ERRATA: CHAPTER 9, PUBLIC AND AGENCY INVOLVEMENT

Errata No.	Draft EIR/EIS Reference		Errata Final EIR/EIS	
	Section	Page	Correction and Rationale	Errata Page Reference
1	Section 9	9-3	Added text to describe updates after Draft EIR/EIS release	16-188
2	Section 9.4.4	9-30	Added text to describe final SHPO review	16-188
3	Section 9.4.6	9-33	Added two agencies to list of responsible agencies	16-188
4	Section 9.4.4	9-29, 9-30	Revised two citations	16-189

EIR/EIS = environmental impact report/environmental impact statement; No. = number; SHPO = State Historic Preservation Officer

9 PUBLIC AND AGENCY INVOLVEMENT

Pursuant to the requirements of the National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA), the California High-Speed Rail Authority (Authority) and Federal Railroad Administration (FRA), as lead agencies, conducted a public and agency involvement program as part of the environmental review process. This chapter describes the public and agency involvement efforts conducted in the preparation of this Los Angeles to Anaheim Project Section (project section) Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS).

California High-Speed Rail Authority Website

Information on HSR project activities, including meeting notices and publications, are available online at: www.hsr.ca.gov

The Shared Passenger Track Alternatives consist of two build alternatives: Shared Passenger Track Alternative A, with the light maintenance facility at 26th Street, and Shared Passenger Track Alternative B, with the light maintenance facility at 15th Street. The Draft EIR/EIS also analyzes two high-speed rail (HSR) station options in either Norwalk/Santa Fe Springs or Fullerton. These optional intermediate stations are not included in either Shared Passenger Track Alternative. Should the Authority decide to add an intermediate station, only one of these options would be selected.

Figure 9-1 illustrates the alternatives development process for the project section and Figure 9-2 illustrates the alternatives considered. Pursuant to the requirements of CEQA and NEPA, the Authority and FRA, as the lead agencies,[1] conducted a public and agency involvement program as part of the environmental review process for the Shared Passenger Track Alternatives. This chapter describes the public and agency involvement efforts conducted in preparation of this Draft EIR/EIS for the project section.

The Authority held an initial scoping meeting in 2007. Since then, the Authority has made the following substantive changes to the alternatives:

- As part of the 2018 HSR Project Alternative, the Authority had incorporated BNSF Railway (BNSF) Lenwood and Colton Components. After incorporating these components, the Authority conducted additional scoping via a revised Notice of Preparation (NOP)/Notice of Intent (NOI) in 2020. The Authority sought feedback and information to inform the environmental review process of the added the BNSF facilities.
- This 2020 scoping effort led the Authority to reconsider the 2018 HSR Project Alternative and ultimately omit the BNSF Lenwood and Colton Components in its 2023 Supplemental Alternatives Analysis (SAA) Report (Authority 2023a).

Section 9.3, Alternatives Analysis Process, of this chapter contains a holistic description of the entire alternatives analysis process. This chapter summarizes the public and agency consideration of previous alternatives and options (including components that are no longer applicable in any build alternative).

Section 9.4, Development of the Draft EIR/EIS, of this chapter summarizes the public and agency involvement program, which has occurred throughout alternatives development, screening, and development of this Draft EIR/EIS. This program has included the following efforts:

- Public involvement and outreach: informational materials, including fact sheets; traditional and online communication tools; informational and scoping meetings, including public and agency scoping meetings; meetings with individuals and groups, including presentations, telephone town hall meetings, virtual office hours, and Stakeholder Working Group meetings; briefings; information tables and booths at community events and popular destinations; and

[1] Pursuant to 23 U.S. Code 327, under the NEPA Memorandum of Understanding between the FRA and the State of California, effective July 22, 2024, the Authority is the federal lead agency for review of the Los Angeles to Anaheim Project Section.

other targeted outreach to communities and integration of considerate accommodations, such as Limited English Proficiency (LEP) needs, to ensure broader engagement for these hard-to-reach audiences

- Agency and tribal group involvement: agency scoping meetings, interagency working group, meetings with agency and tribal representatives, and other agency and government consultation

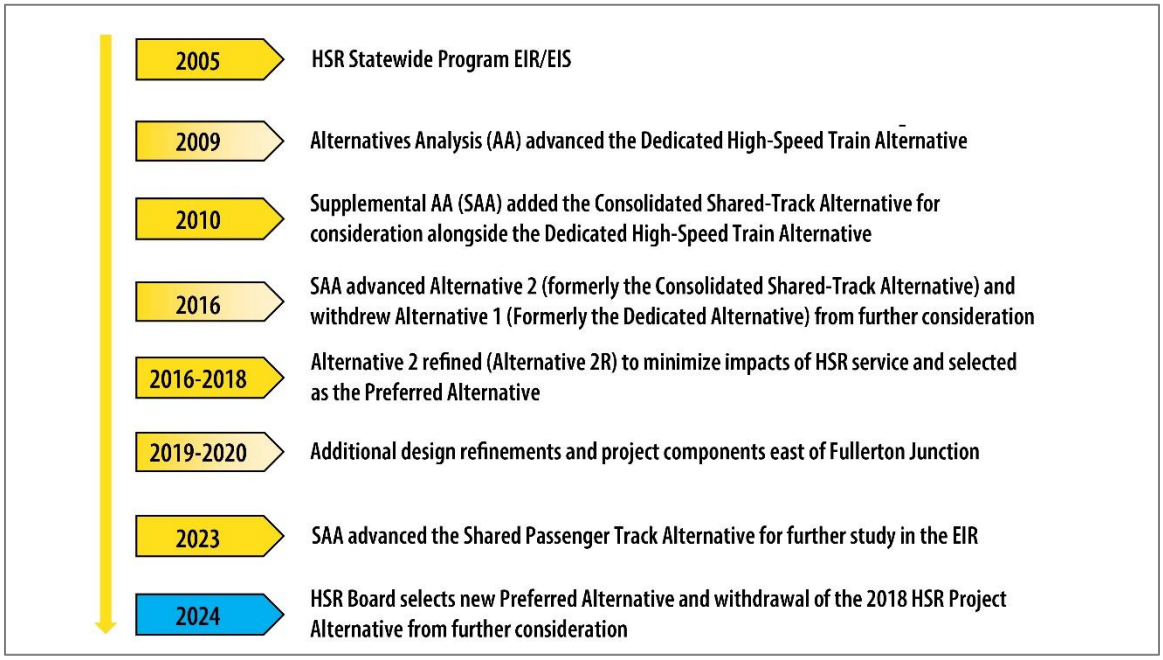


Figure 9-1 Alternatives Development Process for the Los Angeles to Anaheim Project Section

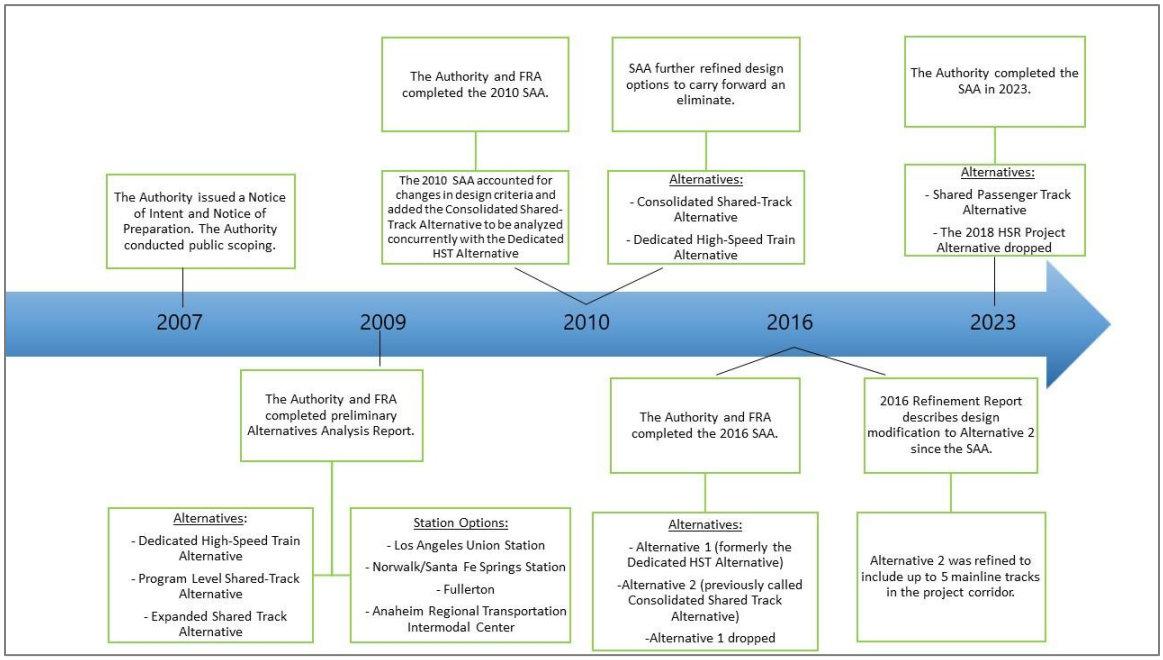


Figure 9-2 Potential Alternatives Considered During Alternatives Screening Process

In addition, the Authority posts meeting notices and public documents on its website, www.hsr.ca.gov. The site includes information about the HSR, the proposed HSR route, the Authority business plan, online newsletters, press releases, Authority Board of Directors meetings, recent developments, status of the environmental review process, Authority contact information, and related links. The Authority Board of Directors meetings are open to the public and Board meetings offer opportunities for public comment, questions, or discussion.

The Authority posted the Draft EIR/EIS and technical appendices on its website. Technical reports are available in electronic format by request on the Authority's website. Materials on how to participate in the public comment period and how to navigate the document are also available online. Notification materials were also provided in Spanish and Korean and included contact information. Wording detailing information about reasonable accommodation, interpretation, and translation services (i.e., "If you need reasonable accommodation...") was provided for Vietnamese, Chinese, and Japanese. In addition, American Sign Language was offered at in-person meetings and closed captioning was featured at virtual meetings.

9.1 Inclusive Public Involvement

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, or national origin (including the denial of meaningful access for LEP persons) in programs and activities receiving federal financial assistance.

