PREFACE

What is this Document?

The California High-Speed Rail Authority (Authority) proposes to build, operate, and maintain an electric-powered high-speed rail (HSR) system in California. When completed, the California HSR System would provide intercity, high-speed service on more than 800 miles of track 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.

The California HSR System is consistent with the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century (California Streets and Highways Code Section 2704 et seq.). The Los Angeles to Anaheim Project Section (project section) would extend approximately 30 miles and would provide HSR service starting at the northern edge of U.S. Highway 101, where the viaduct built as part of the Los Angeles County Metropolitan Transportation Authority's Link Union Station Project would begin, south to the Anaheim Regional Transportation Intermodal Center in Anaheim.

Two build alternatives and a no project alternative are analyzed in this Final Environmental Impact Report (EIR) and Proposed Final Environmental Impact Statement (EIS) (hereafter referred to as Final EIR/EIS), which was developed in compliance with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA).

Pursuant to 23 U.S. Code Section 327, under the NEPA Assignment Memorandum of Understanding between the Federal Railroad Administration (FRA) and the State of California, dated July 22, 2024, the Authority is the project sponsor and the lead federal agency for compliance with NEPA and other federal laws for the California HSR System, including the project section. The Authority is also the state lead agency under CEQA.

NEPA (42 U.S. Code 4321 et seq.) allows for decision making through a phased process. This process is referred to as *tiered decision making*. This phased process supports a broad-level programmatic decision using a first-tier process followed by more specific decisions at the second tier, with one or more second-tier EISs. The NEPA tiering process allows incremental decision making for large projects that would be too extensive and cumbersome to analyze in one traditional project EIS. CEQA (California Public Resources Code Section 21000 et seq.) also encourages tiering and provides for a first-tier and second-tier EIR.

The Los Angeles to Anaheim Project Section EIR/EIS is a second-tier EIR/EIS that tiers off first-tier EIR/EIS documents and provides project-level information for decision making on this portion of the HSR system. The Authority and FRA prepared the 2005 Final Program EIR/EIS for the Proposed California High-Speed Train System (Authority and FRA 2005), which provided a first-tier analysis of the general effects of implementing the HSR system across two-thirds of the state. This first-tier EIR/EIS document provided the Authority and FRA with the environmental analyses necessary to evaluate the overall HSR system and make broad decisions about general HSR alignments and station locations for further study in the second-tier EIR/EISs.

The Authority prepared a Draft EIR/EIS for the Los Angeles to Anaheim Project Section of the California HSR System as the next step in the environmental review process. The Draft EIR/EIS included:

- A detailed description of the project alternatives and their potential benefits and impacts
- Environmental analysis to assist decision makers in selecting the project to be built
- Feasible avoidance and minimization measures and mitigation for potential adverse impacts
- Discussion of potential cumulative impacts as part of the environmental review process

The Authority widely circulated the Notice of Availability of the Draft EIR/EIS to affected local jurisdictions, state and federal agencies, tribes, community organizations, other interest groups, and interested individuals. The document was made available to the public on December 5, 2025, on the Authority's website (www.hsr.ca.gov), and the public comment period ended on February 3, 2026. Printed or electronic copies of the Draft EIR/EIS (all volumes) and electronic copies of the supporting technical reports were also available for review at the Sacramento California High-Speed Rail

Authority office (770 L Street, Suite 620, Sacramento, CA 95814) and its Southern California Regional Office (355 S Grand Avenue, Suite 2050, Los Angeles, CA 90071). The Authority held a virtual open house on December 11, 2025, and three open houses/public hearings on January 7, 12, and 22, 2026, during which oral and written comments were received for public record. A virtual public hearing was also held on January 26, 2026.

This Final EIR/EIS addresses the 2026 Business Plan and design refinements, finalizes preliminary analyses, and includes revisions in response to comments received during the public comment period for the Draft EIR/EIS. Changes in the text since publication of the draft document are listed in Section S.2, Summary of Changes Between the Draft and Final Environmental Impact Report/Environmental Impact Statement. Revisions are indicated with a vertical line in the margin in Chapter 16, Corrections and Additions to the Draft Report, and the revised chapters and appendices republished in their entirety as described below. Minor editorial changes and clarifications are not identified. Chapter 4, Section 4(f) and Section 6(f) Evaluations, and Chapter 6, Project Costs and Operations, are included in their entirety to allow for greater clarity in the presentation of revised information.

How Do I Use this Document?

