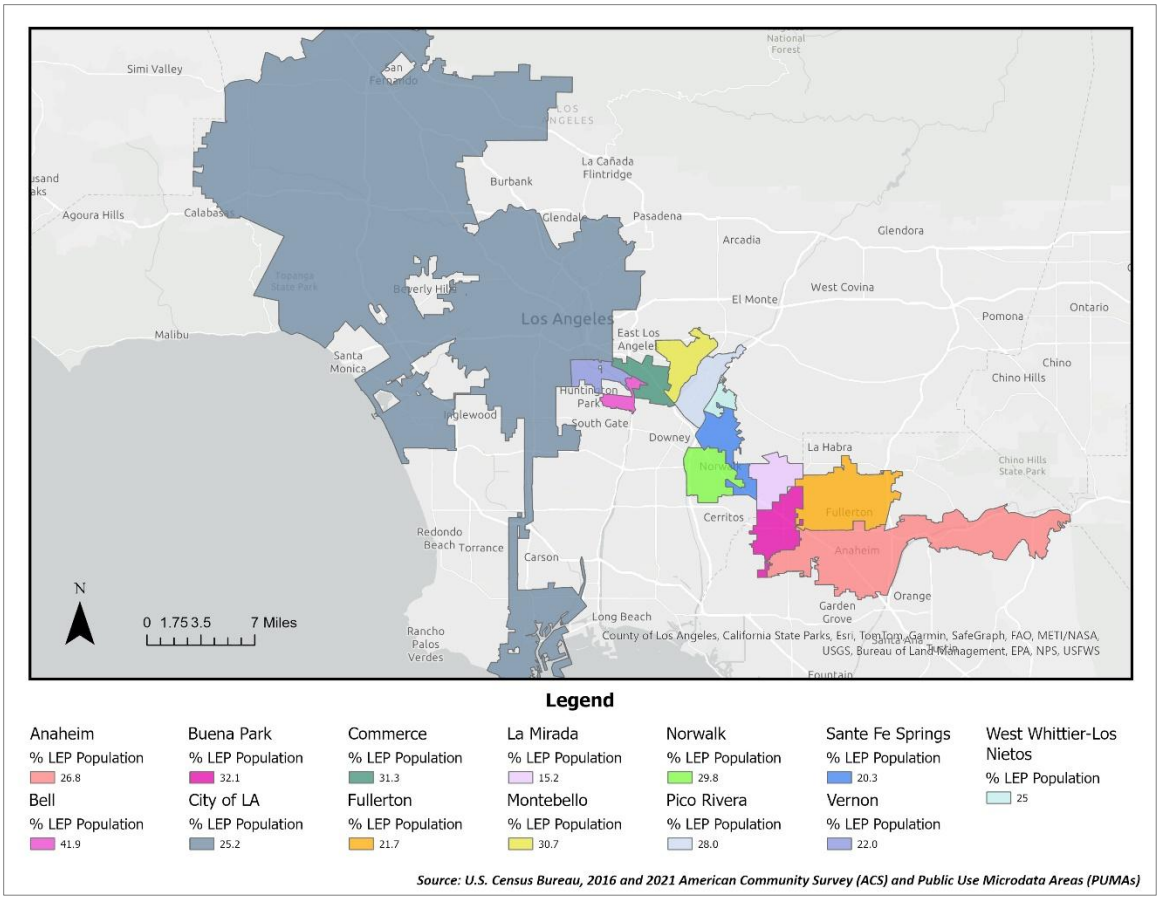
Race and Ethnicity in the Community Analysis Resource Study Area, Sheet 1 of 2



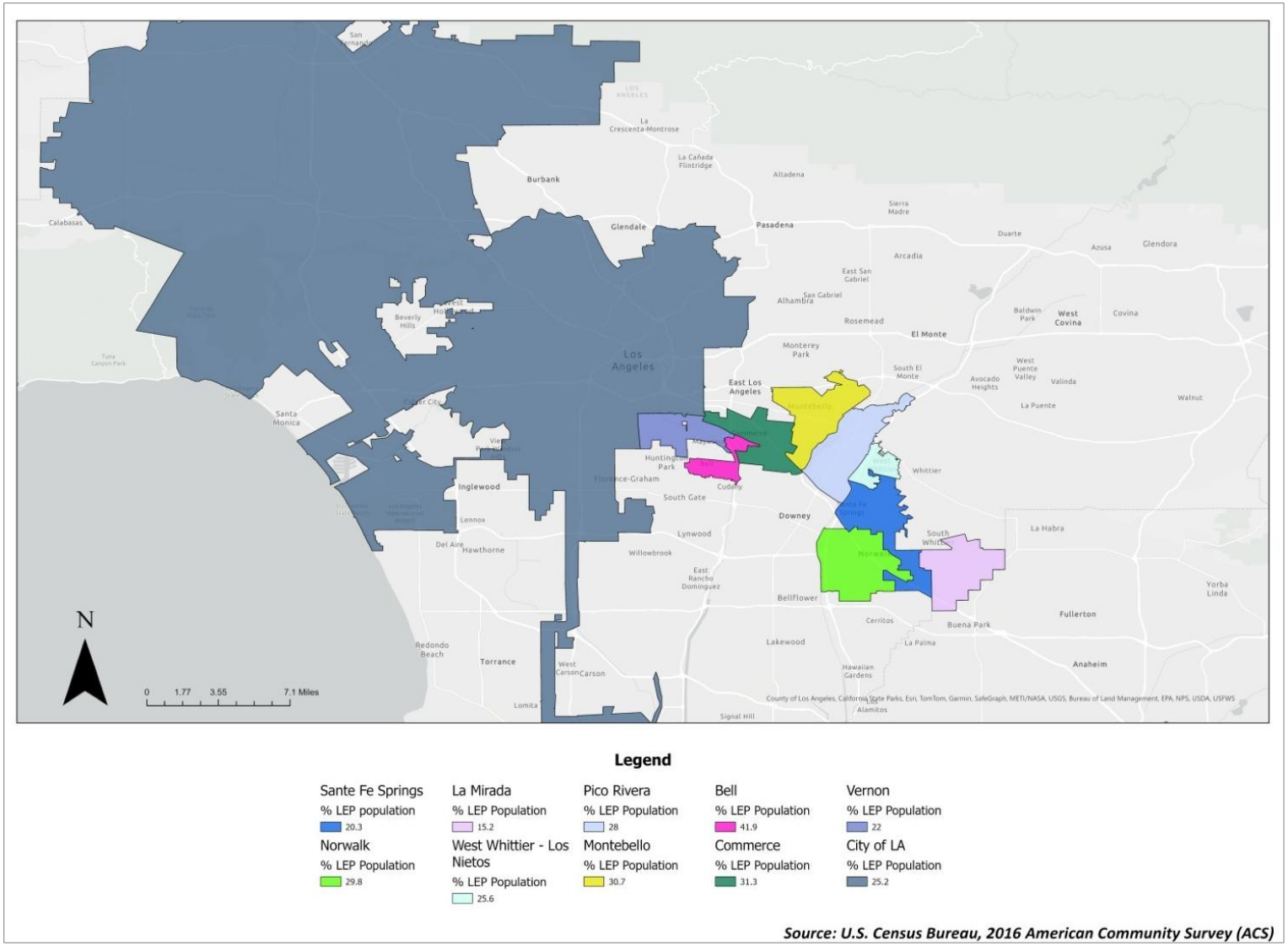
Sources: ESRI World Light Gray Canvas Basemap (2024); U.S. Census Bureau 2021
The census tract in Norwalk with no population is occupied by businesses; it contains no residential areas.

Race and Ethnicity in the Community Analysis Resource Study Area, Sheet 2 of 2

APPENDIX C.4: POPULATIONS AND COMMUNITIES: LIMITED ENGLISH PROFICIENCY POPULATIONS

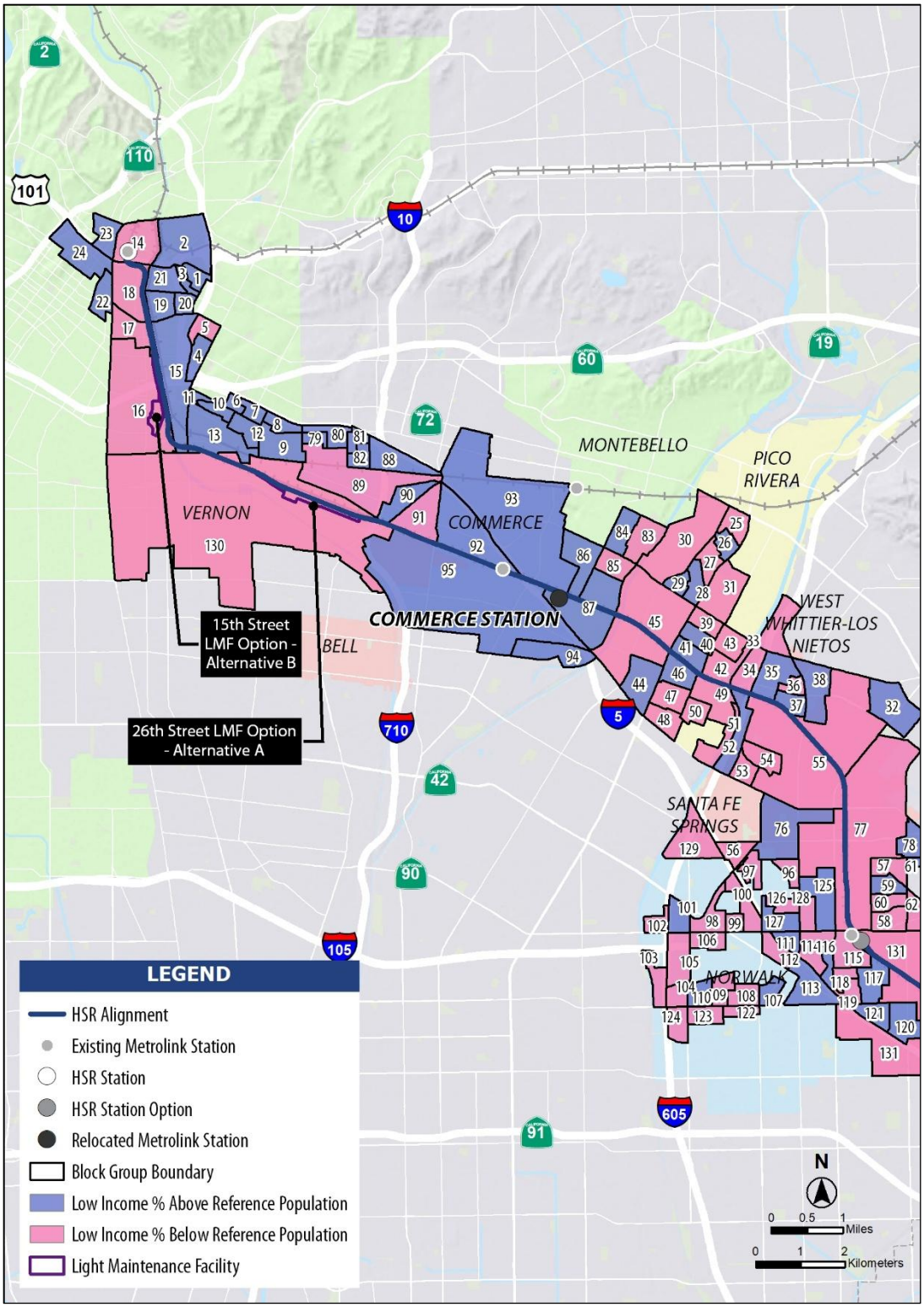


Limited English Proficiency Populations and Communities in the Community Analysis Resource Study Area, Sheet 1 of 2