The Authority promotes Environmental Justice Guidance into its programs and activities to avoid, minimize or mitigate disproportionately high human health, environmental effects, including impacts on minority populations, low-income populations,[2] or both. The Authority also emphasizes the fair treatment and meaningful involvement of people of all races, cultures, and income levels, from the early stages of project planning through design, construction, operations, and maintenance. This commitment strives to inspire equal access.

Consistent with the Authority's *Title VI Program Plan*, *Limited English Proficiency Plan*, and *Environmental Justice Guidance*, the Authority conducted specific outreach efforts to low-income and minority populations and to communities of concern. The purpose of this outreach was to increase the Authority's and FRA's understanding of potential project effects on these populations. Minority/nonminority populations and low-income populations were identified using American Community Survey 5-year estimates from the U.S. Census Bureau from 2017 to 2021 as described below and detailed in Chapter 5, Community Analysis. The Authority used the *U.S. Department of Transportation Limited English Proficiency (LEP) Guidance* (USDOT 2005), *Environmental Justice Policy Guidance for Federal Transit Administration Recipients* (FTA 2012), and the

High-Speed Rail Business Plan

The California High-Speed Rail Authority is required by Public Utilities Code 185033 to prepare, publish, adopt, and submit a business plan to the California Legislature every 2 years. The California High-Speed Rail Authority's business plan is an overarching policy document used to inform the Legislature, the public, and interested parties of the project's implementation, and assist the Legislature in making policy decisions regarding the project. The Draft 2023 Project Update Report is available at https://hsr.ca.gov/about/project-update-reports/2023-project-update-report/

[2] The following are definitions for minority and low-income populations analyzed in Draft EIR/EIS Chapter 5:
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 American Community Survey. 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.
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.

Authority's Environmental Justice Policy 1089 (Authority 2021) to address language needs for public outreach activities for the project section.

Based on the ethnic and socioeconomic characteristics of each community along the project section, including Los Angeles and Orange Counties for the Shared Passenger Track Alternatives and outreach that previously occurred in San Bernardino County in association with the 2018 HSR Project Alternative, the outreach efforts developed and implemented to date have included consideration of the LEP, minority, and low-income populations through the following methods:

- Meetings with elected officials, public agency staff, interested parties, and community organizations
- Review of community newspapers and websites, and online research of project section organizations
- Identification of local churches, schools, and other institutions that serve minority/nonminority populations and low-income populations along the project section
- Direct contact with community organizations, religious leaders, business groups, interested parties, and other members of the local community
- Use of project team knowledge of additional interested parties and organizations from previous work experience along the project section, including the BNSF Lenwood and Colton Component areas, to augment research efforts

Because of the unanticipated public health situation brought about by the effect of the global novel coronavirus (COVID-19) pandemic, all public meetings were held virtually beginning in spring 2020. Since 2023, meetings were held either virtually or in person. Virtual meetings were broadcast to all participants via the Zoom platform, and those who joined had the opportunity to engage directly with key project staff. In 2023, public meetings were conducted in person and virtually with language interpreters and American Sign Language/closed captioning. All key project documents, graphics, and promotional correspondence were made available to the public and translated into identified LEP languages, specifically Spanish, well in advance of scheduled public meetings. Additional LEP accommodations were provided on request.

Chapter 5 evaluates the potential adverse effects on minority/nonminority populations and low-income populations associated with hazardous materials; air quality; noise and vibration; built resources, including aesthetics and visual resources, historic resources, and parks and recreation; community cohesion and economic vitality; employment; public and private facilities and services; residents and businesses; and transportation. For more detailed information about inclusive public outreach to low-income populations and minority populations and communities of concern, refer to Chapter 5.

Information on outreach activities targeted to support inclusive public outreach, public and agency scoping, and alternatives refinement for the project section is provided in Section 9.1, Inclusive Public Involvement; Section 9.3; Section 9.2, Public and Agency Scoping; and Chapter 5. Section 9.4 summarizes the development of this Draft EIR/EIS including consultation and outreach activities. Section 9.5, Notification and Circulation of the Draft EIR/EIS, summarizes activities associated with the notification, publication, and circulation of this Draft EIR/EIS.

A list of key public outreach, agency, and interested party meetings conducted is provided in Appendix 9-A, Comprehensive List of Public and Agency Meetings, and Appendix 9-B, Inclusive Public Engagement Plan. The Authority and FRA also implemented strategies to promote inclusivity of minority/nonminority populations and low-income populations, such as direct outreach, translation of informational materials, and interpretation at public meetings. Outreach events were targeted to be inclusive of low-income populations, minority populations, or both for the two alternatives below.

For additional information about inclusive public involvement to low-income and minority populations and communities of concern, refer to Chapter 5. Table 9-1, which is provided at the

end of this chapter, lists the publications and dates of scoping notices, and Appendix 9-A lists the meetings held as part of the Authority's outreach effort.

9.1.1 Inclusive Public Involvement for Current Alternatives (Shared Passenger Track Alternatives A and B)

Details of the Authority's Title VI Program, including the Title VI Civil Rights Policy, are available online at https://hsr.ca.gov/programs/title_vi/. The Authority is dedicated to ensuring that no person shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance, as specified under Title VI of the Civil Rights Act of 1964 and the Authority's Title VI Civil Rights Policy. The Authority is committed to ensuring that community effects are minimized. This involves avoiding disproportionate effects on or discrimination against persons who, as a result of national origin, are limited in their English proficiency (LEP) in the process of providing support to residences and businesses, such that there would not be the denial of, reduction in, or substantial delay in, the receipt of benefits for the project section. The Authority's policy also emphasized that interested parties such as LEP persons and their representative organizations, recipients, and other appropriate individuals or entities shall have adequate opportunity to provide input.

The Authority contacted groups interested in environmental and economic social justice issues, established minority organizations, and other civic and group leaders and elected officials. The Authority also used additional opportunities to gain a better understanding of potential impacts, including participation in activity centers or table events, city council meetings, Stakeholder Working Group meetings, public information meetings, and group legislative briefings.

Specific outreach efforts targeting minority populations for the Shared Passenger Track Alternatives, low-income populations, or both included:

- Providing multilingual meeting notices to interest groups
- Sharing meeting information through a variety of visual notification materials such as street banners in local communities
- Placing printed advertisements in Spanish- and Korean-language newspapers
- Providing a project line telephone number to call for project information in English, Spanish, and Korean
- Providing language interpreters, including Spanish, Korean, and sign language for the hearing impaired
- Providing translated meeting materials at public meetings and hearings

In accordance with the Authority's LEP Plan (2012), the Authority ensures meaningful access to project information for LEP individuals. The plan requires translated materials and interpretation services for languages spoken by more than 5 percent of the local population, along with reasonable accommodations for other language groups when needed.

To support this, translated materials were made available on the Authority's website and used in public notifications. All meeting materials included contact information for requesting special accommodations, including language assistance and accessibility needs. Spanish and Korean interpretation services were provided at all meetings, both in person and virtual. American Sign Language interpretation was offered at in-person meetings, and closed captioning was available for virtual events.

Additionally, wording about the availability of translation and interpretation services was included in Vietnamese, Chinese, and Japanese.

The issues and concerns raised during outreach activities were considered representative of minority, nonminority, and low-income populations for the Shared Passenger Track Alternatives. Common concerns included station access, noise and vibration, air quality, property impacts,

displacement, traffic and circulation, pedestrian and bicycle access, safety, and grade-separation impacts, as further described in Section 9.2.

9.1.2 Inclusive Public Outreach for Previous High-Speed Rail Project Alternative (2018)

As described in Chapter 2, Alternatives, the 2018 HSR Project Alternative included BNSF Lenwood and Colton Components, which required additional inclusive public outreach in their communities. Populations in the BNSF Lenwood and Colton Component study areas were identified using the 2013–2017 American Community Survey 5-year estimates from the U.S. Census Bureau, as described in Chapter 5.

Appendix 9-A contains a list of the interest groups, as well as details regarding LEP households, minority populations, and languages spoken by adjacent communities, that were engaged through outreach efforts for the BNSF Lenwood and Colton Components. During the outreach process for the 2018 HSR Project Alternative, the Authority also contacted groups interested in environmental and economic social justice issues, established minority organizations, as well as other civic and group leaders and elected officials in the project section area in a similar manner to the process discussed in Section 9.1.1, Inclusive Public Involvement for Current Alternatives.

- During the outreach process for the 2018 HSR Project Alternative, approximately 10.0 percent of Colton's population and 9.3 percent of Rialto's population were considered LEP individuals, and both populations in Colton and Rialto were higher than that of San Bernardino County as a whole (6.9 percent). Therefore, the cities in the resource study area of the BNSF Colton Component met the 5 percent threshold, and the percentage of LEP households in Colton, Grand Terrace, Rialto, and San Bernardino County indicated a need for translation services during public outreach activities.
- The resource study area for community analysis consisted of the census tracts partially or fully within 0.5 mile of the project footprints for the BNSF Lenwood and Colton Components. Census tracts were excluded if less than 10 percent of a census tract fell within the 0.5-mile radius. The Authority implemented strategies to promote inclusivity of minority/nonminority populations and low-income populations, including the consideration of issues and concerns raised by minority/nonminority populations and low-income populations at public outreach events. These key issues and concerns focused on the rail yard intermodal facility, noise and vibration, air quality, right-of-way impacts, hazardous materials, business and resident displacement, property values, traffic and circulation, pedestrian and bike access, overall safety, and grade-separation impacts.

9.2 Public and Agency Scoping

Public scoping is an important element in the process of determining the focus and content of an EIR/EIS. Scoping typically provides the first formal opportunity for public involvement in the CEQA and NEPA processes. Scoping helps identify the range of actions, alternatives, environmental effects, and mitigation measures to be analyzed in depth in the EIR/EIS. It also helps focus detailed study on those issues pertinent to the final decision on the proposed project. Scoping for the project section occurred in two periods:

1. An initial scoping period in 2007
2. Owing to alternative refinement after 2007, a second scoping period in 2020

During and following scoping, the Authority and FRA met with staff from local public agencies within the project section corridor to ensure that this Draft EIR/EIS properly reflects the local, on-the-ground conditions and appropriately analyzes impacts.