The purpose of environmental documents prepared under CEQA and NEPA is to disclose information to decision-makers and the public. Although the science and analysis that support the project section Final EIR/EIS are complex, this document is intended for the general public. Every attempt has been made to limit the use of technical terms and acronyms. Where this cannot be avoided, the terms and acronyms are defined the first time they are used in each chapter. The Final EIR/EIS has been prepared in accordance with Section 508 of the Rehabilitation Act of 1973, as amended, and the Web Content Accessibility Guidelines, as required under Section 11546.7 of the California Government Code. The Final EIR/EIS can be found on the Authority's website (www.hsr.ca.gov).

Volume 1 of this Final EIR/EIS has 16 chapters and a Summary. Volume 2 contains technical appendices, Volume 3 provides revised engineering drawings, and Volume 4 includes 11 additional chapters providing the comments received on the Draft EIR/EIS, as well as the responses to those comments.

For a reader with short amount of time to review this document, the **Summary** is the best place to start. The Summary in Volume 1 has been published in its entirety as part of the Final EIR/EIS to allow for greater clarity in the presentation of revised information. The Summary is available in English, Spanish, and Korean. It provides an overview of all of the substantive chapters in this document and includes a table listing the potential environmental impacts for each environmental resource topic. If the reader begins here but wants more information, the Summary directs the reader where to get details elsewhere in the document.

Below is a list and short summary of the chapters of Volume 1, Report, of the Final EIR/EIS.

- The **Preface** provides an overview of the project, the purpose of the Final EIR/EIS, a summary of what has changed since the Draft EIR/EIS, and a description of what happens next.
- The **Summary** provides an overview of the project section and its potential impacts. Also included in this section are areas of controversy, an overview of the public review process that was completed for the Draft EIR/EIS, contents of the Final EIR/EIS, and next steps in the environmental process.
- **Chapter 4, Section 4(f) and Section 6(f) Evaluations**, has been revised for the Final EIR/EIS and summarizes impacts on parks, wildlife refuges, and historic properties in accordance with Section 4(f) of the Department of Transportation Act of 1966 and Section 6(f) of the Land and Water Conservation Fund Act. Chapter 4 has been published in its entirety as part of the Final EIR/EIS to allow for greater clarity in the presentation of revised information.
- **Chapter 6, Project Costs and Operations**, has been revised for the Final EIR/EIS and summarizes the estimated capital, operations, and maintenance costs for the proposed alternatives and design options. Chapter 6 has been published in its entirety as part of the Final EIR/EIS to allow for greater clarity in the presentation of revised information.

- **Chapter 16, Corrections and Additions to the Draft Report**, is a new chapter developed for the Final EIR/EIS that includes all changes resulting from comments on the Draft EIR/EIS, as well as changes resulting from design refinements.

Volume 2, Technical Appendices, provides additional details on the project alternatives, the Final EIR/EIS, and specific background information, data, and other evidence supporting the analyses. Technical appendices are primarily related to the affected environment and environmental consequences analyses. These appendices are numbered to match corresponding chapters and sections of the Final EIR/EIS (e.g., Appendix 3.2-A is the first appendix for Section 3.2, Transportation). Any text revisions to appendices are accounted for in Chapter 16 of Volume 1 of the Final EIR/EIS.

Two new technical appendices have been added to the document:

- **Appendix 2-F, Value Engineering Refinements Memorandum**, summarizes the design refinements made since the publication of the Draft EIR/EIS and how the refinements would not result in new environmental effects or increases in magnitude, duration, or frequency of impacts already identified.
- **Appendix 4-D, U.S. Department of the Interior Concurrence Letter**, includes the U.S. Department of the Interior's Section 4(f) concurrence letter.

Four technical appendices have been revised and published in their entirety to allow for greater clarity in the presentation of the information:

- **Appendix 3.18-A, RIMS II Modeling Details**, was updated to reflect updates to the project section's capital cost and operations and maintenance cost as part of the 2026 Business Plan, resulting in revisions to the project section's costs described in Appendix 3.18-A of the Draft EIR/EIS.
- **Appendix 4-C, Coordination and Concurrence Letters**, includes Section 4(f) coordination and concurrence letters from officials with jurisdiction.
- **Appendix 6-A, High-Speed Rail Operating and Maintenance Cost for Use in Environmental Impact Report/Environmental Impact Statement Project-Level Analysis**, includes a new memorandum prepared to reflect updates to the project section's operations and maintenance cost as a result of the 2026 Business Plan.
- **Appendix 6-B, 2026 Business Plan Technical Supporting Document: Capital Cost Basis of Estimate Report**, includes updated project section capital costs to reflect the 2026 Business Plan estimates, which include this revised basis of cost (i.e., methodology).