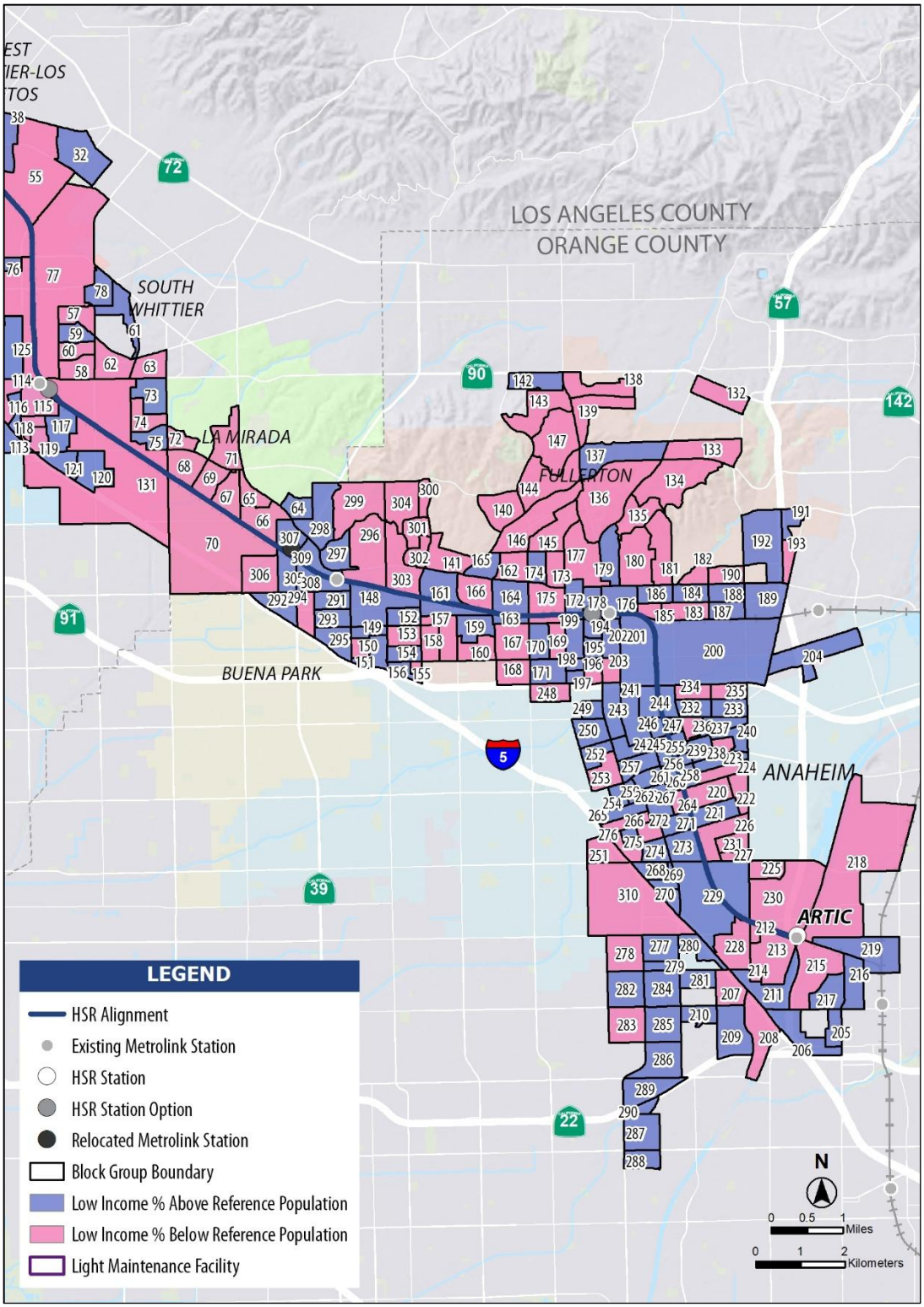
Limited English Proficiency Populations and Communities in the Community Analysis Resource Study Area, Sheet 2 of 2

APPENDIX C.5: POPULATIONS AND COMMUNITIES: LOW-INCOME POPULATIONS



Sources: ESRI World Light Gray Canvas Basemap (2024); U.S. Census Bureau 2021
The census tract in Norwalk with no population is occupied by businesses; it contains no residential areas.

Low-Income Population in the Community Analysis Study Area, Sheet 1 of 2



Sources: ESRI World Light Gray Canvas Basemap (2024); U.S. Census Bureau 2021
The census tract in Norwalk with no population is occupied by businesses; it contains no residential areas.

Low-Income Population in the Community Analysis Study Area, Sheet 2 of 2

APPENDIX D: AREA SCHOOLS REQUIRING TARGETED OUTREACH

School Name	Address	Primary Contact
John H. Glenn High School	13520 Shoemaker Ave, Norwalk, CA 90650	Dr. Jennifer Padilla, Ed.D., Principal jpadilla@nlmusd.org, 562-210-3000 Estuardo A. Santillan, Interim Superintendent, ESantillan@nlmusd.org HDanielian@nlmusd.k12.ca.us Jose M. Rios, Board President, JRios@nlmusd.k12.ca.us SReagan@nlmusd.k12.ca.us
Pacific Drive Elementary School	1501 W Valencia Dr, Fullerton, CA 92833	John Leonard, Principal, john_leonard@myfsd.org, 714-447-7735
Olive Street Elementary School	890 S Olive St, Anaheim, CA 92805	Lynn Meagher, Principal, 714-517-7500
Saint Marianne de Paredes School	7911 Buhman Ave, Pico Rivera, CA 90660	Dr. Frank Montejano, Principal, fmontejano@stmarianne.org, 562-949-1234
Pioneer High School	10800 Benavon St., Whittier, CA 90606	Mary Chapman, Principal, mary.chapman@wuhsd.org, 562-698-8121
Maple Elementary	244 E. Valencia Dr. Fullerton CA 92832	Amanda Sobremesana, Principal, amanda_sobremesana@myfsd.org, 714-447-7590
Southeast ROP (Regional Occupational Prog): South East Academy, Cora Hargitt Middle School	12940 Foster Rd, Norwalk, CA 90650	562-210-3990
Norwalk & La Mirada Adult Center (Norwalk Campus)	15711 Pioneer Boulevard, Norwalk, CA 90650	Mindy Chung, Director, 562-210-3990
Plaza De La Raza Child Development Services	8337 Telegraph Rd # 300, Pico Rivera, CA 90660	--
Pacific Drive Elementary School	1501 W Valencia Dr, Fullerton, CA 92833	John Leonard, Principal, john_leonard@myfsd.org, 714-447-7735 laurel_estrada@myfsd.org
Los Nietos Middle School	11425 East Rivera Rd, Whittier, CA 90606	Shanonn Brann Zelaya, Principal, 562-695-0637
Thomas Jefferson Elementary School	504 E. South St, Anaheim, CA 92805	Becky Dougherty, bdougherty@aesd.org, Principal, 714-517-8917
Norwalk-La Mirada Adult School (La Mirada Campus)	15310 Alondra Blvd, La Mirada, CA 90638	Mindy Chung, Director, 562-210-3990

APPENDIX C: PUBLIC FACILITIES IN THE COMMUNITIES AND NEIGHBORHOODS RESOURCE STUDY AREA

The following tables list the community facilities and services that are sited in the resource study area as of October 2024. The tables also lists any community facilities and services that are planned or anticipated in the resource study area, as of October 2024. No community facilities are within the direct project footprint.

Table C-1 Public Facilities in Los Angeles

Community Facility Name	Facility Type	Address
City of Los Angeles		
Los Angeles County Sheriff - Men's Central Jail	Correctional facility	441 Bauchet St
Los Angeles County Superior Court - Central District - Central Arraignment Courts	Public facility (courthouse)	429 Bauchet St
Twin Towers Correctional Facility	Correctional facility	450 Bauchet St
Downtown Los Angeles Neighborhood Council Area		
City Of Los Angeles Police Department - Headquarters	Police station	100 West 1st St
Edward R. Roybal Federal Building	Government facility	255 E Temple St
Hall of Records	Public facility (City Hall)	320 W Temple St
Harry Pregerson Child Care Center	Early childhood center	255 E Temple St
Joy Picus Child Development Center/Mount Washington Preschool & Child Care Center	Early childhood center	111 E First St
LA County Superior Court, Central District: Clara Shortridge Foltz Criminal Justice Center	Public facility (courthouse)	210 W Temple St
Los Angeles Fire Department Headquarters	Fire station	200 North Main St
Los Angeles City Hall	Public facility (City Hall)	200 N Spring St
Los Angeles Fire Department Station #17	Fire station	1601 S Santa Fe Ave
Metropolitan Continuation High School	Public school	727 S Wilson St
Los Angeles City Fire Department	Fire station	200 N Main St
Spring Street Courthouse	Public facility (courthouse)	312 N Spring St
Historic Cultural North Neighborhood Council Area		
ABC Day Health Center	Facility for seniors	417 Alpine St
Alpine Recreation Center	Parks and recreational facilities	817 Yale St
Chartwell Family Health Clinic / Hospice Care	Medical facility	767 N Hill St
Chinatown Branch Library	Library	639 N Hill St
Chinatown Senior Citizen Services Center / Teen Post	Facility for seniors; social services	600 N Broadway
Chinatown Service Center Family Health Clinic	Medical Facility	819 W Cesar Estrada Chavez Ave
Chinese American Museum	Museum	425 N Los Angeles St
Chinese Committee on Aging	Facility for seniors	600 N Broadway # B
Chinese United Methodist Church	Place of worship	825 North Hill St

Community Facility Name	Facility Type	Address
Department of Public Social Services District Office	Social services	813 E 4th Place
Edward R. Roybal Federal Building and U.S. Courthouse	Public facility (courthouse)	255 E Temple St
Federal Post Office	Post office	300 N Los Angeles St
FIRST 5 LA	Early childhood center	750 N Alameda
Fort Moore Pioneer Memorial	Museum	451 N Hill St
Higashi Hongwangji Buddhist Temple	Place of worship	505 E 3rd St
Japanese American Cultural & Community Center	Cultural Center	244 S San Pedro St
Japanese Catholic Ctr	Place of worship	222 S Hewitt St
La Iglesia De Nuestra Senora La Reina De Los Angeles	Place of worship	535 N Main St
La Plaza United Methodist Church	Place of worship	115 Paseo De La Plaza
Los Angeles Plaza Historic District/ El Pueblo De Los Angeles State Historic Park	State historic park	125 Paseo De La Plaza
Los Angeles City Historical Society	Museum	PO Box 862311
Los Angeles County Sheriff Metro Transit Services Bureau	Correctional facility	1 Gateway Plaza Dr
Los Angeles Fire Department Station #4	Fire station	450 E Temple St
Los Angeles State Historical Park	Parks and recreational facilities	1315 N Spring St
Los Angeles City Park	Parks and recreational facilities	100 W 1st St
Metropolitan Detention Center	Correctional facility	535 N Alameda St
Nishi Hongwanji Buddhist Temple & Child Development Center	Place of worship; early childhood center	815 E 1st St
Our Lady Queen of Angels Catholic Church	Place of worship	535 N Main St
Para Los Ninos Charter Elementary School	Private school	1617 E 7th St
Para Los Ninos Middle School	Private school	835 Stanford Ave
Post Office Terminal	Post office	1055 N Vignes St
Sepulveda House Museum	Museum	12 Olvera St
St. Barnabas Chinese Senior Services	Facility for seniors	818 N Hill St #H
Terminal Annex Post Office	Post office	900 Alameda St
The Geffen Contemporary at Moca	Museum	125 N Central Ave
Thien Hau Temple	Place of worship	756 Yale St
Union Station Gateway Child Development	Early childhood center	1 Gateway Plaza Dr
Union Station/Gateway Transit Center	Public facility	1 Gateway Plaza Dr
Boyle Heights Neighborhood Council Area		
Aliso Pico Preschool	Early childhood center	1505 E 1st St