9.2.1 2007 Initial Public and Agency Scoping

9.2.1.1 Notices of Preparation, Notices of Intent, and Public Information Materials

Scoping

The process of determining the focus and content of an environmental impact report/ environmental impact statement is known as scoping. Scoping helps to identify the range of actions, alternatives, potential environmental effects, and mitigation measures analyzed in an environmental impact report/ environmental impact statement.

To begin scoping under CEQA, the Authority released an NOP and distributed the notice to the State Clearinghouse (State Clearinghouse No. 2007031067); elected officials; local, regional, and state agencies; and the interested public on March 12, 2007.

To begin scoping under NEPA, the FRA published an NOI in the *Federal Register* on March 15, 2007.

The NOP and NOI identified the purpose of the project, the project limits, a description of project alternatives, the need for agency input, potential environmental impacts of the project, points of contact for additional information, and the dates and locations of the scoping meetings.

Scoping meeting notices were distributed through paid newspaper advertisements, press releases, website announcements, email distribution lists, and direct mailings, including the direct mailing of approximately 4,500 bilingual (English/Spanish) notices to elected officials, government agencies, city halls, chambers of commerce, residents, previous meeting attendees, businesses, and community-based organizations on March 20, 2007. Section 2.1 and Appendix C of the *Draft Scoping Report* present the distribution list for the scoping notice and list of newspaper advertisement dates. Furthermore, the Authority and FRA provided over 1,000 additional meeting notices to cities along the corridor for distribution at public information counters.

Table 9-1 lists the publications and dates of scoping notices, all of which appeared as display advertisements.

Table 9-1 Scoping Notice Publication Information (2007)

Publication	Date Published
Los Angeles Times	March 14, 2007
Rafu Shimpo (Japanese language)	March 15, 2007
La Opinión (Spanish language)	March 15, 2007
Long Beach Press Telegram	March 15, 2007
Orange County Register	March 15, 2007
Eastern Group (Commerce Comet)	March 15, 2007
Daily Breeze	March 15, 2007
Whittier Daily News	March 16, 2007
Los Angeles Downtown News	March 19, 2007
Excelsior	March 23, 2007
LA Citizen (Arts District)	March 25, 2007

9.2.1.2 Scoping Meetings

As part of the initial public outreach for the project section, one agency-focused scoping meeting and three public scoping meetings were held between April 5 and April 12, 2007, in Los Angeles, Anaheim, and Norwalk in the project section corridor. Over 100 people attended the meetings held in the following locations:

- April 5, 2007: Los Angeles Union Station (LAUS)/Los Angeles County Metropolitan Transportation Authority (Metro), Metro Board Room, One Gateway Plaza, Los Angeles
- April 11, 2007: Gordon Hoyt Conference Room, City Hall West, 201 S Anaheim Boulevard, Anaheim
- April 12, 2007: Norwalk Transportation Center, Arts & Sports Complex Community Meeting Center (Sproul Room), 13200 Clarkdale Avenue, Norwalk

The April 2007 scoping meetings were an important part of the scoping process for both the state and federal environmental review. At each scoping meeting location, two sessions were held, the first from 3:00 to 5:00 p.m. and the second from 6:00 p.m. to 8:00 p.m., to allow representatives from agencies and the public the opportunity to participate. Each scoping meeting had an open house format, which allowed people to arrive at any time to obtain information and provide input. Agendas, fact sheets, and scoping period comment sheets were distributed at the scoping meetings. The comments received at the meetings were documented and are summarized below and in the *Draft Scoping Report for the Anaheim to Los Angeles California High-Speed Train Project EIR/EIS* (Authority and FRA 2009) available on request.

Scoping Information Available Online

https://hsr.ca.gov/high_speed_rail/project_sections/los_angeles_anaheim.aspx.

Each scoping meeting began with a 45-minute open house. Authority staff was present to answer questions and discuss materials provided on display boards. Following the open house, the Authority and FRA presented PowerPoint slides describing the project and the scoping process. The public was then encouraged to ask clarifying questions or provide additional input at an open house immediately following the presentation. Authority staff also provided instruction on ways to provide written public comments. At each meeting, the Authority asked attendees to sign in and provide contact information so that updates and future notices could be sent to the attendees.

9.2.1.3 Additional Scoping Outreach

In addition to formal scoping meetings, the Authority and FRA sought public input on the scope of the environmental review via presentations to community-based organizations, business groups, local agencies, and city officials based along the project section corridor. Refer to Appendix 9-A, which lists the meetings held as part of the lead agencies' outreach effort. The purpose of the presentations was for the Authority and FRA to introduce the project and describe the environmental process. The presentations provided an opportunity for interested parties to learn more about the project, have access to project managers and team staff who could answer their questions, have an informal forum in which to state their positions on behalf of their constituencies, and become informed of the upcoming environmental review process and how to provide their scoping comments. Each person received a public information packet and viewed a presentation on the overall statewide project and Los Angeles to Anaheim Project Section.

9.2.1.4 Scoping Comments

During the first scoping period (March 15 to April 24, 2007), the Authority and FRA received 34 letters and 30 written comment cards, for a total of 64 submissions. Comments received identified issues and concerns with the proposed alignments and stations, provided suggestions for new or modified alignments and stations, and identified issues of potential concern (listed below) related to the proposed project.

Based on public and agency scoping and the receipt of public and agency comments, key issues related to six topics were considered during further development of alternatives and of this Draft EIR/EIS. Table 9-2 summarizes key issues by topic.

Table 9-2 Key Issues Identified During Initial Scoping (2007)

Topic	Key Issues
Protection of the environment	▪ Traffic congestion in the region ▪ Land use compatibility and effects of land use changes in the project section ▪ Noise and vibration levels increases along the project alignment ▪ Air pollution added to the region ▪ Biological resources affected during construction ▪ Safety and security concerns ▪ Construction methods for project implementation ▪ Energy requirements for project implementation ▪ Impacts on the Los Angeles River
Alignment and station alternatives	▪ Parking requirements at stations ▪ Expansion of nearby facilities ▪ Safety and security features (such as fencing) for rail grade separations and at-grade crossings ▪ Grade separation of crossings with arterial highways ▪ Effects of rail grade separation on local highway circulation during construction ▪ Pedestrian and bike path separation ▪ Maintenance facilities ▪ Platform length ▪ Curvature of the alignment
Connectivity and coordination with/ impacts on other transportation facilities	▪ Shared station access with existing rail stations ▪ Shared use of existing rail right-of-way ▪ Designing additional tracks to accommodate present and future rail operations ▪ Metrolink's planned ridership service expansion and concerns about taking ridership from Metrolink ▪ Compatibility with Amtrak and Metrolink train schedules ▪ Impacts on freight rail service ▪ Improvements to pedestrian, baggage, and transit connections at LAUS to accommodate HSR passengers
Train technologies	▪ Magnetic levitation and alternative energy sources
Project funding/cost	▪ Funding for project construction ▪ Increased operating costs, revenue estimates compared to existing high-speed trains (e.g., Germany, France, Japan) ▪ Funding for grade separations (not secured by the Authority)
Issues outside the scope of the Los Angeles to Anaheim Project Section Draft EIR/EIS	▪ Concerns with an alignment traveling through Taylor Yard, the Central Valley, and the cities of Irvine, Tustin, and Orange

Amtrak = National Railroad Passenger Corporation; Authority = California High-Speed Rail Authority; EIR/EIS = environmental impact report/ environmental impact statement; HSR = high-speed rail; LAUS = Los Angeles Union Station; project section = Los Angeles to Anaheim Project Section

For the full text of comments received during the 2007 scoping process, refer to Appendix H of the *Draft Scoping Report* (Authority and FRA 2009).

9.2.2 2020 Public and Agency Scoping

9.2.2.1 2020 Revised Notice of Preparation, Revised Notice of Intent, and Public Information Materials

On August 25, 2020, the Authority released a Revised NOP and distributed the notice to the State Clearinghouse (State Clearinghouse No. 2007031067); elected officials; local, regional, and state agencies in compliance with CEQA and NEPA requirements. That same day, the FRA published a Revised NOI in the *Federal Register*.

The Revised NOP/NOI and related project information are available online at https://hsr.ca.gov/high_speed_rail/project_sections/los_angeles_anaheim.aspx.

The Revised NOP/NOI was made available for a scoping period ending on September 24, 2020.

The Revised NOP/NOI contained much of the same information as the 2007 NOP/NOI but also included the BNSF Lenwood and Colton Components that were part of the 2018 HSR Project Alternative.

Similar to the 2007 scoping process, the 2020 Revised NOP/NOI identified the purpose of the project, the project limits, a description of project alternatives, the need for agency input, potential environmental impacts of the project, points of contact for additional information, and the dates and locations of the scoping meetings.

Prior to the re-initiation of scoping, the Authority collaborated with BNSF, the Cities of Colton and Barstow, and other interested parties (including their respective legislative offices and communities) to gather feedback. Attendees were given a preview of planned topics of discussion for the scoping meetings. Interested parties and elected officials were also trained on how to best reach respective constituents. Information learned in and since 2007 was used in development of this Draft EIR/EIS and was supplemented by information from the 2020 scoping process.

9.2.2.2 2020 Scoping Meetings Held on the Revised Notice of Preparation and Revised Notice of Intent

An online portal (www.meethsrsocal.org) was provided for accessing the NOP/NOI and for staging open houses. For accessibility, the website included a plug-in for language translation to the five LEP languages (Spanish, Chinese, Japanese, Korean, and Tagalog[3]).During the scoping period, the open house website received 2,321 visits and an accrued a total of 6,459 webpage views (accounting for views across each webpage). Visitors of the website were also invited to sign up for virtual office hours to set up an appointment with Authority staff.

The Authority used several methods to distribute notices for the 2020 scoping meetings. Notices were mailed to approximately 69,794 property owners, residents, and business tenants within 500 feet of the project footprint and proposed alignments for the BNSF Lenwood and Colton Components, 1,000 feet from the project footprint in unincorporated areas, and 0.5 mile of the proposed grade separations, Metrolink station closures, and relocations and proposed HSR stations. The residents and properties in these areas were considered to be those most likely to be affected, directly or indirectly, by the proposed project. The direct mail recipients were members of the public identified as interested parties, potentially affected property owners, and those who attended prior meetings or submitted comments and questions on the project. In addition, the Authority distributed notices door to door to targeted neighborhoods in Commerce (Ayers neighborhood and businesses along Washington Boulevard), Los Nietos in unincorporated Whittier, and Rancho La Paz Mobile Home Park and Del Estes Mobile Home Park Estates, both in Anaheim.