Volume 3, Preliminary Engineering for Project Definition, presents the revised design drawings.

Volume 4, Responses to Comments, provides a list of all commenters on the Draft EIR/EIS, reproductions of the original written comments, transcriptions of oral comments, and responses to the comments. In addition, this volume provides the Authority's Standard Responses that address the most frequently raised issues in Chapter 18.

Below is a list and short summary of the chapters of Volume 4 of the Final EIR/EIS.

- **Chapter 17, Introduction to Volume 4**, introduces presentation of the comments received on the Draft EIR/EIS and information on how responses to these comments are organized and presented in the subsequent chapters.
- **Chapter 18, Standard Responses**, includes standard responses to address the most frequently raised issues from the comments received on the Draft EIR/EIS in a consistent manner in one location to reduce repetition of responses in subsequent chapters.
- **Chapter 19, Responses to Comments from Federal Agencies**, includes comments received on the Draft EIR/EIS from federal agencies and the Authority's responses to those comments.

- **Chapter 20, Responses to Comments from State Agencies**, includes comments received on the Draft EIR/EIS from state agencies and the Authority's responses to those comments.
- **Chapter 21, Responses to Comments from Elected Officials**, includes comments received on the Draft EIR/EIS from elected officials and the Authority's responses to those comments.
- **Chapter 22, Responses to Comments from Local Agencies**, includes comments received on the Draft EIR/EIS from local agencies and the Authority's responses to those comments.
- **Chapter 23, Responses to Comments from Businesses and Organizations**, includes comments received on the Draft EIR/EIS from businesses and organizations and the Authority's responses to those comments.
- **Chapter 24, Responses to Comments from Individuals**, includes comments received on the Draft EIR/EIS from individuals and the Authority's responses to those comments.
- **Chapter 25, Responses to Comments from Native American Tribes**, includes comments received on the Draft EIR/EIS from Native American tribes and the Authority's responses to those comments.
- **Chapter 26, References/Sources Used in Preparation of the Final Document**, lists the references and sources used in preparation of the responses to comments in this Final EIR/EIS.

The technical reports provide more detailed technical analyses and data on some of the environmental resources evaluated in Chapter 3 of the Final EIR/EIS. Technical reports are not part of the Final EIR/EIS but are available on request. Electronic copies of the Final EIR/EIS (all volumes) and electronic copies of the supporting technical reports are available for review at the office of the California High-Speed Rail Authority (770 L Street, Suite 620, Sacramento, CA 95814) and its Southern California Regional Office (355 S Grand Avenue, Suite 2050, Los Angeles, CA 90071). For information on how to access and review technical reports, please refer to the Authority's website (www.hsr.ca.gov) or call (877) 669-0494. Please see the Public Notice for more information about the availability of the Final EIR/EIS and associated technical reports.

What Has Changed?

Since the close of the public comment period on the Draft EIR/EIS on February 3, 2026, the Authority has reviewed the public comments received. The Authority has continued to consult with local jurisdictions and property owners about the Shared Passenger Track Alternatives and continues to work closely with regulatory agencies with jurisdiction over some components of the project. These consultations have resulted in project refinements, minor changes to the impacts analysis, and refinements to mitigation measures. The following is a summary of these changes.

The Authority has revised the Final EIR/EIS in response to public comments and Authority review of the Draft EIR/EIS. Key substantive changes to the Final EIR/EIS include, but are not limited to:

- The Authority has made multiple design refinements including value engineering refinements to reduce project cost and removal of a construction laydown parcel from the project footprint. Value engineering revisions included reductions to the trainset capacities of the light maintenance facilities, grade changes along the elevated portion of the project alignment in Santa Fe Springs, and grade changes along the trench portion of the alignment in Fullerton.
- In response to comments, Section 3.2, Transportation, was revised to clarify that the Authority would coordinate with local jurisdictions on the detailed design of the mitigation measure concepts. The Authority also revised impact avoidance and minimization features and transportation mitigation measures. The list of early action projects that would be subject to mitigation was also updated.
- In response to comments, Section 3.4, Noise and Vibration, was revised to include the 7th Street Studios as a sensitive receptor and to clarify the number of benefited receivers and remaining residences with a severe noise impact.