Community Facility Name	Facility Type	Address
Aliso Triangle	Parks and recreational facilities	1304 Pleasant Ave
Aliso-Pico Recreation Center	Parks and recreational facilities	370 S Clarence St
Boyle Heights Christian Center	Place of worship	1516 E 1st St
Carmen Lomas Garza Primary Center	Public school	2750 Hostetter St
Christopher Dena Elementary School	Public school	1314 Dacotah St
Costello Senior Center	Facility for seniors	3121 E Olympic Blvd
Dacotah Early Education Center	Early childhood center	3142 Lydia Drive
Dolores Mission Roman Catholic Church	Place of worship	171 S Gless St
Dolores Huerta Mission School	Private school	170 S Gless St
Estrada Head Start	Early childhood center	1320 Concord Ave
Estrada Learning Center	Early childhood center	3225 Hunter Street
Eastman Avenue Elementary	Public school	4112 E Olympic Blvd
Felicitas and Gonzalo Mendez High School	Public school	1200 Plaza Del Sol E
Garden of Progress Head Start	Early childhood center	360 S Gless St
Hollenbeck Palms	Facility for seniors	573 S Boyle Ave
Hollenback Park	Parks and recreational facilities	415 S St. Louis St
KIPP Promesa Prep	Private school	1241 S Soto St
KIPP Endeavor College Prep	Private school	1263 S Soto St
La Posada Shelter - Jovenes, Inc.	Social services (homeless shelter)	1320 Pleasant Ave
LDS Employment Resource Services	Social services	2730 E 12th St
Oscar De La Hoya Animo Charter High	Private school	1114 S Lorena St
Our Lady Queen of Martyrs Roman Catholic Church	Place of worship	1339 Pleasant Ave
Pecan Recreation Center	Parks and recreational facilities	127 S Pecan St
Pico Aliso Community Clinic	Medical facility	1625 E 4th St
Pico Garden Child Development Center	Early childhood center	1500 E 4th St
Pico Gardens Foursquare Church	Place of worship	320 S Gless St
Plaza Child Development and Observation Program	Early childhood center	1605 E 1st St
Plaza Community Services Child Development and Observation Program	Social services	1605 E 1st St
Proyecto Pastoral at Dolores Mission	Social services (homeless shelter)	135 N Mission Rd
Proyecto Pastoral at Dolores Mission [Women's Cooperative Child Care Center]	Early childhood center	135 N Mission Rd

Community Facility Name	Facility Type	Address
Pueblo Del Sol Community Service Center	Social services	1300 Plaza Del Sol St
Puente Charter	Private school	501 S Boyle Ave
Resurrection Catholic School	Private school	3346 Opal St
Utah Street SPAN	Public school	255 Gabriel Garcia Marquez St
Weller Street Missionary Baptist Church	Place of worship	129 S Gless St
Jovenes, Inc. Center	Social services (homeless shelter)	1208 Pleasant Ave

Sources: ESRI 2018; City of Los Angeles 2024; County of Los Angeles 2024; ArcGIS Online 2015; GreenInfo Network 2021

Table C-3 Public Facilities in Vernon

Community Facility Name	Facility Type	Address
Vernon Fire Station #76	Fire station	3375 Fruitland Ave

Sources: ESRI 2018; City of Vernon 2024; ArcGIS Online 2015; GreenInfo Network 2021

Table C-4 Public Facilities in Commerce

Community Facility Name	Facility Type	Address
Atlantic Branch Library	Library	2269 S Atlantic Blvd
Bandini Elementary School	Public school	2318 Couts Ave
Bandini Park/Bates Community Center	Parks and recreational facilities	4725 Astor Ave
Childtime of Commerce Children's Center	Early childhood center	4820 S Eastern Ave #F
Commerce City Hall	Public facility (City Hall)	2535 Commerce Way
Commerce Head Start	Early childhood center	5102 Kinsie St
Commerce Station Post Office	Post office	5670 E Washington Blvd
Concentra Urgent Care	Medical facility	3430 Garfield Ave
First Baptist Church-Commerce	Place of worship	5102 Kinsie St
Iglesia De Dios Pentecostal	Place of worship	5721 Sheila St
Kirby, Dorothy Camp	Alternative school	1500 S McDonnell Avenue
Los Angeles County Fire Station #27	Fire station	6031 Rickenbacker Rd
RMS Medical Group	Medical facility	5211 E Washington Blvd #182
Rosewood Park/Community Center	Parks and recreational facilities	5600 Harbor St
Ross Health Care Clinic	Medical facility	2476 S Atlantic Blvd
Senior Citizens Center	Facility for seniors	2555 Commerce Way
St Marcellinus Church	Place of worship	2349 Strong Ave

Sources: ESRI 2018; City of Commerce 2024; County of Los Angeles 2024; ArcGIS Online 2015; GreenInfo Network 2021
K–12 = Kindergarten through 12th grade

Table C-5 Public Facilities in Montebello

Community Facility Name	Facility Type	Address
Congregation of the Mission	Place of worship	420 Date St
Greenwood Elementary School	Public school	900 S Greenwood Ave
St. Vincent's Seminary/DePaul Evangelization Center	Place of worship	420 Date St
Templo Evangelico	Place of worship	904 Oakwood St
Vail High School	Public school	1230 South Vail Ave

Sources: ESRI 2018; City of Montebello 2024; County of Los Angeles 2024; ArcGIS Online 2015; GreenInfo Network 2021

Table C-6 Public Facilities in Pico Rivera

Community Facility Name	Facility Type	Address
AltaMed Medical Group	Medical facility	9436 Slauson Ave
El Rancho Adult Education Center	College/adult education	8110 Paramount Blvd
Los Angeles County Fire Station #103	Fire station	7300 S Paramount Blvd
Los Angeles County Fire Station #25	Fire station	9209 Slauson Blvd
Magee Academy of Arts & Sciences (Elementary)	Public school	8200 Serapis Ave
Maof Child Care Center	Early childhood center	9141 Burke St
Peace Lutheran Church of Pico Rivera	Place of worship	9412 Shade Ln
Plaza de la Raza/Maizeland	Early childhood center	7601 Cord Ave
Rivera Elementary School	Public school	7250 Citronell Ave
Rivera First Baptist Church	Place of worship	9141 Burke St
Rivera Foursquare Church	Place of worship	9034 Burke St
Rivera Library	Library	7828 Serapis Ave
Rivera Middle School	Public school	7200 Citronell Ave
Rivera Park	Parks and recreational facilities	9530 Shade Ln
Saint Bartholomew's Episcopal Church	Place of worship	7540 S Passons Blvd
Shia Ithnaasheri Islamic Jamaat	Place of worship	7925 Serapis Ave
STEAM Academy @ Burke	Public school	8101 Orange Ave
St. Mariana De Paredes Catholic Church	Place of worship	7922 Passons Blvd
St. Mariana De Paredes School	Private school	7911 Buhman Ave

Sources: ESRI 2018; County of Los Angeles 2024; ArcGIS Online 2015; City of Pico Rivera 2024; GreenInfo Network 2021

Table C-7 Public Facilities in West Whittier–Los Nietos Census-Designated Place

Community Facility Name	Facility Type	Address
Ada S. Nelson Elementary	Public school	8140 S Vicki Dr
Aeolian Elementary School	Public school; early childhood center	11600 Aeolian St

Community Facility Name	Facility Type	Address
Los Nietos Community and Senior Center	Facility for seniors	11640 Slauson Ave
Los Nietos Library	Library	18511 Duchess Dr
Los Nietos Middle School	Public school	11425 E Rivera Rd
Our Lady of Perpetual Help Church	Place of worship	11553 Rivera Rd
Pioneer High School	Public school	10800 Benavon St
Plaza de la Raza (Aeolian)	Early childhood center	1600 ½ E Aeolian
Plaza de la Raza (FCC Campos)	Early childhood center	13118 Rainier Ave
Tri-Cities ROP	Continuing education	10800 Benavon St, Unit E

Sources: ESRI 2018;City of Whittier 2024; County of Los Angeles 2024; ArcGIS Online 2015; GreenInfo Network 2021

Table C-8 Public Facilities in Santa Fe Springs

Community Facility Name	Facility Type	Address
Calvary Hosanna Church	Place of worship	13112 Telegraph Rd #A
Gus Velasco Neighborhood Center	Facility for seniors	9255 S Pioneer Blvd
Kingdom Hall of Jehovah's	Place of worship	11690 Slauson Ave
Los Angeles Centers for Alcohol and Drug Abuse	Medical facility	11015 Bloomfield Ave
Los Nietos Child Care Center	Early childhood center	11143 Charlesworth Rd
Los Nietos Park	Parks and recreational facilities	11143 Charlesworth Rd
Plaza de la Raza [Rancho Santa Gertrudes] Head Start	Early childhood center	9329 Alburtis Ave
Prayer Advocates	Place of worship	14535 Valley View Ave
Rancho Santa Gertrudes Elementary School	Public school	11233 Charlesworth Rd
Rio Hondo College Fire Academy	Continuing education	11400 Greenstone Ave
Santa Fe Springs Fire Station #1	Fire station	11300 Greenstone Ave
Santa Fe Springs Fire Station #2	Fire station	8634 Dice Rd
Walk-In Clinic	Medical facility	12375 Imperial Hwy

Sources: ESRI 2018; City of Santa Fe Springs 2024; County of Los Angeles 2024; ArcGIS Online 2015; GreenInfo Network 2021

Table C-9 Public Facilities in Norwalk

Community Facility Name	Facility Type	Address
California Conservation Corps	Government office	11401 S Bloomfield Ave
County of Los Angeles Public Library - Norwalk Library	Library	12350 Imperial Hwy
John H. Glenn High School	Public school	13520 Shoemaker Ave

Community Facility Name	Facility Type	Address
John Zimmerman Park	Parks and recreational facilities	13031 Shoemaker Ave
Metropolitan State Hospital Museum	Museum	11401 S Bloomfield Ave
Norwalk Community Hospital	Medical facility	13222 Bloomfield Ave
Don Knabe Golf Center	Parks and recreational facilities	13717 Shoemaker Ave
Norwalk Sheriff Station	Police station	12335 Civic Center Dr
Southern Youth Correctional Reception Center and Clinic	Correctional facility	13200 S Bloomfield Ave
St Linus Catholic Church / Elementary School	Place of worship; private school	13915 Shoemaker Ave
Thomas B. Moffitt Elementary	Public school	13323 S Goller Ave
Village Baptist Church	Place of worship	12641 E Foster Rd