The process also engaged interested parties in Colton and Lenwood through personal, one-on-one engagement phone calls and follow-up email communication. This allowed interested parties

[3] Identified for the project section prior to 2023.

to be briefed on the history of the project, including the addition of the BNSF Colton and Lenwood Components.

Email notifications were sent to over 3,739 contacts alerting interested parties of the 2020 scoping meetings and opportunity to comment. Electronic extended outreach toolkits were distributed to Stakeholder Working Group members, 37 elected officials, and 17 corridor cities to solicit assistance with informing their constituents about the virtual 2020 scoping meetings and comment period. The toolkit included project branded graphics and meeting and public comment information to easily post to their websites, social media pages, or electronic newsletters. In addition, legal and display advertisements were published in local and online newspapers, as listed in Table 9-3.

Table 9-3 2020 Scoping Notice Publication Information

Publication	Date Published	Type of Advertisement
Anaheim Bulletin	September 3, 2020	Display advertisement
Asian Journal (Tagalog)	August 29, 2020	Display advertisement
California State University, *Fullerton Daily Titan*	August 31–September 3, 2020	Display advertisement
California State University, *Fullerton Daily Titan*	August 31–September 3, 2020	Online display advertisement
Excelsior (Spanish)	August 28, 2020	Legal advertisement
Inland Valley Daily Bulletin	August 25, 2020	Legal advertisement
La Opinion (Spanish)	September 4–September 13, 2020	Online display advertisement
La Opinión (Spanish)	August 25, 2020	Legal advertisement
La Prensa (Spanish)	August 28, 2020	Legal advertisement
Los Angeles Times	August 25, 2020	Legal advertisement
Montebello Reporter	September 1, 2020	Display advertisement
Montebello Reporter	September 1, 2020	Online display advertisement
Orange County Register	August 25, 2020	Legal advertisement
Orange County Register	August 31, 2020	Display advertisement
Pasadena Star-News (same as *San Gabriel Valley Tribune*)	September 1, 2020	Display advertisement
Rafu Shimpo (Japanese)	September 3, 2020	Display advertisement
San Bernardino Sun	August 25, 2020	Legal advertisement
San Gabriel Valley Tribune	September 1, 2020	Display advertisement
The Korean Times (Korean)	August 31, 2020	Display advertisement
The Norwalk Patriot	September 4, 2020	Display advertisement
The Norwalk Patriot	September 1–September 30, 2020	Online display advertisement
Whittier Daily News (same as *San Gabriel Valley Tribune Print*)	September 1, 2020	Display advertisement

Publication	Date Published	Type of Advertisement
Whittier Daily News (same as *San Gabriel Valley Tribune Print*)	September 1, 2020	Online display advertisement
Chinese Daily News (Mandarin)	August 29, 2020	Display advertisement

The Authority held a telephone town hall and scoping meetings online via the Zoom platform. Because of the COVID-19 pandemic, the 2020 scoping meetings were modified from in-person to virtual and online meetings. Phone calls and electronic notification were heavily used for the 2020 scoping notification process. For the 2020 scoping effort, the Authority held one virtual agency-focused scoping meeting and three virtual public meetings, including a telephone town hall. The specific dates and time of the meetings are listed below:

- Telephone Town Hall Meeting[4]: Thursday, September 3, 2020, from 6:00 p.m. to 7:30 p.m. with 5,970 participants
- 2020 Agency Scoping Meeting: Wednesday, September 9, 2020, from 2:30 p.m. to 4:30 p.m. with 33 participants from various agencies
- 2020 Scoping Meeting #1: Thursday, September 10, 2020, from 5:00 to 7:30 p.m. with 119 participants
- 2020 Scoping Meeting #2: Saturday, September 12, 2020, from 10:00 a.m. to 12:30 p.m. with 42 participants

Each scoping meeting featured the same information and content for consistency. Immediately following each meeting, the Authority held a second presentation in Spanish. Other languages or accommodations were also made available at these meetings if requested 72 hours prior to the meeting; however, no requests were made.

Scoping meetings included a formal presentation that featured an overview of the statewide HSR program, an update of the current status of the Draft EIR/EIS, and the introduction of the BNSF Lenwood and Colton Components. After the formal presentation, the Authority invited the public to comment verbally on the environmental process by selecting the Zoom Raise Hand feature or via the chat feature and review the project alternatives, which included the BNSF Lenwood and Colton Components. Participants also had the option to call in to the scoping meetings and submit formal comments or ask general questions. Comments and questions were formally captured by a court reporter. Authority staff also informed participants of other opportunities to submit formal comments including by email, on project websites, and through mail-in comments. A total of 131 official public comment submissions were obtained during the 2020 scoping meetings.

The Authority documented all the comments received during the scoping period. The following section summarizes the submissions and individual comments.

9.2.2.3 2020 Scoping Comments on the Revised Notice of Preparation and Revised Notice of Intent

By the end of the 2020 scoping process, the Authority had received 131 written and oral comment submissions (including letters, emails, transcriptions, and telephone town hall phone calls) from agencies, organizations, and individuals. Issues and comments relevant to project impact concerns are summarized in Table 9-4. A common theme among comment submittals was

[4] A telephone town hall is a community telephone meeting that reaches publicly registered telephone numbers in the project area and the communities of Lenwood and Colton. A separate Spanish call line was available for those opting for simultaneous Spanish interpretation at the telephone town hall.

concerns on health, air quality, traffic/congestion, and noise impacts on a disadvantaged community anticipated to be associated with a new Colton intermodal facility with the 2018 HSR Project Alternative. As a result of comments received during the 2020 scoping process, subsequent meetings with agencies and key interested parties, and reduced interest from BNSF, the Authority decided to reconsider the 2018 HSR Project Alternative and prepared the 2023 SAA Report.

Table 9-4 Key Issues Identified During 2020 Scoping

Topic	Key Issues and Summary of Comments
Protection of the environment	▪ Traffic congestion in the region ▪ Land use compatibility and effects of land use changes in the project section ▪ Noise and vibration levels increases along the project alignment ▪ Air pollution added to the region ▪ Biological resources affected during construction ▪ Cultural resources affected by construction ▪ Safety and security concerns ▪ Construction methods for project implementation ▪ Energy requirements for project implementation ▪ Public utilities usage and conflicts ▪ Lake and Streambed Alteration Agreement requirements ▪ Nesting birds and bat species impacts ▪ Waterbodies and their tributaries impacts ▪ Aquatic and nonaquatic resources impacts ▪ Los Angeles River bridges, Los Angeles Main Street Bridge ▪ Impacts from construction of opaque barriers ▪ Liquefaction, landslide hazards, and faulting hazards ▪ Proposed Los Angeles River Trail Extension, the Rio Hondo River Trail, and the San Gabriel River Trail ▪ Property values ▪ Train derailment safety hazards ▪ Infrastructure and flood district projects in Orange County ▪ Community impacts
Alignment and station alternatives	▪ The swing-out to Fullerton for the project alignment ▪ Impacts of the BNSF Components on the project; purpose and need for the project alternative (at that time) ▪ Concerns regarding use of the existing right-of-way between LAUS and San Diego Santa Fe Station
Connectivity and coordination with or impacts on other transportation facilities	▪ Improvements at the BNSF Component facilities adding freight train volumes and resulting in impacts on freight truck operations and goods movement ▪ Additional truck trips or alteration of truck routes ▪ EIR/EIS to address changes the truck routes on the state highway system ▪ Goods movement through use of the BNSF facilities
Project funding/cost	▪ Funding for project construction ▪ Build cheaper alternatives ▪ Eminent domain/takings affecting property within the project footprint

Topic	Key Issues and Summary of Comments
Train technologies	▪ Magnetic levitation and alternative energy sources ▪ Different train types
Issues outside the scope of the Los Angeles to Anaheim Project Section Draft EIR/EIS	▪ Need for shuttle or streetcar from ARTIC to the Disneyland Resort/Anaheim Convention Center ▪ Need for HSR from Los Angeles to San Diego ▪ Need for a route from Anaheim to Irvine

ARTIC = Anaheim Regional Transportation Intermodal Center; BNSF = BNSF Railway; EIR/EIS = environmental impact report/environmental impact statement; HSR = high-speed rail; LAUS = Los Angeles Union Station; project section = Los Angeles to Anaheim Project Section

Discussions with cities, elected officials, and other key stakeholders and activities performed after the scoping period were focused on project awareness, collaboration, and opportunities to provide additional input. Early feedback indicated substantial opposition to the BNSF Colton Component's location, well outside the project corridor. Concerns were also raised about its prospective air quality and community impacts. Interested parties in the Inland Empire also expressed the concern that benefits of HSR and its associated improvements would not reach them. Interested party opposition is documented in the 2023 SAA Report.

For these reasons, the Authority considered additional alternatives that could eliminate the need to redirect trains and trucks to a new intermodal facility in San Bernardino County. As a result of this feedback, the Authority removed the BNSF Lenwood and Colton Components from the project section. Furthermore, the current alternatives were developed to reduce environmental effects and the concerns noted above (Authority 2023).

Alternatives Analysis Reports

Alternatives Analysis reports prepared for the Los Angeles to Anaheim Project Section include:

- 2009 Alternatives Analysis Report
- 2010 Supplemental Alternatives Analysis Report
- 2016 Supplemental Alternatives Analysis Report
- 2023 Supplemental Alternatives Analysis Report

9.3 Alternatives Analysis Process

The alternatives analysis process used conceptual planning tools, including environmental and engineering information, to identify feasible and practicable alternatives to carry forward to the environmental review and preliminary engineering design discussed in this Draft EIR/EIS.

Following the release of the *Final Program EIR/EIS for the Proposed California High-Speed Train System* (Statewide Program EIR/EIS) (Authority and FRA 2005), the Authority and FRA selected the Los Angeles – San Diego – San Luis Obispo Rail Corridor (LOSSAN Corridor) for further study between Los Angeles and Anaheim. Using information obtained during the planning and initial scoping processes, various design options to the main alternatives for HSR track configurations, grade separations, and station sites were considered. This report documents the preliminary evaluation of alternatives, indicating how each of the alternatives would meet the purpose for the HSR project, how evaluation criteria were applied and used to determine which alternatives to carry forward for preliminary design and detailed environmental analysis, and which alternatives should not be carried forward for further analysis.