- In response to comments, Section 3.5, Electromagnetic Fields and Electromagnetic Interference, was revised to include DNB Engineering as a sensitive receptor.
- In response to comments, the Authority revised multiple mitigation measures included in Section 3.7, Biological and Aquatic Resources, to clarify survey protocol and mitigation requirements, and to provide compensatory mitigation for loss of active Burrowing Owl burrows and habitat. The Authority also revised mitigation measures to reflect removal of a parcel in Buena Park from the project footprint.
- In response to comments, the Authority revised Section 3.8, Hydrology and Water Resources, to update the names and qualities of surface water crossings and floodplain crossings. The Authority also revised the disturbance area for Shared Passenger Track Alternative A as a result of removal of a parcel from the project footprint.
- In response to comments, the Authority revised Section 3.10, Hazardous Materials and Wastes, to reflect the consideration of increased demolition compared to Shared Passenger Track Alternative A and the Norwalk/Santa Fe Springs HSR Station Option. The impact analysis was also revised to clarify impacts resulting from proximity to sites of potential environmental concern and to implement mitigation to reduce impacts within 0.25 mile of a school.
- In response to comments, the Authority revised Section 3.11, Safety and Security, to clarify the effects of permanent roadway modifications on emergency response times.
- The Authority revised impact avoidance and minimization features in Section 3.13, Station Planning, Land Use, and Development, to clarify applicability to both HSR stations and modified/ relocated passenger stations.
- In response to comments, the Authority revised Section 3.15, Parks, Recreation, and Open Space, to add Meadow Park and River Park, update construction status for the Union Pacific Trail Phase II project, and clarify impacts on Coyote Creek.
- The Authority revised Section 3.17, Cultural Resources, to include consultation efforts conducted since December 2024.
- In response to comments, the Authority revised Section 3.19, Cumulative Impacts, to include consideration of the City of Barstow International Gateway Project and to capture revisions made to the environmental analysis throughout Chapter 3. Incorporation of these revisions did not result in any changes to cumulative impact conclusions or contributions to significant cumulative impacts.
- The Authority's Section 4(f) determinations concerning the use of Section 4(f) protected properties were finalized. In response to comments, the Authority revised Chapter 4, Draft Section 4(f) and Section 6(f) Evaluations, to reflect the inclusion of Meadow Park and River Park, add officials with jurisdiction consultation that has occurred since publication of the Draft EIR/EIS, clarify impacts on Coyote Creek, and to add two Section 6(f) resources.
- The Authority updated the project section's capital cost and operations and maintenance cost to reflect the 2026 Business Plan, resulting in revisions to the project section's costs. These edits are included in the Summary, Chapter 1, Section 3.12, Section 3.18, Chapter 6, Appendix 3.18-A, Appendix 6-A, and Appendix 6-B.

A more detailed list of revisions is included in Section S.2.2 of the Summary.

What Happens Next?

Following issuance of this Final EIR and Proposed Final EIS, the Authority will consider whether to certify the Final EIR for compliance with CEQA and whether to approve the Preferred Alternative, along with CEQA findings of fact, a statement of overriding considerations, and a mitigation monitoring and reporting plan. If the Authority certifies the Final EIR and approves the Preferred Alternative, it will file a Notice of Determination with the State Clearinghouse as required under CEQA.

Pursuant to its responsibilities under NEPA as assigned by the FRA, the Authority would consider whether to issue a Combined Final EIS/Record of Decision (ROD). A Proposed Combined Final EIS/ROD has been made publicly available as an attachment to the Resolution to Direct the Authority Chief Executive Officer to Sign the ROD in advance of the Authority's Board meeting in accordance with state law. As the federal lead agency pursuant to the NEPA Assignment Memorandum of Understanding, the Authority would consider whether to issue a Combined Final EIS/ROD at the Authority's October 2026 Board meeting. The ROD would describe the project and alternatives considered; describe the selected alternative; identify the environmentally preferable alternative; make environmental findings and determinations as required by the Endangered Species Act, Section 106 of the National Historic Preservation Act, and Section 4(f) of the Department of Transportation Act of 1966; and identify any required mitigation measures. Separately, the FRA would make findings and determinations with regard to air quality conformity under the federal Clean Air Act.

Los Angeles to Anaheim Milestone Schedule

- December 2025: Public Release of Draft EIR/EIS
- October 2026: Public Release of the Final EIR/Proposed FEIS
- October 2026: Authority Board meeting to consider Los Angeles to Anaheim Project Section decisions
- October 2026: Filing of the CEQA Notice of Determination with State Clearinghouse
- November 2026: Issuance of the NEPA Combined Final EIS and ROD

If approved, the schedule for final design, construction, and operation would be refined as the project moves forward and funding is obtained.