Sources: ESRI 2018; City of Norwalk 2024; County of Los Angeles 2024; ArcGIS Online 2015; GreenInfo Network 2021

Table C-10 Public Facilities in La Mirada

Community Facility Name	Facility Type	Address
Arlie F. Hutchinson Middle School	Public school	13900 Estero Rd
Biola University	Private university	13800 Biola Ave
Eagle's Nest Preschool Toddler & Infant Center	Early childhood center	14340 Valley View Ave
Escalona Elementary School	Public school	15135 Escalona Rd
Foster Road Elementary School	Public school	13930 East Foster Rd
Froebel Daycare	Early childhood center	15932 Dalmatian Ave
Frontier Park	Parks and recreational facilities	13081 Foster Rd
Jesus Community Church	Place of Worship	15246 Barnwall St
Neff Park	Parks and recreational facilities	14300 San Cristobal Dr
La Mirada Adult Center (Cerritos College La Mirada Campus)	College/adult education	15920 Barbata Rd
Jesus Community Church	Place of worship	15246 Barnwall St
Trinity Reformed Baptist Church	Place of worship	14407 Rosecrans Ave
Windermere Park	Parks and recreational facilities	15251 Cheshire St
YMCA of Greater Whittier – La Mirada Youth Services Center	Early childhood center	14540 San Cristobal Dr

Sources: ESRI 2018; City of La Mirada 2024; County of Los Angeles 2024; ArcGIS Online 2015; GreenInfo Network 2021

Table C-11 Public Facilities in South Whittier Census-Designated Place

Community Facility Name	Facility Type	Address
Adventure Park	Parks and recreational facilities	10130 Gunn Ave
Amelia Mayberry Park	Parks and recreational facilities	13201 Meyer Rd
Jehovah's Witnesses	Place of worship	12524 Shoemaker Ave
Trinity United Methodist Church	Place of worship	13118 Rainier Ave

Sources: ESRI 2018; City of Whittier 2024; County of Los Angeles 2024; ArcGIS Online 2015; GreenInfo Network 2021

Table C-12 Public Facilities in Buena Park

Community Facility Name	Facility Type	Address
Buena Park Community Clinic	Medical facility	8352 Commonwealth Ave
Charles G. Emery Elementary	Public school	8600 Somerset St
Dream-I Education Center	Early childhood center	5832 Fullerton Ave
Evangelical Formosan Church	Place of worship	5882 Beach Blvd
Evergreen Preschool	Early childhood center	5882 Beach Blvd
Family Dentistry	Medical facility	5771 Beach Blvd
Giving Tree Montessori	Early childhood center	6071 Homewood Ave
Gordon H. Beatty Elementary	Public school	8201 Country Club Dr
Hae Orum Church	Place of worship	4115 Artesia Ave
Hana Church	Place of worship	7951 Commonwealth Ave
Jesus' Hands Preschool	Early childhood center	5621 Beach Blvd
Korean Community Church	Place of worship	6435 Roland St
LiMai Montessori Academy	Early childhood center	5309 Beach Blvd
Love for One Soul Church	Place of worship	8302 Artesia Blvd
NuVation Pain Medical Group	Medical facility	5742 Beach Blvd
Orange County Fire Authority Station #62	Fire station	7780 Artesia Blvd
Pentecostal Church of God	Place of worship	6102 Stanton Ave
Smith Murphy Park	Parks and recreational facilities	5290 Cameron Dr
Sunny Hills Preschool	Early childhood center	8252 Artesia Blvd

Sources: ESRI 2018; City of Buena Park 2024; County of Orange 2024; ArcGIS Online 2015; GreenInfo Network 2021

Table C-13 Public Facilities in Fullerton

Community Facility Name	Facility Type	Address
Adlena Park	Parks and recreational facilities	300 N Adlena Dr
Agape Church Orange County	Place of worship	336 E Truslow Ave

Community Facility Name	Facility Type	Address
Autism Spectrum Interventions	Medical facility	713 W Commonwealth Ave
Amerige Park	Parks and recreational facilities	300 W Commonwealth Ave
Arborland Montessori	Early childhood center	1700 W Valencia Drive
Bumble Bee Christian Learning Center	Early childhood center	2353 Williamson Ave
Christian Community Church of Fullerton	Place of worship	2353 W Valencia Dr
Christian Life Center Fullerton	Place of worship	404 W Wilshire Ave
Color Our World Day Care Educational Center	Early childhood center	1613 W Valencia Dr
Fern Drive Park	Parks and recreational facilities	1583 W Fern Dr
Fern Drive Elementary School	Public school	1400 W Fern Drive
First Christian Church	Place of worship	109 E Wilshire Ave
First Lutheran Church-Fullerton	Place of worship	215 N Lemon St
Ford Park	Parks and recreational facilities	435 W Wilshire Ave
Fullerton Children's Academy	Early childhood center	3516 W Commonwealth Ave
Fullerton City Hall	Public facility (City Hall)	303 W Commonwealth Ave
Fullerton College	College/adult education	321 E Chapman Ave
Fullerton Fire Station #1 (Headquarters)	Fire station	312 E Commonwealth Ave
Fullerton Fire Station #2	Fire station	1732 W Valencia Dr
Fullerton First United Methodist	Place of worship	114 N Pomona Ave
Fullerton First United Methodist Church Preschool	Early childhood center	114 N Pomona Ave
Fullerton Head Start	Early childhood center	341 S Courtney St
Fullerton Union High School	Public school	201 E Chapman Ave
Fullerton Police Department	Police station	237 W Commonwealth Ave
Fullerton Presbyterian Church	Place of worship	511 S Brookhurst Rd
Fullerton Public Library	Library	353 W Commonwealth Ave
Fullerton School District Offices	District offices	1401 W Valencia Dr
General Assembly & Church	Place of worship	200 N Lawrence Ave
The Vine Church	Place of worship	204 E Amerige Ave
Grace Ministries Intl	Place of worship	165 S Brookhurst Rd
Hungarian Christian Church	Place of worship	235 Magnolia Ave
Independence Park	Parks and recreational facilities	801 W Valencia Dr
Jehovah's Witnesses	Place of worship	121 N Gilbert St

Community Facility Name	Facility Type	Address
Jesus Es El Camino	Place of worship	2003 Raymer Ave #B
Kids Adventure Learning Center	Early childhood center	1834 W Valencia Drive
Lemon Park	Parks and recreational facilities	701 S Lemon St
Maple Elementary School	Public school	244 E Valencia Dr
Maple Neighborhood YMCA	Community center	701 S Lemon St
Nicolas Junior High School	Public school	1100 W Olive Ave
Nicolas Park	Parks and recreational facilities	1015 W Hill Ave
North Orange Continuing Education – Wilshire Center	Public school	315 E Wilshire Ave, Building 300
Orange County Fire Authority Station #41	Fire station	3900 Artesia Ave
Orange Korean Church	Place of worship	643 Malvern Ave
Orangehurst Post Office	Post office	1920 W Commonwealth Ave
Pacific Drive Elementary School	Public school	1501 W Valencia Dr
Pacific Drive Park	Parks and recreational facilities	222 Pacific Dr
Richman Elementary School	Public school	700 S Richman Ave
Richman Park/Community Center	Parks and recreational facilities	711 S Highland Ave
Sierra Health Center	Medical facility	501 S Brookhurst Rd
St Jude Neighborhood Health Center	Medical facility	731 S Highland Ave
St Luke's Lutheran Church	Place of worship	2000 W Valencia Dr
St Marys Catholic Church	Place of worship	400 W Commonwealth Ave
St Philip Benizi Church	Place of worship	235 S Pine Dr
Branches Fullerton	Place of worship	1601 W Malvern Ave
Valencia Park/Boys & Girls Club of Fullerton West Valencia	Parks and recreational facilities	2425 W Valencia Dr
Valencia Park Elementary	Public school	3441 W Valencia Dr
Watered Garden Mission	Place of worship	1335 W Valencia Dr #A
Wilshire Avenue Community Church	Place of worship	212 E Wilshire Ave
Wilshire Avenue Preschool	Early childhood center	212 E Wilshire Ave

Sources: ESRI 2018; City of Fullerton 2024; County of Orange 2024; ArcGIS Online 2015; GreenInfo Network 2021

Table C-14 Public Facilities in Anaheim

Community Facility Name	Facility Type	Address
Anaheim City Hall	Government building	200 S Anaheim Blvd
Anaheim Discovery Christian Preschool	Early childhood center	1275 E Broadway

Community Facility Name	Facility Type	Address
Anaheim Downtown Youth Center	Parks and recreational facilities	255 S Philadelphia St
Anaheim Elementary School District Offices	District offices	1001 S East St
Anaheim Fire Department	Fire station	201 S Anaheim Blvd, Ste 301
Anaheim First Church of the Nazarene	Place of worship	1340 N Candlewood St
Anaheim Global Medical Center	Medical facility	1025 S Anaheim Blvd
Anaheim Montessori Academy	Early childhood center	744 N East St
Angel Stadium	Parks and recreational facilities	2000 E Gene Autry Wy
Books on the Go! at ARTIC	Library	2626 E Katella Ave
Boysen Park	Parks and recreational facilities	951 S State College Blvd
Church of Christ	Place of worship	311 N State College Blvd
Citrus Park	Parks and recreational facilities	104 S Atchinson St
First Southern Baptist Church	Place of worship	1275 E Broadway
Great Light Korean Methodist	Place of worship	630 N Anaheim Blvd
Iglesia Bautista Fundamental La Roca	Place of worship	1520 S Lewis St
Jefferson (Thomas) Elementary School	Public school	504 E South St
Julianna Park	Parks and recreational facilities	309 E Julianna Ave
Lincoln (Abraham) Elementary	Public school	1413 E Broadway
Lincoln Park	Parks and recreational facilities	1440 E Lincoln Ave
Little Blessings Preschool Academy	Early childhood center	1026 S East St
Makom Shalom Central – Messianic Congregation	Place of worship	1531 S Sinclair St
Olive Street Elementary School	Public school	890 S Olive St
Orange County Bread of Life Church	Place of worship	129 E Cypress St
QPE Technical Institute	College/adult education	1557 N Gemini Pl
Revere (Paul) Elementary	Public school	140 W Guinida Ln
River Church	Place of worship	201 E Broadway
Salvation Army	Place of worship	1300 S Lewis St
Wonderland Montessori & Preschool of Anaheim	Early childhood center	624 N Anaheim Blvd
Zion Lutheran Church	Place of worship	222 N East St
Zion Lutheran Early Childhood Education Center (ECEC)	Early childhood center	222 N East St
Zion Lutheran School	Private school	1244 E Cypress St

Sources: ESRI 2018; City of Anaheim 2024; County of Orange 2024; ArcGIS Online 2015; GreenInfo Network 2021

Table C-15 Public Facilities in Orange

Community Facility Name	Facility Type	Address
Orange Coast Community Church	Place of worship	632 N Eckhoff St
Orange County Communications Division	Public facility	840 N Eckhoff St #104
Orange County Public Works	Public facility	2023 W Collins Ave
Orange County Social Services Agency	Social services	744 N Eckhoff St
St. John Maron Maronite Catholic Church	Place of worship	300 S Flower St

Sources: ESRI 2018; City of Orange 2024; County of Orange 2024; ArcGIS Online 2015

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APPENDIX D: CHILDREN'S HEALTH AND SAFETY RISK ASSESSMENT

California High-Speed Rail Authority

Los Angeles to Anaheim Project Section

Community Impact Assessment

Appendix D
Children's Health and Safety Risk Assessment

October 2025



CALIFORNIA High-Speed Rail Authority

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being or have been carried out by the State of California pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated July 22, 2024, and executed by the Federal Railroad Administration and the State of California.