Public and agency input on issues to be studied, city and county transportation, land use and planning information, and input on the range of alternatives provided valuable information to assist in evaluating the alternatives. Chapter 2 of this Draft EIR/EIS details the preliminary evaluation of alternatives and which alternatives were not carried forward for further analysis.

9.3.1 Overview of Stakeholder and Technical Working Group Meetings During the Alternatives Analysis Process

The Authority held Stakeholder and Technical Working Group meetings throughout the alternatives analysis process to review design details and collect information about existing conditions and local preferences. At these meetings, the Authority also coordinated with local jurisdictional staff in an effort to understand key issues and community concerns related to the project section design. Appendix 9-A provides a list of key meetings held during the alternatives development process.

Stakeholder Party and Technical Working Groups

Stakeholder Working Groups are composed of community leaders and organizations representing a broad range of regional and local interests related to land use, transportation, and social and environmental issues.

Technical working groups include staff from county and city public works, transportation, and planning departments; regional planning organizations; and other organizations that have technical expertise in land use, transportation, and infrastructure planning.

Stakeholder and Technical Working Group participants included staff from local governments, the Southern California Association of Governments, LOSSAN Joint Powers Authority, Orange County Transportation Authority, Metro, Southern California Regional Rail Authority (Metrolink), Gateway Cities Council of Governments, BNSF, Los Angeles Chamber of Commerce, and Orange County Business Council.

Separate agency staff meetings were also held, which included briefings, regular coordination meetings, alignment review meetings, and design workshops or targeted meetings to review plans for stations, grade separations, and the light maintenance facility. Participants in agency staff meetings included the cities of Los Angeles, Vernon, Commerce, Bell, Montebello, Pico Rivera, Norwalk, Santa Fe Springs, La Mirada, Buena Park, Fullerton, and Anaheim and the County of Orange.

Key concerns raised by local agency staff include the following:

- **City of Los Angeles:** Right-of-way requirements, impacts on cultural resources, connectivity with the community
- **City of Vernon:** Maintaining access to businesses, preserving tax bases, right-of-way requirements, grade-separation impacts, effects on local streets
- **City of Bell:** Right-of-way requirements, potential impacts on existing warehouses
- **City of Commerce:** Maintaining access to businesses, preserving tax base, right-of-way requirements, effects on local streets, impacts on Commerce Metrolink Station, noise/ vibration, community analysis
- **City of Montebello:** North-south connectivity in the city across the railroad corridor; noise, vibration, and aesthetic impacts for the residential area north of the railroad corridor; aerial alignments
- **City of Pico Rivera:** Grade-separation impacts, noise/vibration/aesthetic impacts for residential areas bordering the rail corridor, right-of-way requirements, bike path connectivity to the San Gabriel River and Rio Hondo trails
- **City of Santa Fe Springs:** Maintaining access to businesses, tax base, right-of-way requirements, HSR station benefits/impacts, congestion from additional traffic on local streets
- **City of Norwalk:** HSR station benefits/impacts, congestion from additional traffic on local streets, noise, vibration, aesthetic impacts for areas bordering the rail corridor
- **City of La Mirada:** Grade-separation impacts, noise/vibration impacts for residential areas to the north of the rail corridor, potential soundwalls as mitigation if noise impacts are identified
- **City of Buena Park:** Reconstruction of existing Metrolink station, preserving tax base, grade-separation impacts, noise/vibration for residential areas along the rail corridor

- **City of Fullerton:** Right-of-way requirements, HSR station benefits/impacts, opportunities for partnership with the Authority on development
- **City of Anaheim:** Coordination with city staff, Anaheim Regional Transportation Intermodal Center (ARTIC) project team, treatment of existing at-grade crossings along the rail corridor, at-grade crossing benefits/impacts, right-of-way requirements
- **County of Orange:** Grade separation needs, right-of-way process, county's OC Loop plan

9.3.2 Coordination with Other Railroad Corridor Owners/Operators

Since 2007, the Authority and FRA have held regular, frequently occurring coordination meetings with the railroad right-of-way owners and rail operators (both freight and passenger) that use the LOSSAN Corridor. The meetings have included BNSF, Amtrak, Metro, Metrolink, and Union Pacific Railroad (UPRR). The purpose of these meetings has been to discuss how the introduction of HSR service in the LOSSAN Corridor would affect existing rail operations, including the potential implementation of design elements to minimize conflicts.

Several comments received included suggestions for alternative alignments, including options (e.g., other alignments, tunnels) that considered at-grade street crossings and an alternative Santa Fe Springs station location.

Based on these comments, future discussions with BNSF were focused on the development of viable future operating plans and safety and reliability improvements in the critical passenger rail and goods movement corridor. Discussions focused on the feasibility of a track configuration that separates freight and passenger operations, resolves conflict between the two services, and addresses track outages or emergency situations, if necessary. The benefits and impacts of the Colton intermodal facility were also discussed.

Chapter 2 provides detailed information on the development of the Shared Passenger Track Alternatives, which design options were carried forward and which were eliminated for the project section, and information on coordination with railroad right-of-way owners and freight and passenger rail service operators.

9.3.3 Supplemental Alternatives Analyses: 2010, 2016, and 2023

The Authority and FRA evaluated the potential alternatives against the HSR system performance criteria contained in the Authority's *Technical Memorandum: Alternatives Analysis Methods for Project EIR/EIS* (Authority 2011a). The assessment of potential alternatives was focused on qualitative and quantitative measures that have the potential to address applicable policy and technical considerations, including travel time, route length, intermodal connections, capital costs, operating costs, and maintenance costs. Screening also included environmental criteria to measure the potential impacts of the proposed alternatives on the natural and human environment:

- The land use criteria measured the extent to which a station alternative supports transit use; is consistent with existing adopted local, regional, and state plans; and is supported by existing and future growth areas.
- Constructability measured the feasibility of construction and the extent to which right-of-way is obtainable or constrained.
- Community impacts measured the extent of neighborhood and community disruptions, such as (1) right-of-way acquisitions, (2) dividing an established community, and (3) conflicts with community resources.

The alternatives were further refined in supplemental alternatives analysis reports completed in July 2010, April 2016, and November 2023 (Authority and FRA 2010, 2016; Authority 2023a). The 2010 SAA Report considered a Dedicated High-Speed Train Alternative and a Consolidated Shared-Track Alternative, five station options at LAUS and three station options at ARTIC, and eight vehicle maintenance facility options. The 2016 SAA Report also considered the same two alternatives, Alternative 1 (formerly called the Dedicated High-Speed Train Alternative) and

Alternative 2 (formerly called the Consolidated Shared-Track Alternative). Additional design refinements within the project corridor occurred between April and December 2016 as a result of substantive engagement with key interested parties, including Stakeholder Working Groups. These design refinements to Alternative 2 generally reduced the amount of area needed to build the project adjacent to and outside of the right-of-way. Although proposed HSR stations and the overall HSR alignment generally remained the same, additional refinements were completed in 2018 and 2019 to maintain compatibility with other related projects that were also advancing their designs during consideration of the 2018 HSR Project Alternative. During 2020 scoping, two BNSF Components were introduced and later rejected from further consideration. To address interested party feedback received following the revised scoping in 2020, the Shared Passenger Track Alternative was introduced in the 2023 SAA Report, released in November 2023. The 2023 SAA Report considered five alternatives, including a No Project Alternative and the 2018 HSR Project Alternative, and introduced three new alternatives: (1) the Shared Passenger Track Alternative, (2) 3A – Freeway Tunnel Alternative, and (3) 3B – UPRR Alignment Alternative.

9.3.4 Public Information Meetings and Materials

The Authority convened public information and agency meetings during the alternatives analysis process to provide information and seek feedback. Various methods were used to present information and provide opportunities for input by participants, such as open houses, formal presentations, information sessions, and question-and-comment sessions. Project information and announcements were also posted on the Authority's website. A list of key public and agency meetings is provided in Appendix 9-A.

9.3.4.1 Outreach Supporting the 2010 and 2016 Supplemental Alternatives Analysis

Between 2010 and 2016, the Authority held approximately 450 individual and group meetings to discuss the alternatives. These included city and agency briefings, technical working groups, community and business presentations, and information tables. Detailed displays outlining the alternatives analysis and design updates were shared during these meetings to inform and engage the public.

As part of this overall outreach effort, the Authority also conducted one-on-one briefings and small group meetings with jurisdictions throughout the corridor. Project updates were shared with community groups, local organizations, business owners, and representatives from the Counties of Los Angeles and Orange and corridor cities to support an inclusive and transparent engagement process. These conversations allowed the Authority to gather input, better understand community concerns, and identify refinements to the proposed alignment.

In addition to the meetings listed above, the Authority held six open house community meetings in October and November 2015 in Anaheim, Pico Rivera, Norwalk, Fullerton, Buena Park, and Los Angeles.

9.3.4.2 Outreach Supporting the 2018 High-Speed Rail Project Alternative and 2020 Revised Scoping

Outreach continued as part of the 2018 HSR Project Alternative for agencies and cities along the project alignment, as well as agency and city interested parties affected by the BNSF facilities in Colton and Lenwood. Between 2018 and 2023, a total of 143 meetings were held. These meetings included revised scoping and interested party engagement. Interested party feedback on the two BNSF Components, received following the Authority's revised scoping in 2020, raised substantial opposition to and concern for introducing a new intermodal facility far outside the project corridor. In addition, BNSF's support of the 2018 HSR Project Alternative waned, and it no longer agreed to operate the BNSF Colton Component.

9.3.4.3 Outreach Supporting the 2023 Supplemental Alternatives Analysis

In response to concerns raised during the 2020 revised scoping, the Authority prepared the 2023 SAA Report and selected the Shared Passenger Track Alternatives for environmental analysis in

this Draft EIR/EIS. The BNSF Lenwood and Colton Components were eliminated because of cost and community and interested party concerns, and to reduce impacts on the environment and existing rail operations. An additional meeting series with a total of seven meetings was held in 2023 and 2024 for the 2023 SAA Report. Four meetings were held virtually and in person in Anaheim, Norwalk, and Fullerton.

9.3.4.4 Use of Public Input in Alternatives Analysis

Public and agency comments collected during outreach were incorporated into the development of the 2010, 2016, and 2023 SAA Reports. Throughout this period, the Authority gathered feedback regarding the technical aspects of the proposed alignments and station options and answered general questions on the statewide and section-specific process. The Authority also consulted with elected officials in the project section to ensure effective communication, coordination, and discussion of concerns throughout the environmental review process. The Authority accomplished this through legislative staff group briefings for county, state, and federal elected officials at key milestones and prior to public meetings. Additionally, Authority staff provided legislative staff one-on-one meetings as necessary.

The following evaluation measures were considered in the alternatives analysis and are detailed in the SAA Reports (Authority and FRA 2010, 2016; Authority 2023a):

- Constructability and reliability of operation
- Capital cost and operating costs
- Disruption to existing railroads and utilities
- Development potential for transit-oriented development within walking distance of stations
- Consistency with other planning efforts and adopted plans
- Construction access in existing transportation right-of-way
- Displacements and properties where access is affected
- Local traffic effects around stations and at-grade separations
- Effects on waterways, wetlands, natural preserves, or sensitive habitats
- Effects on cultural resources, parklands, or agricultural lands
- Noise and vibration effects on sensitive receptors
- Change in visual/scenic resources
- Avoidance of geological and soil constraints and areas with potential hazardous materials

The development of the 2016 and 2023 SAA Reports considered the comments received at public information meetings and agency meetings. Authority staff presented the 2016 SAA Report to the Authority Board of Directors in April 2016 and the 2023 SAA Report and Preliminary Impacts Assessment Report (Authority 2024) to the Authority Board of Directors in May 2024. In addition, the Shared Passenger Track Alternative described in the 2023 SAA Report was developed based on comments received from the public.

These reports recommended advancing the refined project alternative for further evaluation in the Draft EIR/EIS environmental review process. Generally, these additional refinements resulted in avoidance or minimization of potential negative environmental impacts on historic resources, parks and recreational facilities, and water resources; reduced need for property acquisition; reduced community impacts; and reduced construction cost and were developed as a response to input from the public, interested parties, and other operators in and adjacent to the railroad corridor.

Copies of the various alternatives analysis documents, including the 2023 SAA Report, are available on the HSR website: https://hsr.ca.gov/high-speed-rail-in-california/project-sections/los-angeles-to-anaheim/.

9.3.5 Environmental Resource Agency Coordination During the Alternatives Analysis Process

Throughout the alternatives analysis process, the Authority also coordinated with federal and state environmental resource agencies, including the California Regional Water Quality Control

Board (Santa Ana Region), U.S. Environmental Protection Agency (USEPA), U.S. Army Corps of Engineers (USACE), California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, and others. Appendix 9-A lists these resource agency meetings.

9.4 Development of the Draft EIR/EIS

As discussed in Section 9.1 and Section 9.2, the Authority and FRA held meetings to consult with federal, state, and local agencies, to provide project updates, and to obtain feedback. As discussed in Section 9.3, the Authority and FRA then conducted further planning to develop and screen potential alignment alternatives between Los Angeles and Anaheim. This Draft EIR/EIS reflects input received during public outreach and scoping activities conducted by the Authority and its representatives.

This section summarizes outreach, involvement, and communications undertaken during preparation of this Draft EIR/EIS's resource sections in Chapter 3, Affected Environment, Environmental Consequences, and Mitigation Measures. Section 9.4.3, Tribal Coordination Meetings, and Section 9.4.6, Agency Meetings and Consultation, provide additional information on the consultation and coordination that was conducted with federal and state agencies for biological resources, cultural resources, and jurisdictional waters and wetlands.

9.4.1 Agreements and Memoranda of Understanding

In addition to agency meetings and consultation (discussed in Section 9.4.6), throughout the planning process the Authority and FRA entered into agreements with environmental resource agencies to facilitate the environmental permitting required prior to construction. These agreements are intended to identify the Authority's responsibilities in meeting permitting requirements of all involved federal, state, and regional environmental resource agencies.

Pursuant to U.S. Code Title 23 Section 327, under the NEPA Memorandum of Understanding (MOU) between the FRA and the State of California, effective July 22, 2024, the Authority is the federal lead agency for environmental reviews and approvals for all Authority Phase 1 and Phase 2 California HSR System projects.

9.4.1.1 U.S. Environmental Protection Agency and U.S. Army Corps of Engineers

In 2010, the Authority and FRA prepared an MOU with USEPA and USACE to integrate NEPA (42 U.S. Code 4321 et seq.), Section 404 of the Clean Water Act (33 U.S. Code 1241 et seq.), and Rivers and Harbors Act Section 14 (33 U.S. Code 408) processes for the HSR system.

9.4.1.2 California State Historic Preservation Officer

The Authority and FRA also executed the National Historic Preservation Act Section 106 (54 U.S. Code 306101 et seq.) programmatic agreement in June 2011 with the California State Historic Preservation Officer (SHPO). The Section 106 programmatic agreement provides an overall framework for conducting the Section 106 process, including interested party and tribal consultations. Section 9.4.4, Section 106, National Historic Preservation Act, and Assembly Bill 52 Consultation, also summarizes agency coordination activities associated with the Section 106 programmatic agreement and MOU.

9.4.1.3 U.S. Department of Housing and Urban Development, U.S. Federal Transit Administration, and Environmental Protection Agency

In September 2011, the Authority, FRA, U.S. Department of Housing and Urban Development, Federal Transit Administration, USEPA, and other signatory agencies signed the *Memorandum of Understanding for Achieving an Environmentally Sustainable High-Speed Train System for California*. This MOU establishes a framework under which the signatory agencies committed to working together to achieve an environmentally sustainable HSR system (Authority 2011b). The MOU defines common goals, identifies key areas for collaboration, and defines expectations and terms for signatory agencies.

Consistent with the 2011 MOU, the Authority recognizes the need to build the project using sustainable methods that accomplish the following:

- Promote sustainable housing and development patterns.
- Integrate station access and amenities into the fabric of surrounding neighborhoods.
- Stimulate multimodal connectivity and increase options for affordable, convenient access to goods, services, and employment.
- Reduce passenger transportation emissions across California, thereby reducing associated environmental and health impacts.
- Promote energy efficiency and renewable energy.
- Encourage best practices for water efficiency and conservation.
- Protect ecologically sensitive and agricultural lands.

9.4.1.4 California State Water Resources Control Board

In 2023, the Authority entered into an MOU with the California State Water Resources Control Board. This MOU supplements an existing Interagency Agreement between the two agencies, which supports a budget change proposal allowing the Authority to reimburse the State Water Resources Control Board for its work related to issuing permits for discharges of dredged and fill material to waters of the state (Authority 2023b).

Pursuant to U.S. Code Title 23 Section 327, under the NEPA MOU between the FRA and the State of California, effective July 22, 2024, the Authority is the federal lead agency for environmental reviews and approvals for all Authority Phase 1 and Phase 2 California HSR System projects.

9.4.1.5 Gateway Cities Council of Governments

In February 2010, the Authority entered into an MOU with the Gateway Cities Council of Governments for coordination and technical analysis for the proposed HSR corridor through Los Angeles County. The MOU established a cooperative agreement for Gateway Cities Council of Governments' assistance with alternatives analysis and selection of a locally preferred alternative, and participation in a Technical Working Group for the purpose of providing technical, land use, and policy input on the feasibility and environmental evaluation of the project section.

9.4.1.6 Orange County Transportation Authority

In September 2006, the Authority entered into a MOU with the Orange County Transportation Authority for preparation of a project-level EIR/EIS for the project alternative and an Environmental/Feasibility Assessment for a potential HSR feeder service in the Anaheim to Ontario corridor. The MOU established a cooperative agreement with the Orange County Transportation Authority to provide technical and policy input on the project-level Draft EIR/EIS by providing technical reviews and support and cooperating fully in the exchange of information.

9.4.2 Public Information Materials and Meetings

The Authority held informal and formal public meetings in winter 2016, spring 2017, fall 2018, fall 2023, and spring 2024 during preparation of this Draft EIR/EIS. Various meeting formats (as presented in Table 9-5) such as open houses and informative sessions, provided opportunities for input by participants and for the Authority to inform the public about the alternatives analysis recommendations for the project section and the status of the Draft EIR/EIS preparation. These meetings provided information on various HSR project components and served as forums to obtain feedback. The Authority participated in additional public meetings hosted by other agencies to provide project information and obtain feedback. Appendix 9-A lists key public and agency meetings.

Table 9-5 Community Open Houses, Workshops and Information Sessions During Development of the Draft EIR/EIS

Date	Meeting
12/5/2016	HSR Downtown Los Angeles open house
3/30/2017	Downtown Los Angeles community open house
4/4/2017	Santa Fe Springs community open house
4/5/2017	Buena Park community open house
4/6/2017	Anaheim community open house
4/8/2017	Montebello community open house
9/8/2018	Montebello community open house
9/12/2018	Santa Fe Springs community open house
9/17/2018	Downtown Los Angeles community open house
9/20/2018	Anaheim community open house
9/24/2018	Buena Park community open house
10/23/2018	Commerce workshop
11/29/2023	Supplemental Alternatives Analysis open house (virtual)
12/5/2023	Southern California 26th Street light maintenance facility information session (virtual)
12/6/2023	Southern California 15th Street light maintenance facility information session (virtual)
12/7/2023	Anaheim grade crossings information session
12/11/2023	Norwalk/Santa Fe Springs grade crossings/station information session
12/14/2023	Fullerton Station information session
4/3/2024	High Desert staging tracks mitigation information session, held jointly with Caltrans (virtual)[1]

[1] Subsequent to the information session, Caltrans filed a Notice of Exemption with the State Clearinghouse documenting its approval, following environmental clearance, of the High Desert Operational Efficiency Project. Caltrans is pursuing the High Desert Operational Efficiency Project independently. The High Desert staging tracks mitigation is not considered part of the project section. The High Desert Operational Efficiency Project is expected to begin construction in 2025.
The outreach program for the project section is an ongoing process. Therefore, this table will be continually updated with additional public and agency coordination and meetings.
Authority = California High-Speed Rail Authority; Caltrans = California Department of Transportation; EIR/EIS = environmental impact report/environmental impact statement; HSR = high-speed rail; project section = Los Angeles to Anaheim Project Section

These public meetings included brief presentations and project information materials (on display and in fact sheets). Authority staff were also available to answer questions. Meetings were announced through direct mail to those in the project database, advertisements in local newspapers, and postings on the Authority's website: www.hsr.ca.gov. Various publications and materials were also made available on the Authority's website.