TABLE OF CONTENTS

D.1 Introduction D-1
D.1.1 Regulatory Setting D-1
D.1.2 Methodology and Definitions D-1
D.1.3 Significance D-1
D.2 Existing Conditions D-2
D.2.1 Demographics D-2
D.2.2 Community Setting D-3
D.2.3 Schools D-3
D.2.3.1 School Locations D-3
D.2.3.2 School District Boundaries D-5
D.2.4 Parks and Recreation D-5
D.2.5 Community Facilities D-7
D.3 Environmental Consequences D-10
D.3.1 Overview D-10
D.3.2 No Project Alternative D-10
D.3.3 Project Impacts D-11
D.3.3.1 Construction Impacts D-11
D.3.3.2 Operational Impacts D-15
D.3.3.3 Project Construction and Operation Impact Summary D-22
D.3.4 Project Design Features and Mitigation Measures D-22
D.4 References D-22

Figures

Figure D-1 Percentage of Population Under 18 Years of Age within the Children's Health and Safety Resource Study Area D-3

Tables

Table D-1 Schools within the Children's Health and Safety Resource Study Area D-3
Table D-2 Parks, Recreation, and Open Space Resources within 0.5 Mile of the Project D-5
Table D-3 Community Facilities within the Children's Health and Safety Resource Study Area D-7
Table D-4 Construction Impacts on Children's Health and Safety D-11
Table D-5 Summary of Operational Impacts on Children's Health and Safety D-16

ACRONYMS AND ABBREVIATIONS

Term	Definition
CDP	census-designated place
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
HSR	High-Speed Rail
IAMF	impact avoidance and minimization feature
project section	Los Angeles to Anaheim Project Section
RSA	resource study area

APPENDIX D: CHILDREN'S HEALTH AND SAFETY RISK ASSESSMENT

D.1 Introduction

This appendix describes potential children's environmental health and safety risks associated with the Shared Passenger Track Alternatives for the Los Angeles to Anaheim Project Section of the California High-Speed Rail (HSR) System in support of Section 3.12, Socioeconomics and Communities, of the Draft Environmental Impact Report (EIR)/Environmental Impact Statement (EIS).

D.1.1 Regulatory Setting

Executive Order 13045, Protection of Children from Environmental Health and Safety Risks, was issued in 1997 to minimize environmental health and safety risks to children, and to prioritize the identification and assessment of environmental health and safety risks that may have a disproportionate impact on children. Executive Order 13045 also ensures that federal agencies, in their policies, programs, activities, and standards, address environmental and safety risks to children. Environmental health risks and safety risks include risks to health or to safety that are attributable to products or substances that children are likely to come into contact with or ingest (e.g., air, food, drinking water, recreational waters, soil, or products they might use or be exposed to). In proportion to their size, children breathe more air, drink more water, and eat more food than adults. This puts them at greater risk of exposure to pollutants. Children's bodies are also less able to metabolize, detoxify, and expunge these pollutants.

There are no applicable state regulations to address children's health and safety.

D.1.2 Methodology and Definitions

The analysis was performed in accordance with Executive Order 13045 and consisted of conducting a demographic analysis and review of the Shared Passenger Track Alternatives to qualitatively assess whether the project would result in children's environmental health and safety risks. The analysis is based on the environmental documentation prepared in support of the Draft EIR/EIS. The following sections of the Draft EIR/EIS were reviewed because these resources would have the greatest potential to affect children's health and safety:

- Section 3.2, Transportation
- Section 3.3, Air Quality and Global Climate Change
- Section 3.4, Noise and Vibration
- Section 3.5, Electromagnetic Fields and Electromagnetic Interference
- Section 3.8, Hydrology and Water Resources
- Section 3.10, Hazardous Materials and Wastes
- Section 3.11, Safety and Security
- Section 3.12, Socioeconomics and Communities
- Section 3.15, Parks, Recreation, and Open Space
- Section 3.19, Cumulative Impacts

For the purposes of this analysis, children are defined as the population in the study area age 18 or younger. The resource study area (RSA) for this analysis includes schools, daycare facilities, and recreation areas where children are likely to congregate within 1,000 feet of the Shared Passenger Track Alternatives footprints.

D.1.3 Significance

Substantial effects on children's health and safety are defined as impacts and effects on the environment that result in negative impacts on children as a result of one or more of the following:

- Potential respiratory impacts, including asthma, from air pollutant emissions and generation of fugitive dust

- Potential noise impacts on health and learning, especially in areas where children congregate (e.g., schools, parks, and residential areas)
- Potential impacts from the use of chemicals (e.g., dust suppression methods and hazardous materials)
- Potential safety risks to children, especially where the project would be near areas where children congregate

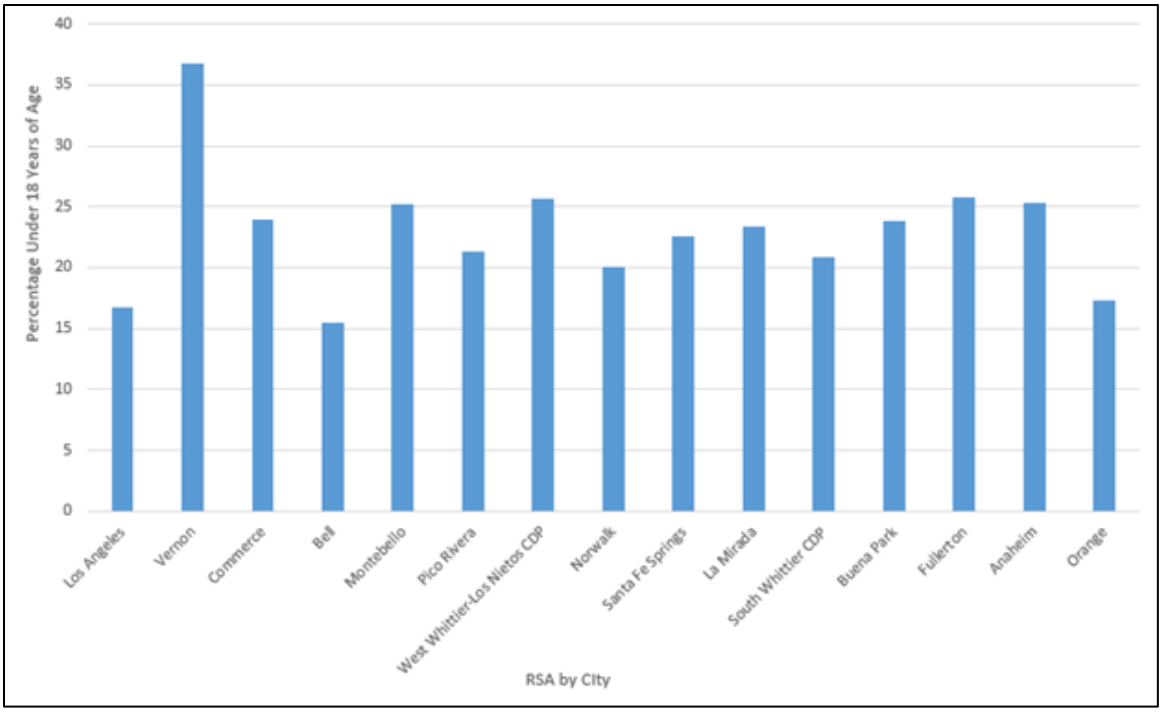
D.2 Existing Conditions

This section provides information on demographics, community setting, schools, parks, and other community facilities in the children's health and safety RSA.

D.2.1 Demographics

Figure D-1 provides information on the population under the age of 18 in the cities and census-designated places (CDP) within the RSA. The percentage of the population under age 18 in Los Angeles County and Orange County is 21.6 percent and 22.0 percent, respectively (U.S. Census Bureau 2021, Table B01001). The cities within the RSA were examined as a whole because they are smaller and their demographic characteristics are less varied. The boundaries of the cities and CDPs are indicated on Figure 3.12-1 in Section 3.12 of the Draft EIR/EIS.

As described in the *Los Angeles to Anaheim Project Section Community Impact Assessment,* the city of Vernon has the highest percentage of the population under age 18 (36.8 percent) and the city of Bell has the lowest percentage of population under age 18 (15.5 percent) (Authority 2025). For additional information on demographics, refer to Chapter 5 of the Community Impact Assessment.



Source: U.S. Census Bureau 2021

Figure D-1 Percentage of Population Under 18 Years of Age within the Children's Health and Safety Resource Study Area

D.2.2 Community Setting

The RSA runs through many urban communities (cities and CDPs): Los Angeles, Vernon, Commerce, Bell, Montebello, Pico Rivera, West Whittier–Los Nietos CDP, Norwalk, Santa Fe Springs, South Whittier CDP, and La Mirada in Los Angeles County, and Buena Park, Fullerton, Anaheim, and Orange in Orange County. These communities consist of residents, businesses, and community resources. For complete information on the community setting, refer to Section 3.12 of the Draft EIR/EIS.

D.2.3 Schools

D.2.3.1 School Locations

Table D-1 lists school facilities in the RSA, including early childhood education centers and public and private elementary, middle, and high schools. This analysis does not include post-secondary education facilities. A total of 24 schools and early childhood education centers fall within the children's health and safety RSA.