Key themes identified through the Draft EIR/EIS meeting series included, but are not limited to, the topics summarized below:

- **Connectivity:** For both ARTIC and LAUS, connectivity was a reoccurring theme. Participants inquired as to whether the HSR system would expand connectivity options. Particularly in Anaheim, interested parties inquired how HSR would connect to key destinations including Disneyland and regional airports. Questions were also raised about pedestrian and bicycle hazards.

- **Alignment:** Participants raised concerns regarding operational right-of-way issues and property impacts. Concerns ranged from noise and vibration of the trains to frequency of trains. In Buena Park, participants were concerned with how the project would affect surrounding housing and the Buena Park Metrolink station. In Montebello, a participant raised a concern regarding how the project would affect the proposed Alameda Corridor – East Construction Authority grade-separation projects.
- **Station Impacts:** The project section traverses five existing Metrolink stations (LAUS, Commerce, Norwalk/Santa Fe Springs, Buena Park, Fullerton, and ARTIC). Community members were particularly concerned about how HSR would affect the stations and their accessibility. In Buena Park, participants expressed concern with the possible relocation of the station. At other meetings, participants expressed interest in how HSR would integrate with older stations such as LAUS and Fullerton Station and inclusion of intermediate stations at the Norwalk/Santa Fe Springs and Fullerton locations.
- **Funding and Fares:** Across the meetings, participants raised questions regarding funding. Many individuals were concerned about the cost of the entire project. Others had questions about funding sources and if the system would be able to support itself once operational, leading to questions about ridership and fares. Individuals inquired about the price of the tickets from Los Angeles to San Francisco, as well as comparison to other modes of transportation.
- **Electrification:** Metrolink, Amtrak, and freight operations currently use the LOSSAN Corridor between Los Angeles and Anaheim. Participants inquired about whether other operators would be able to use the electrified lines similar to what is being proposed on the Caltrain corridor between San Jose and San Francisco.
- **Grade Separations:** Participants commented on the need for and anticipated impacts from grade separations in comparison to grade crossings throughout the project alignment.

Additional themes identified after the BNSF Lenwood and Colton Components were also incorporated into the project. Although community analysis and regional growth had been ongoing areas of consideration, new BNSF Lenwood and Colton Components concerns were raised, including:

- **Community Analysis:** Many participants were concerned that the existing communities near the BNSF Colton Component are disadvantaged, characterized by substantial numbers of low-income and minority populations, and are already burdened by high levels of pollution and other environmental hazards. Participants were concerned that the BNSF Colton Component would add to this burden without providing sufficient benefits.
- **Regional Growth:** Participants were concerned about the potential for new regional and economic growth from the BNSF Colton Component considering the multiplier effects of a new high-volume freight facility. Participants were also concerned that the BNSF Colton Component would not bring economic benefit to the community.

9.4.3 Tribal Coordination Meetings

9.4.3.1 Los Angeles to Anaheim Project Section

Over the entirety of the California HSR program, the Authority and the FRA have also hosted Tribal Information Meetings for each HSR project section as part of the effort to keep tribal governments and their representatives informed. The Tribal Information Meetings established the groundwork for future consultations throughout the Draft EIR/EIS process. Participation in Tribal Information Meetings was by invitation only and not open to the public. Tribes with concerns about potential project effects on important tribal cultural resources and a desire to be involved in the cultural resources investigation process were encouraged to attend the Tribal Information Meetings.

Tribal Resources Available Online

Tribal resources available at www.hsr.ca.gov include:

- Section 106 Programmatic Agreement
- Tribal monitoring fact sheet
- Tribal participation fact sheet
- Tribal informational meeting presentation

The Authority held a Tribal Information Meeting for the project section on February 25, 2016. A summary of this meeting and follow-up communication are included in Appendix C of the *Los Angeles to Anaheim Project Section Archaeological Survey Report* (Authority and FRA 2017). The purpose of the Tribal Information Meeting was to provide local tribal representatives with an overview of the HSR program, as well as specific details about the project section.

Twelve tribal governments listed with the California Native American Heritage Commission (NAHC) for Los Angeles and Orange Counties were invited, and three tribal representatives attended, including two representatives from the Gabrieleño Band of Mission Indians – Kizh Nation and one representative from the Juaneño Band of Mission Indians – Acjachemen Nation. The Tribal Archaeologist for the Gabrieleño Band of Mission Indians – Kizh Nation provided an overview of the history of the tribe and the geographic area that represents their ancestral territory. The status and results of the cultural resources investigations to date for the project section were also presented at this meeting. Attendees indicated that the project section is culturally important and more resources are likely to be present within the project section footprint than the records search for cultural resources indicates.

On March 7, 2016, the Authority and FRA sent invitations to tribes who attended, or expressed interest in attending, the Tribal Information Meeting to formally invite the tribes to formal consultation in compliance with Section 106 of the National Historic Preservation Act. The Authority and FRA invited tribes to meet one on one with the Authority and FRA to begin discussing the tribes' concerns regarding cultural resources for the project section. Two tribes responded to the invitation and agreed to be formal Section 106 Consulting Parties for the project section: the Gabrieleño Band of Mission Indians – Kizh Nation (under Chairperson Andrew Salas) and the Juaneño Band of Mission Indians Acjachemen Nation (under Chairperson Matias Belardes). A third tribe, the Soboba Band of Mission Indians, also expressed interest in participating as a Consulting Party to the project section.

The Authority has continued ongoing consultation and outreach efforts with the Section 106 Consulting Parties. In accordance with the Section 106 Programmatic Agreement and the Authority's tribal engagement policies, Section 106 Consulting Party tribes would be closely involved in the cultural resources investigation for the project section, including contributing tribal ethnohistories for inclusion in the archaeological survey, opportunities to review and comment on draft technical reports prior to finalization, opportunities to help develop treatment and mitigation for cultural resources affected by the project, and opportunities to participate in tribal monitoring efforts during construction or archaeological excavations.

Refer to Section 3.17, Cultural Resources, of this Draft EIR/EIS and the *Los Angeles to Anaheim Project Section Archaeological Survey Report* (Authority and FRA 2017) for additional information on tribal consultation for the Statewide Program EIR/EIS (Authority and FRA 2005), and a

detailed listing of tribal communications in support of statewide outreach and outreach specific to the project section.

9.4.3.2 BNSF Railway Lenwood and Colton Components Associated with the 2018 High-Speed Rail Project Alternative

On March 6, 2020, the Authority sent letters to the Gabrieleño Band of Mission Indians – Kizh Nation, Gabrieleno Tongva Indians of California Tribal Council, Gabrieleno/Tongva San Gabriel Band of Mission Indians, Gabrielino/Tongva Nation, Gabrielino-Tongva Tribe, Kern Valley Indian Community, Morongo Band of Mission Indians, San Manuel Band of Mission Indians, San Fernando Band of Mission Indians, Serrano Nation of Mission Indians, and Tubatulabals of Kern Valley. In response to those letters, the San Manuel Band of Mission Indians (under Director of Cultural Resources Jessica Mauck) and Gabrieleño Band of Mission Indians – Kizh Nation (under Chairperson Andrew Salas) expressed interest in being formal Consulting Parties.

When the BNSF Colton and Lenwood Components were removed from the project description in 2023, the San Manuel Band of Mission Indians' concerns with respect to the areas within the BNSF Colton and Lenwood Components were concluded. In a letter dated April 9, 2020, the San Manuel Band of Mission Indians noted that the project is outside of Serrano ancestral territory; therefore, the tribe has no comments to provide for this area. The Authority notified the San Manuel Band of Mission Indians on December 12, 2024, that the BNSF Lenwood and Colton Components were no longer considered part of the project. The San Manuel Band of Mission Indians responded on December 12, 2024, acknowledging the change and reiterating that the project is outside of Serrano ancestral territory. As a result, the Authority has closed the inquiry.

Table 9-6 and Table 9-7 summarize the outreach with Native Americans undertaken to date for the 2018 HSR Project Alternative, which included the BNSF Lenwood and Colton Components. Native American outreach and consultation efforts were ongoing at key milestones throughout the project planning process. Both federally recognized tribes and California tribes on the contact list maintained by the NAHC were notified of the initiation of the Section 106 process for the BNSF Lenwood and Colton Components as outlined in Table 9-6 and Table 9-7. Tribes were consulted during preparation of the technical studies and Memorandum of Agreement.

Table 9-6 BNSF Railway Lenwood Component of the 2018 High-Speed Rail Project Alternative: Summary of Outreach Efforts to Identify Native American Consulting/ Concurring Parties

Action	Date	Summary
Letter	3/6/2020	Initial letters mailed to notify tribes identified on the NAHC's San Bernardino County contact lists inviting participation and requesting information including: Gabrieleño Band of Mission Indians – Kizh Nation, Gabrieleno Tongva Indians of California Tribal Council, Gabrieleno/Tongva San Gabriel Band of Mission Indians, Gabrielino/Tongva Nation - Sandonne Goad and Sam Dunlap; Gabrielino-Tongva Tribe, Kern Valley Indian Community, Morongo Band of Mission, San Manuel Band of Mission Indians, San Fernando Band of Mission Indians, Serrano Nation of Mission Indians, and Tubatulabals of Kern Valley.
Email	3/19/2020	BNSF Components: Follow-up to letters mailed on March 6, 2020, inviting participation and requesting information on the BNSF Lenwood and Colton Components to which no responses were received; letters were then sent electronically.
Email	4/6/2020	BNSF Components: Follow-up by email to confirm if recipients of the March 6, 2020, project notification letters and March 19, 2020, follow-up emails who had not yet responded had a chance to review and interest in participating. Responses received from Tubatulabals of Kern Valley – Robert L. Gomez, Jr. (4/6/2020) and Kizh Nation (4/7/2020). No other responses were received.