Table D-1 Schools within the Children's Health and Safety Resource Study Area

School Name	Address	Facility Type	Distance from Footprint
City of Los Angeles			
FIRST 5 LA	750 N Alameda St	Early childhood center	781 feet
Union Station Gateway Child Development	1 Gateway Plaza Dr	Early childhood center	754 feet

School Name	Address	Facility Type	Distance from Footprint
Proyecto Pastoral at Dolores Mission [Women's Cooperative Child Care Center]	135 N Mission Rd	Early childhood center	674 feet
Nishi Hongwanji Child Development Center – Day Care Center	815 E 1st St	Place of worship; early childhood center	895 feet
Felicitas and Gonzalo Mendez High	1200 Plaza Del Sol E	Public school	909 feet
City of Commerce			
Childtime of Commerce	4820 S Eastern Ave #F	Early childhood center	218 feet
City of Pico Rivera			
Maof Child Care Center	9125 Burke St	Day care	908 feet
Plaza de la Raza / Maizeland	7601 Cord Ave	Early childhood center	292 feet
St. Mariana de Paredes School	7911 Buhman Ave	Private school	812 feet
West Whittier–Los Nietos Census-Designated Place			
Pioneer High School	10800 Benavon St	Public school	50 feet
Los Nietos Middle School	11425 E Rivera Rd	Public school	248 feet
City of Norwalk			
John H. Glenn High School Expansion	13520 Shoemaker Ave	Public school	141 feet
City of La Mirada			
YMCA of Greater Whittier - La Mirada Youth Services Center	14540 San Cristobal Dr	Early childhood center	631 feet
Froebel Daycare	15932 Dalmatian Ave	Early childhood center	154 feet
City of Buena Park			
LiMai Montessori Academy	5309 Beach Blvd	Early childhood center	490 feet
Jesus' Hands	5621 Beach Blvd	Early childhood center	453 feet
Sunny Hills Preschool	8252 Artesia Blvd	Early childhood center	847 feet
City of Fullerton			
Bumblebee Christian Learning Center	2353 Williamson Ave	Early childhood center	687 feet
Color Our World Daycare	1613 W Valencia Dr	Early childhood center	969 feet
Pacific Drive Elementary School	1501 W Valencia Dr	Public school	288 feet
Fullerton First United Methodist Preschool	114 N Pomona Ave	Early childhood center	627 feet
Maple Elementary School	244 E Valencia Dr	Public school	750 feet

School Name	Address	Facility Type	Distance from Footprint
City of Anaheim			
Jefferson (Thomas) Elementary	504 E South St	Public school	605 feet
Olive Street Elementary	890 S Olive St	Public school	590 feet

Sources: ESRI 2018; City of Los Angeles 2024; City of Vernon 2024; City of Commerce 2024; City of Montebello 2024a; City of Pico Rivera 2024; City of Whittier 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 2016, 2024; ArcGIS Online 2015; Community Development Commission of the County of Los Angeles 2015; California Department of Public Health 2015; Association of Religion Data Archives 2016; GreenInfo Network 2021

D.2.3.2 School District Boundaries

Many of the students in the school districts crossed by the proposed project use transportation provided by the school district, rely on family members, or drive themselves to school. Figure 3.12-6, sheets 1 and 2, in Section 3.12 of the Draft EIR/EIS delineate the boundaries of the school districts in the RSA.

D.2.4 Parks and Recreation

Table D-2 lists the parks and recreation facilities in the RSA and includes information on whether the resources are considered passive or active. Passive resources are identified as open space areas with trails or picnic areas. Active resources are identified as those that require development (e.g., playgrounds and ball fields). Parks that are considered active are associated with more intensive use by children. Table D-2 demonstrates that of the 32 parks, recreation facilities, and open space resources in the RSA, 1 is passive and 31 are active.

Table D-2 Parks, Recreation, and Open Space Resources within 0.5 Mile of the Project

Name/Address	Jurisdiction	Passive or Active?
Los Angeles River Trail Extension (Planned) Adjacent to the Los Angeles River	Los Angeles County	Active
Yaanga Park 540 N Los Angeles St	Los Angeles	Active
Arts District Park 501 S Hewitt St	Los Angeles	Active
Bandini Park/Batres Community Center 4725 Astor Ave	Commerce	Active
Rio Hondo River Trail Adjacent to the Rio Hondo Creek	Los Angeles County	Active
Rio Hondo River Bike Path Adjacent to Rio Hondo Creek	Los Angeles County	Active
San Gabriel River Trail Adjacent to the San Gabriel River	Los Angeles County	Active
San Gabriel River Bike Path Adjacent to the San Gabriel River	Los Angeles County	Active
John Zimmerman Park 13031 Shoemaker Ave	Norwalk	Active

Name/Address	Jurisdiction	Passive or Active?
Coyote Creek North Fork Bikeway Along La Canada Verde Creek from Artesia Blvd/Marquardt Ave in Cerritos to Foster Rd/Marquardt Ave	Los Angeles County	Active
Neff Park 14300 San Cristobal Dr	La Mirada	Active
Coyote Creek Main Branch Bikeway Extension (Planned) Along Coyote Creek from Knott Ave to La Mirada Blvd	Orange County	Active
Smith-Murphy Park 5290 Cameron Dr	Buena Park	Active
Brea Creek Bastanchury Corridor (Planned) Along Brea Creek, would run south along Dale St, west along Artesia Blvd, and north along Stanton Ave to rejoin Brea Creek	Buena Park	Active
Adlena Park 300 N Adlena Dr	Fullerton	Active
Fullerton Pooch Park 201 S Basque Ave	Fullerton	Active
Pacific Drive Park 222 Pacific Dr	Fullerton	Active
Janet Evans Swim Complex 801 W Valencia Dr	Fullerton	Active
Independence Park 801 W Valencia Dr	Fullerton	Active
Union Pacific Trail Phase II (Planned) Along the Union Pacific Railroad-owned rail corridor	Fullerton	Active
Ford Park 435 W Wilshire Ave	Fullerton	Active
Amerige Park 300 W Commonwealth Ave	Fullerton	Active
Richman Park 711 S Highland Ave	Fullerton	Active
Union Pacific Park 121 W Truslow Ave	Fullerton	Active
Union Pacific Railroad Right-of-Way Multipurpose Path Along the Union Pacific Railroad–owned rail corridor	Fullerton	Active
Plaza Park 144 E Wilshire Ave	Fullerton	Active
Lemon Park 701 S Lemon St	Fullerton	Active
Truslow Park 401 E Truslow Ave	Fullerton	Active
Citrus Park 104 S Atchison St	Anaheim	Active

Name/Address	Jurisdiction	Passive or Active?
Colony Park 501 E Water St	Anaheim	Active
Magnolia Park 1515 Wright Circle	Anaheim	Passive
Santa Ana River Trail and Parkway Along the Santa Ana River from Prado Dam and the Pacific Ocean	Riverside County, Orange County	Active

Sources: City of Anaheim 2015, 2020; 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, 2025; County of Los Angeles and Los Angeles County Public Works 2022; Metro 2023; OCTA 2012, 2023; Orange County Public Works 2017
CDP = Census-Designated Place

D.2.5 Community Facilities

Table D-3 lists other community facilities where children congregate, including religious institutions, museums, libraries, and community centers, in the RSA. Religious facilities represent the majority of the RSA community facilities.

Table D-3 Community Facilities within the Children's Health and Safety Resource Study Area

Name	Facility Type	Address
City of Los Angeles		
Chinatown Branch Library	Library	639 N Hill St
Chinese American Museum	Museum	425 N Los Angeles St
Chinese United Methodist Church	Place of worship	825 North Hill St
Fort Moore Pioneer Memorial	Museum	501 N Hill St
Higashi Hongwangji Buddhist Temple	Place of worship	505 E 3rd St
Japanese American Cultural & Community Center	Cultural Center	244 S San Pedro St
Japanese Catholic Ctr	Place of worship	222 S Hewitt St
La Iglesia De Nuestra Señora La Reina De Los Angeles	Place of worship	535 N Main St
La Plaza United Methodist Church	Place of worship	115 Paseo De La Plaza
Los Angeles City Historical Society	Museum	PO Box 862311
Nishi Hongwanji Buddhist Temple & Child Development Center	Place of worship; early childhood center	815 E 1st St
Our Lady Queen of Angels Catholic Church	Place of worship	100 W Cesar E Chavez Ave
Sepulveda House Museum	Museum	622 N Main St
The Geffen Contemporary at Moca	Museum	125 N Central Ave
Thien Hau Temple	Place of worship	756 Yale St
Boyle Heights Christian Center	Place of worship	1516 E 1st St
Dolores Mission Roman Catholic Church	Place of worship	171 S Gless St

Name	Facility Type	Address
Our Lady Queen of Martyrs Roman Catholic Church	Place of worship	1339 Pleasant Ave
Pico Gardens Foursquare Church	Place of worship	320 S Gless St
Weller Street Missionary Baptist Church	Place of worship	129 S Gless St
City of Commerce		
Atlantic Branch Library	Library	2269 S Atlantic Blvd
Bandini Park/Bates Community Center	Parks and recreational facilities	4725 Astor Ave
Iglesia De Dios Pentecostal	Place of worship	5721 Sheila St
Rosewood Park/Community Center	Parks and recreational facilities	5600 Harbor St
St Marcellinus Church	Place of worship	2349 Strong Ave
City of Montebello		
Congregation of the Mission	Place of worship	420 Date St
St. Vincent's Seminary/DePaul Evangelization Center	Place of worship	420 Date St
Templo Evangelico	Place of worship	904 Oakwood St
City of Pico Rivera		
Peace Lutheran Church of Pico Rivera	Place of worship	9412 Shade Ln
Rivera First Baptist Church	Place of worship	9141 Burke St
Rivera Foursquare Church	Place of worship	9034 Burke St
Rivera Library	Library	7828 Serapis Ave
Saint Bartholomew's Episcopal Church	Place of worship	7540 S Passons Blvd
Shia Ithnaasheri Islamic Jamaat	Place of worship	7925 Serapis Ave
St. Mariana De Paredes Catholic Church	Place of worship; private school	7922 Passons Blvd
West Whittier–Los Nietos CDP		
Los Nietos Library	Library	11644 Slauson Ave
Our Lady of Perpetual Help Church	Place of worship	11553 Rivera Rd
City of Norwalk		
County of Los Angeles Public Library - Norwalk Library	Library	12350 Imperial Hwy
St Linus Catholic Church / Elementary School	Place of worship; private school	13913 Shoemaker Ave
Village Baptist Church	Place of worship	12641 E Foster Rd
City of Santa Fe Springs		
Calvary Hosanna Church	Place of worship	13112 Telegraph Rd #A
Kingdom Hall of Jehovah's	Place of worship	11719 Burke St
Prayer Advocates	Place of worship	14535 Valley View Ave
Together Community Church	Place of worship	14515 Valley View Ave #T

Name	Facility Type	Address
City of La Mirada		
Prince of Peace Lutheran Church	Place of worship	15246 Barnwall St
Jesus Community Church	Place of Worship	15246 Barnwall St
Trinity Reformed Baptist Church	Place of worship	14407 Rosecrans Ave
City of South Whittier CDP		
Jehovah's Witnesses	Place of worship	12524 Shoemaker Ave
Trinity United Methodist Church	Place of worship	13118 Rainier Ave
City of Buena Park		
Evangelical Formosan Church	Place of worship	5882 Beach Blvd
Hae Orum Church	Place of worship	4115 Artesia Ave
Hana Church	Place of worship	7951 Commonwealth Ave
Korean Community Church	Place of worship	6435 Roland St
Love for One Soul Church	Place of worship	8302 Artesia Blvd
Pentecostal Church of God	Place of worship	6102 Stanton Ave
City of Fullerton		
Agape Church Orange County	Place of worship	336 E Truslow Ave
Christian Community Church of Fullerton	Place of worship	2353 W Valencia Dr
Christian Life Center Fullerton	Place of worship	404 W Wilshire Ave
First Christian Church	Place of worship	109 E Wilshire Ave
First Lutheran Church-Fullerton	Place of worship	215 N Lemon St
Fullerton First United Methodist	Place of worship	114 N Pomona Ave
Fullerton Presbyterian Church	Place of worship	511 S Brookhurst Rd
Fullerton Public Library	Library	353 W Commonwealth Ave
General Assembly & Church	Place of worship	200 N Lawrence Ave
Grace Evangelical Free Church of Fullerton	Place of worship	204 E Amerige Ave
Grace Ministries Intl	Place of worship	165 S Brookhurst Rd
Hungarian Christian Church	Place of worship	235 Magnolia Ave
Jehovah's Witnesses	Place of worship	121 N Gilbert St
Jesus Es El Camino	Place of worship	2003 Raymer Ave #B
Orange Korean Church	Place of worship	643 Malvern Ave
St Luke's Lutheran Church	Place of worship	2000 W Valencia Dr
St Marys Catholic Church	Place of worship	400 W Commonwealth Ave
St Philip Benizi Church	Place of worship	235 S Pine Dr
Temple Baptist Church	Place of worship	1601 W Malvern Ave
Watered Garden Mission	Place of worship	1335 W Valencia Dr #A

Name	Facility Type	Address
Wilshire Avenue Community Church	Place of worship	212 E Wilshire Ave
City of Anaheim		
Anaheim First Church of the Nazarene	Place of worship	1340 N Candlewood St
Angel Stadium	Parks and recreational facilities	2000 E Gene Autry Way
Books on the Go! at ARTIC	Library	2626 E Katella Ave
Church of Christ	Place of worship	408 E Sycamore St
First Southern Baptist Church	Place of worship	1275 E Broadway
Great Light Korean Methodist	Place of worship	630 N Anaheim Blvd
Iglesia Bautista Fundamental La Roca	Place of worship	1520 S Lewis St
Makom Shalom Central – Messianic Congregation	Place of worship	1531 S Sinclair St
Orange County Bread of Life Church	Place of worship	129 E Cypress St
River Church	Place of worship	201 E Broadway
Salvation Army	Place of worship	1300 S Lewis St
Zion Lutheran Church	Place of worship	222 N East St
City of Orange		
Orange Coast Community Church	Place of worship	632 N Eckhoff St

Sources: ESRI 2018; City of Los Angeles 2024; City of Vernon 2024; City of Commerce 2024; City of Montebello 2024a; City of Pico Rivera 2024; City of Whittier 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 2016, 2024; ArcGIS Online 2015; Community Development Commission of the County of Los Angeles 2015; California Department of Public Health 2015; Association of Religion Data Archives 2016; GreenInfo Network 2021
ARTIC = Anaheim Regional Transportation Intermodal Center; CDP = census-designated place

D.3 Environmental Consequences

This section describes the potential effects on children's health and safety as a result of project construction and operation.

D.3.1 Overview

Analysis based on the Draft EIR/EIS demonstrates the Shared Passenger Track Alternatives would not affect products or substances (i.e., water, soil, and food) that a child is likely to ingest, use, be exposed to, or come into contact with. After mitigation, no residual impacts on children's health and safety are expected from project construction or operation.

D.3.2 No Project Alternative

The No Project Alternative includes planned projects that will likely be implemented by 2040. Chapter 2, Alternatives, in the Draft EIR/EIS provides a complete description of the No Project Alternative, and Section 3.19, Cumulative Impacts, in the Draft EIR/EIS discusses foreseeable future projects, including shopping centers and large residential and industrial developments. All projects requiring federal discretionary action under the No Project Alternative would be subject to environmental review through which impacts on children's health and safety associated with these projects would be studied.

D.3.3 Project Impacts

D.3.3.1 Construction Impacts

The impacts on children's health and safety from project construction were determined by reviewing the construction impacts associated with the environmental elements addressed in the Draft EIR/EIS. Construction impacts were considered after implementation of the California High-Speed Rail Authority's standard impact avoidance and minimization features (IAMF). Table D-4 provides information about the potential impacts and their relevance to children's health and safety after implementation of mitigation measures. Construction activities would be temporary and anticipated to take approximately 5 years, although these activities would occur over a longer duration in the station areas (refer to Chapter 2 for further information on the construction period time frame). Because construction impacts would be the same for both Shared Passenger Track Alternatives, they are not discussed separately.

Table D-4 Construction Impacts on Children's Health and Safety

Environmental Element	Impacts Summary	Relevance to Children's Health and Safety
Transportation	Project construction would temporarily contribute to interference with pedestrians, bicyclists, and transit and automobile users where existing sidewalks, paths, parking areas, roadway travel lanes, and transit stops need to be temporarily closed or relocated to allow for construction of new facilities. Adverse impacts as a result of local roadway modifications, grade separations, and construction activities may temporarily disrupt circulation patterns in some communities. Although access to some neighborhoods, businesses, or community facilities would be disrupted and detoured for short periods during construction, access would be available. Any roadways that would require realignment would be constructed before the closure of the existing roadway to minimize impacts. Project construction would also require an increase in truck trips that could increase congestion. In addition, construction activities would affect pedestrians, bicyclists, and transit because of detours, traffic delays, and increased congestion, and mitigation will involve traffic improvements. During construction, there may be temporary impacts related to school bus detours caused by road closures. Standard construction procedures related to traffic management would be used to maintain traffic flow during peak travel periods, including identification of when and where temporary closures and detours would occur.	Before construction, a Construction Safety Management Plan would be implemented and would include information to address communications, safety controls, and traffic controls to minimize impacts and maintain access. Additionally, a Construction Transportation Plan would be prepared before construction to provide information ensuring the safety of students and advising school districts of construction activities. Traffic improvements (e.g., traffic signal phasing sequence modification, addition of roadway and turn lanes and traffic signals) would also reduce impacts on children's safety.

Environmental Element	Impacts Summary	Relevance to Children's Health and Safety
Air Quality and global climate change	Sensitive receptors, including schools, daycare facilities, elder care establishments, medical facilities, and residential areas within 1,000 feet of the project footprint, are considered most susceptible to the localized air quality impacts from construction. Construction activities would use heavy equipment and trucks, which in turn would cause temporary direct and indirect emissions of air pollutants that could result in inhalation health risks. Demolition activities associated with project construction could release asbestos and lead-based paint, which could present health hazards. Construction would be temporary, and impacts at any particular place and time would depend on the specific construction activity, equipment and vehicle usage, schedule, and proximity to sensitive receptors. These impacts would be reduced through incorporation of various IAMFs, including compliance with air quality plans to reduce fugitive dust and other emissions. In addition to the IAMFs, mitigation measures are also proposed to reduce construction emissions.	With incorporation of IAMFs and implementation of mitigation measures, cancer risks for any sensitive receptor near the station construction area are estimated to be below 10 in 1 million and within applicable air quality thresholds.
Noise and vibration	Construction would require the use of mechanical equipment that would generate temporary noise and vibration increases over a period of 2 to 42 months at any given location, depending on the construction activity. Temporary noise impacts are expected to occur at residences within 645 feet of construction for daytime hours and 2,048 feet of construction for nighttime hours, particularly in residential areas adjacent to the project alignment. Pile driving is the only construction activity that could cause vibration damage to structures at distances of up to 30 feet for the least sensitive buildings and up to 75 feet for the most sensitive buildings. Human annoyance or interference by vibration from construction would be expected within a distance of up to 500 feet and would primarily affect residences adjacent to the project alignment. Construction noise and vibration impacts would be temporary and intermittent. IAMFs incorporated as part of the project would avoid or minimize construction noise and vibration impacts. In addition to the IAMFs, mitigation measures are also proposed to reduce noise impacts during construction.	With incorporation of IAMFs and implementation of mitigation measures, the noise and vibration effects on children's health and safety would be reduced.
EMF/EMI	There would be no impacts during construction because construction equipment generates low levels of EMF and EMI.	There would be no impacts related to children's health and safety.
Hydrology and water resources	All construction impacts related to hydrology and water quality as a result of implementing the project would be avoided or minimized through compliance with National Pollutant Discharge Elimination System permits and project-specific design standards.	There would be no impacts related to children's health and safety.

Environmental Element	Impacts Summary	Relevance to Children's Health and Safety
Hazardous materials and wastes	Construction would involve transporting, using, and disposing of construction-related hazardous materials and wastes. Such construction could potentially result in accidental spills or releases of hazardous materials and wastes, and could result in temporary hazards to schools. The effect of hazardous materials released to the environment in the unlikely event of a leak or spill as the result of an accident or collision during construction would largely be negligible because of the precautions required by existing regulations. Mitigation measures would be implemented to ensure the use of extremely hazardous substances or mixture thereof in a quantity equal to or greater than the state threshold quantity would not occur within 0.25 mile of a school.	With implementation of mitigation measures, the effect of construction related to routine transport and handling of hazardous or acutely hazardous materials within 0.25 mile of an existing or proposed school would be reduced. In general, implementation of regulatory requirements would reduce the potential for a severe spill to a negligible intensity. Therefore, there would be no impacts on children's health and safety.
Safety and security	The general public would not have access to construction areas. The project would grade separate five existing at-grade crossings with the existing railroad tracks, which would improve the safety of children crossing the HSR alignment. Temporary road closures would occur during construction and traffic would have to be detoured onto other roads. At these locations, lane closures and detours could potentially create a distraction to automobile drivers, pedestrians, and cyclists. Distraction and unfamiliarity with detours could lead to accidents. In addition, the road closures, detours, and localized automobile congestion could increase the response time for law enforcement, fire and emergency services personnel, and school buses. Emergency evacuation times could also increase. The project would include development of a detailed Construction Safety Transportation Management Plan that would require coordination with local jurisdictions on emergency vehicle access. The plan would also include a traffic control plan that establishes procedures for temporary road closures, including access to residences and businesses during construction, lane closure, signage and flagpersons, temporary detour provisions, alternative bus and delivery routes, emergency vehicle access, bicycle and pedestrian access, and alternative access locations.	Because the project would implement a Construction Safety Transportation Management Plan and associated traffic control plan and restrict access to construction areas, there would be no safety/security effects relevant to children's health and safety.

Environmental Element	Impacts Summary	Relevance to Children's Health and Safety
Socioeconomics and communities	Construction activities could be particularly disruptive to nearby community facilities and institutions (e.g., schools) because construction would occur primarily during their normal hours of operation, when noise, traffic, and other conflicts would be most problematic. Additionally, construction activities, materials deliveries, and other activities would conflict with pedestrian and vehicle access to schools when school is in session. Detailed construction access plans would be developed before the start of construction and the affected cities would review these plans before construction begins. Temporary construction employment would not result in a need for additional community facilities (e.g., schools and parks) because temporary construction employment needs are anticipated to be fulfilled locally. Also, construction would have temporary and permanent impacts on park and recreational facilities because of restricted access and acquisitions. These impacts are further described below. Construction would cause temporary disruption of communities through secondary effects related to traffic, noise and vibration, ambient air quality, utility interruptions, and aesthetic changes during construction activities. Incorporation of IAMFs and implementation of mitigation measures would reduce impacts on community cohesion during construction.	By maintaining access to nearby community facilities and institutions (e.g., schools) frequented by children, the project would have no socioeconomic or community effects related to children's health and safety.
Parks, recreation, and open space	Construction would temporarily diminish access to the Rio Hondo Bike Path, Middle San Gabriel River Bike Trail, Coyote Creek Bikeway/North Fork, and the planned Brea Creek Bike Path. Implementation of mitigation measures would be required to reduce impacts on these four bike paths.	Temporary construction impacts on parks, recreation facilities, and open space resources include noise, visual, and traffic effects. These effects would be primarily an inconvenience or irritation but not a health or safety risk to children. The permanent construction impacts as a result of acquisitions would not pose a health or safety risk to children with incorporation of IAMFs and implementation of mitigation measures.
Cumulative impacts	Even with implementation of mitigation, the project in combination with cumulative projects would still have the potential to exceed significance thresholds for noise at sensitive receivers during construction and cumulative noise impacts would be cumulatively considerable. Given the high number of displacements and relocation of businesses that would occur as a result of the project and other cumulative projects, the cumulative impact related to displacement and relocation of business, including environmental justice populations, would be significant and cumulatively considerable.	The Authority would consult with local city and county planning departments and other agencies to adjust construction schedules for adjacent projects or projects in close proximity to the project in order to minimize the potential overlapping noise-generating construction activities. With incorporation of IAMFs and implementation of mitigation measures, the operational noise and vibration effects on children's health and safety would be reduced.

Authority = California High-Speed Rail Authority; EMF = electromagnetic fields; EMI = electromagnetic interference; HSR = high-speed rail; IAMF = impact avoidance and minimization feature

D.3.3.2 Operational Impacts

The impacts on children's health and safety from project operation were determined by reviewing the operational impacts associated with the environmental elements addressed in the Draft EIR/EIS. Table D-5 provides information about the potential impacts and their relevance to children's health and safety after implementation of mitigation measures.

Table D-5 Summary of Operational Impacts on Children's Health and Safety

Environmental Element	Shared Passenger Track Alternative A[1]	Shared Passenger Track Alternative B	Relevance to Children's Health and Safety
Transportation	Roadway modifications may change some access and routing of school buses as a result of road closures or near HSR stations, but alternative routes are provided to minimize any impacts. The resulting out-of-direction travel distances required from road closures would not result in long detours. The project would be grade separated from the existing transportation corridors at all but one intersection, so there would be minimal conflict between school buses and the HSR trains. The project provides new grade separations for roadways to cross over or under the existing railroad corridor. These overcrossings would remove existing conflicts with railroads and would improve safety and access for school buses.	Impacts would be the same as those of Shared Passenger Track Alternative A.	There would be no effect on children's health and safety as a result of school district bus transportation changes. There would be beneficial effects because new grade separations would improve safety and access, especially with traffic improvements (e.g., traffic signal phasing sequence modification, addition of roadway and turn lanes and traffic signals).

Environmental Element	Shared Passenger Track Alternative A[1]	Shared Passenger Track Alternative B	Relevance to Children's Health and Safety
Air Quality and global climate change	Overall, the project would result in a net benefit on regional and statewide air quality from HSR operation because of a decrease in emissions. Operations HRAs were conducted to evaluate the cancer risk and chronic noncancer risk from DPM emissions generated by the yard equipment activities at Hobart and Commerce Yards to determine the change in health risks caused by the reconfiguration of the yards. Project operation at Hobart Yard would add about 101,094 feet of additional storage and staging tracks, spread across 14 new tracks. The BNSF mainline tracks would also be shifted along some locations in the project corridor. Future activity pertaining to the new tracks and BNSF mainline track shift is unknown and therefore cannot be analyzed in the HRA. Without clear activity data to analyze, it is possible that project operation at Hobart Yard could pose health risk from exposure to DPM. To help mitigate this impact, the Authority would implement mitigation that requires an operational HRA to be conducted prior to the commencement of project operations. Mitigation would also require the analysis and incorporation of additional feasible mitigation to reduce risks to the greatest extent practicable prior to project operations.	Impacts would be the same as those of Shared Passenger Track Alternative A.	All residents in the region, including children, would benefit from the decrease in air pollutants associated with the projected shift in transportation modes. Without knowing if there is a potential health risk impact from DPM emissions at Hobart Yard, or the level of this impact, the Authority is unable to implement feasible mitigation measures. In the absence of certainty, exposure to DPM emissions could result in a risk to children's health and safety in the vicinity of Hobart Yard. 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 risk to children's health and safety from operational air quality.

Environmental Element	Shared Passenger Track Alternative A[1]	Shared Passenger Track Alternative B	Relevance to Children's Health and Safety
Noise and vibration	Operation of HSR trains would result in operational noise levels exceeding the severe impact criteria at 59 residences and moderate impact criteria at 443 residences. A noise barrier of approximately 875 feet long, extending from 150 feet south of East Cyprus Street to near East Sycamore Street, would be constructed to offset impacts. Because a noise barrier would not meet the mitigation guidelines for the remaining 26 residences with severe noise impacts, these residences would have residual severe noise impacts. For these locations, other measures would be implemented, including noise abatement at receiver locations (for example, sound insulation of buildings), increasing the height/type of noise wall, and easement acquisition. In addition, operational vibration would result in a permanent impact at 517 residences.	Impacts would be the same as those of Shared Passenger Track Alternative A.	With mitigation in the form of sound barriers and other noise abatement, the noise effects on children's health and safety would be reduced.
EMF/EMI	Project operation could result in impacts, which include interference with implanted medical devices from EMF levels at traction power substations and standby generator rooms, corrosion of underground metal structures from ground currents generated by HSR operation, nuisance shocks from underground metal as a result of electrical currents generated by project operation, minor interference with adjacent railroads from the electrical current generated by the HSR system, interference with sensitive equipment at two receptor locations within the RSA, EMI effects at six schools and one daycare, and radio interference with airport communications and navigation systems from the HSR control and communications equipment.	Impacts would be the same as those of Shared Passenger Track Alternative A.	There would be no effects on children's health and safety as a result of EMF or EMI.
Hydrology and water resources	There would be no operational impacts related to hydrology and water quality as a result of project implementation because of compliance with National Pollutant Discharge Elimination System permits and project-specific design standards.	Impacts would be the same as those of Shared Passenger Track Alternative A.	There would be no hydrology and water quality impacts related to children's health and safety.

Environmental Element	Shared Passenger Track Alternative A[1]	Shared Passenger Track Alternative B	Relevance to Children's Health and Safety
Hazardous materials and wastes	During operation, only minor amounts of hazardous materials would be used, and all laws, regulations, and ordinances would be followed with respect to the transport, use, storage, and disposal of hazardous materials.	Impacts would be the same as those of Shared Passenger Track Alternative A.	In general, implementation of regulatory requirements would reduce the potential for a severe spill to a negligible intensity; therefore, there would be no effect on children's health and safety.
Safety and security	Replacement of existing at-grade roadway-rail crossings with grade-separated crossings would reduce emergency response time and reduce emergency response time impacts. The impact on the public and employees would be reduced because the design would include effective measures to reduce the potential for theft, violence, and terrorism during operation of HSR strains, stations, and other fixed facilities. Derailment of a train during a seismic event or other natural disaster could be a substantial safety hazard to schools along the project section if the train were to leave the HSR right-of-way and collide with other structures or people on adjacent properties. This hazard is associated with the physical mass and speed of the train. Because the HSR system would carry passengers and would be electric-powered, there would be no safety hazard associated with HSR cargo or fuel. A basic design feature of an HSR system is to contain trainsets within the operational corridor. Thus, if a derailment were to occur next to a school, the train would remain within the HSR right-of-way.	Impacts would be the same as those of Shared Passenger Track Alternative A.	Because the train would be contained in the HSR right of-way in the event of derailment and would not contain cargo or fuel that would result in a fire or explosion, the project would not substantially increase hazards to nearby schools.

Environmental Element	Shared Passenger Track Alternative A[1]	Shared Passenger Track Alternative B	Relevance to Children's Health and Safety
Socioeconomics and communities	Impacts on communities would result from the displacement of three residential units and 256 businesses. Incorporation of IAMFs and implementation of proposed mitigation measures and relocation services would ensure that displaced residents and their children can relocate within the same communities. With the Norwalk/Santa Fe Springs HSR Station Option, there would be no additional residential or business displacements. With the Fullerton HSR Station Option, there would be nine additional business displacements. No acquisitions of schools or community facilities are associated with project operation.	Impacts on communities would result from the displacement of three residential units and 274 businesses. Incorporation of IAMFs and implementation of proposed mitigation measures and relocation services would ensure that displaced residents and their children can relocate within the same communities. With the Norwalk/Santa Fe Springs HSR Station Option, there would be there would be no additional residential or business displacements. With the Fullerton HSR Station Option, there would be nine additional business displacements. No acquisitions of schools or community facilities are associated with project operation.	Operation would have no socioeconomic or community effects related to children's health and safety.
Parks, recreation, and open space	Although operational noise and visual changes during operation would not prevent the use of resources adjacent to the project footprint, it may cause some users of those specific resources to instead use nearby recreational resources that experience lower noise levels. In addition, there would be a minor increase in resident and worker population, spread throughout Los Angeles and Orange Counties. However, it would not increase the use of existing neighborhood and regional parks or other recreation facilities such that substantial physical deterioration of the facility would occur or be accelerated. Operation would not result in the physical alteration of the existing facilities or a need to provide new parks or other recreation facilities.	Impacts would be the same as Shared Passenger Track Alternative A.	Operation would have no impacts on parks, recreation, and open space as they relate to children's health and safety.

Environmental Element	Shared Passenger Track Alternative A[1]	Shared Passenger Track Alternative B	Relevance to Children's Health and Safety
Cumulative impacts	Greater traffic volumes and the increase in the number or length of trains associated with cumulative roadway, rail, and development projects, in combination with traffic and rail noise associated with the project, would result in noise level increases. Cumulative operational noise impacts would be cumulatively considerable and, given that many of these effects would occur in areas with greater percentages of minority and low-income populations than the counties within which they are located, these impacts would also result in adverse, significant, and cumulatively considerable effects on environmental justice populations. However, beneficial effects would occur with regard to transportation and air quality on a regional scale, and safety and security on a more localized scale.	Impacts would be the same as those of Shared Passenger Track Alternative A.	The Authority would consult with local city and county planning departments and other agencies to adjust construction schedules for adjacent projects or projects close to the project section in order to minimize the potential overlapping noise-generating construction activities. With incorporation of IAMFs and implementation of mitigation measures, the operational noise and vibration effects on children's health and safety would be reduced.

[1] The impacts of the HSR station options were assessed, and where the effects are different in nature or scope, those differences are noted in the table (refer to the socioeconomics analysis). Where nothing is noted, the HSR station options do not have impacts different from those of Shared Passenger Track Alternative A.

Authority = California High-Speed Rail Authority; BNSF = BNSF Railway; DPM = diesel particulate matter; EMF = electromagnetic field; EMI = electromagnetic interference; HRA = health risk assessment; HSR = high-speed rail; IAMF = impact avoidance and minimization feature; RSA = resource study area; SCAQMD = South Coast Air Quality Management District

D.3.3.3 Project Construction and Operation Impact Summary

As detailed in Table D-4 and Table D-5, project construction and operation would not result in any impacts on children's health and safety.

D.3.4 Project Design Features and Mitigation Measures

The Shared Passenger Track Alternatives incorporate standardized HSR features to avoid and minimize impacts. These features are referred to as IAMFs. The Authority, in coordination with the property owners, will incorporate IAMFs during project design, construction, and operation. Therefore, the analysis of effects factors in applicable IAMFs. The Authority will coordinate with the property owner to obtain a memorandum of agreement after the Record of Decision/Notice of Determination and prior to the start of construction to ensure the required IAMFs are implemented. The full text of each IAMF applicable to the Los Angeles to Anaheim Project Section is provided in Appendix 2-A, Impact Avoidance and Minimization Features, of the Los Angeles to Anaheim Project Section Draft EIR/EIS. In addition, Chapter 3, Affected Environment, Environmental Consequences, and Mitigation Measures; Chapter 4, Draft Section 4(f) and Section 6(f) Evaluations; and Chapter 5, Community Analysis, in the Draft EIR/EIS include the full text of mitigation measures that would further reduce children's health and safety impacts identified in this analysis.

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