Action	Date	Summary
Email	4/6/2020	BNSF Components: Mr. Gomez stated that this area is outside of the Tubatulabal's traditional sphere of influence and declined to comment.
Email	4/7/2020	BNSF Components: Gabrieleño Band of Mission Indians – Kizh Nation opts in to be a Consulting Party on the BNSF Lenwood and Colton Components.
Email	4/9/2020	BNSF Components: SMBMI formally opts in to be a Consulting Party on the BNSF Lenwood and Colton Components (but not on the HSR project, which is outside traditional territory). Provides information regarding project locations. Authority confirms receipt of Consulting Party status on 4/13/2020.
Email	5/14/2020	APE modification notice (aka "APE Mod 2" memo dated April 30, 2020) sent to tribal Consulting Parties; no comments were received.
Email	6/2/2020	Draft Los Angeles to Anaheim Project Section FOE transmitted to tribal Consulting Parties for review and comment.
Email	6/9/2020	In response to request for comments on the draft Los Angeles to Anaheim Project Section FOE, Mr. Dunlap responded, "Thank you for the correspondence regarding this matter. The Gabrielino/Tongva Nation will be reviewing and commenting in the near future." No additional comments were received.
Email	6/16/2020	Follow-up email to parties that had not yet accessed the electronic Draft FOE. No comments were received.
Phone call	7/2/2020	Follow-up phone calls to Consulting Party tribes to ask if comments on the Draft Los Angeles to Anaheim Project Section FOE are forthcoming. Mr. Dunlap may submit comments next week. No comments were received.
Letter	8/21/2020	BNSF Components: Letters sent to tribes who had sent the Authority requests for formal notification of projects under AB 52. Notifications regarding expanded APE for the Los Angeles to Anaheim Project Section prompted application of AB 52. Expanded APE now includes the BNSF Lenwood and Colton Components, two noncontiguous project areas in San Bernardino County.
Email	9/24/2020	Authority confirms Gabrieleño Band of Mission Indians – Kizh Nation's Consulting Party status and provides information about the Los Angeles to Anaheim Project Section NOP/NOI that includes the BNSF Lenwood and Colton Components.
Email	11/10/2020	Los Angeles to Anaheim Project Section FOE and Section 4(f) information to tribal Consulting Parties.
Letter, email	4/19/2021	BNSF Components: Draft BNSF Lenwood and Colton Component ASRs sent concurrently to Consulting Parties for review and comment.
Email	5/31/2021	BNSF Components: SMBMI submits comments on the draft Los Angeles to Anaheim Project Section BNSF Component ASRs, requests meeting.
Meeting	6/4/2021	BNSF Components: Meeting with SMBMI to discuss BNSF Lenwood and Colton Component draft ASRs. Updates on Bakersfield to Palmdale and Palmdale to Burbank also discussed.
Email	10/4/2024	APE modification notice for the Shared Passenger Track Alternatives. Kizh Nation responds; no other responses received. Email sent to: Gabrielino/Tongva Nation: Sam Dunlap; Juaneño Band of Mission Indians Acjachemen Nation: Matias Belardes and Joyce Standfield Perry; Gabrieleño Band of Mission Indians – Kizh Nation.

Action	Date	Summary
Email	11/20/2024	Kizh Nation provides comments via email in response to the APE modification and ASR Addendum 2. Authority responded 12/3/24 to request continued consultation on future MOA.
Email	12/12/2024	Authority updated SMBMI that BNSF Components (Lenwood and Colton) were dropped and confirming that the Shared Passenger Track Alternatives are outside of their area of concern.
Email	12/12/2024	SMBMI responded acknowledging the project change and stating that the Shared Passenger Track Alternatives are outside of Serrano ancestral territory. The consultation process between SMBMI and the Authority has occurred as provided in Public Resources Code Sections 21080.3.1 and 21080.3.2 and concluded pursuant to subdivision (b) of Section 21080.3.2 (AB 52).

AB = Assembly Bill; APE = area of potential effects; ASR = Archaeological Survey Report; Authority = California High-Speed Rail Authority; BNSF = BNSF Railway; FOE = Finding of Effects; MOA = Memorandum of Agreement; NAHC = Native American Heritage Commission; NOI = Notice of Intent; NOP = Notice of Preparation; SMBMI = San Manuel Band of Mission Indians

Table 9-7 BNSF Railway Colton Component of the 2018 High-Speed Rail Project Alternative: Summary of Outreach Efforts to Identify Native American Consulting/ Concurring Parties

Action	Date	Summary
Letter	3/6/2020	Initial letters mailed to notify tribes identified on the NAHC's San Bernardino County contact lists inviting participation and requesting information including: Gabrieleño Band of Mission Indians – Kizh Nation, Gabrieleno Tongva Indians of California Tribal Council, Gabrieleno/Tongva San Gabriel Band of Mission Indians, Gabrielino/Tongva Nation - Sandonne Goad and Sam Dunlap; Gabrielino-Tongva Tribe, Kern Valley Indian Community, Morongo Band of Mission, San Manuel Band of Mission Indians, San Fernando Band of Mission Indians, Serrano Nation of Mission Indians, and Tubatulabals of Kern Valley.
Email	3/19/2020	BNSF Components: Follow-up to letters mailed on March 6, 2020, inviting participation and requesting information on the BNSF Lenwood and Colton Components to which no responses were received; letters were then sent electronically.
Email	4/6/2020	BNSF Components: Follow-up by email to confirm if recipients of the March 6, 2020, project notification letters and March 19, 2020, follow-up emails who had not yet responded had a chance to review and interest in participating. Responses received from Tubatulabals of Kern Valley – Robert L. Gomez, Jr. (4/6/2020) and Kizh Nation (4/7/2020). No other responses were received.
Email	4/6/2020	BNSF Components: Mr. Gomez stated that this area is outside of the Tubatulabal's traditional sphere of influence and declined to comment.
Email	4/7/2020	BNSF Components: Gabrieleño Band of Mission Indians – Kizh Nation opts in to be a Consulting Party on the BNSF Lenwood and Colton Components.
Email	4/9/2020	BNSF Components: SMBMI formally opts in to be a Consulting Party on the BNSF Lenwood and Colton Components (but not on the HSR project, which is outside traditional territory). Provides information regarding project locations. Authority confirms receipt of Consulting Party status on 4/13/2020.
Email	5/14/2020	APE modification notice (aka "APE Mod 2" memo dated April 30, 2020) sent to tribal Consulting Parties; no comments were received.
Email	6/2/2020	Draft Los Angeles to Anaheim Project Section FOE transmitted to tribal Consulting Parties for review and comment.

Action	Date	Summary
Email	6/9/2020	In response to request for comments on the draft Los Angeles to Anaheim Project Section FOE, Mr. Dunlap responded, "Thank you for the correspondence regarding this matter. The Gabrielino/Tongva Nation will be reviewing and commenting in the near future." No additional comments were received.
Email	6/16/2020	Follow-up email to parties that had not yet accessed the electronic Draft FOE. No comments were received.
Phone call	7/2/2020	Follow-up phone calls to Consulting Party tribes to ask if comments on the Draft Los Angeles to Anaheim Project Section FOE are forthcoming. Mr. Dunlap may submit comments next week. No comments were received.
Letter	8/21/2020	BNSF Components: Letters sent to tribes who had sent the Authority requests for formal notification of projects under AB 52. Notifications regarding expanded APE for the Los Angeles to Anaheim Project Section prompted application of AB 52. Expanded APE now includes the BNSF Lenwood and Colton Components, two noncontiguous project areas in San Bernardino County.
Email	9/15/2020	BNSF Components: Ms. Mauck discusses potential testing plan at BNSF Colton Component.
Meeting	9/17/2020	Meeting between SMBMI and the Authority to discuss project updates to Bakersfield to Palmdale and Palmdale to Burbank, and to discuss plan for potential testing at BNSF Colton Component.
Email	9/18/2020	Draft meeting minutes provided to SMBMI for review and comment.
Email	9/21/2020	SMBMI comments on the draft meeting minutes; minutes revised and finalized and recirculated to meeting participants.
Email	9/24/2020	Authority confirms Gabrieleño Band of Mission Indians – Kizh Nation's Consulting Party status and provides information about the Los Angeles to Anaheim Project Section NOP/NOI that includes the BNSF Lenwood and Colton Components.
Email	11/10/2020	Los Angeles to Anaheim Project Section FOE and Section 4(f) information to tribal Consulting Parties.
Letter, Email	4/19/2021	BNSF Components: Draft BNSF Lenwood and Colton Component ASRs sent concurrently to Consulting Parties for review and comment.
Email	5/31/2021	BNSF Components: SMBMI submits comments on the draft Los Angeles to Anaheim Project Section BNSF Component ASRs, requests meeting.
Meeting	6/4/2021	BNSF Components: Meeting with SMBMI to discuss BNSF Lenwood and Colton Component draft ASRs. Updates on Bakersfield to Palmdale and Palmdale to Burbank also discussed.
Email	10/4/2024	APE modification notice for the Shared Passenger Track Alternatives. Kizh Nation responds; no other responses received. Email sent to: Gabrielino/Tongva Nation: Sam Dunlap; Juaneño Band of Mission Indians Acjachemen Nation: Matias Belardes and Joyce Standfield Perry; Gabrieleño Band of Mission Indians – Kizh Nation.
Email	11/20/2024	Kizh Nation provides comments via email in response to the APE modification and ASR Addendum 2. Authority responded 12/3/24 to request continued consultation on future MOA.
Email	12/12/2024	Authority updated SMBMI that BNSF Components (Lenwood and Colton) were dropped and confirming that the Shared Passenger Track Alternatives are outside of their area of concern.

Action	Date	Summary
Email	12/12/2024	SMBMI responded acknowledging the project change and stating that the Shared Passenger Track Alternatives are outside of Serrano ancestral territory. The consultation process between SMBMI and the Authority has occurred as provided in Public Resources Code Sections 21080.3.1 and 21080.3.2 and concluded pursuant to subdivision (b) of Section 21080.3.2 (AB 52).

AB = Assembly Bill; APE = area of potential effects; ASR = Archaeological Survey Report; Authority = California High-Speed Rail Authority; BNSF = BNSF Railway; FOE = Finding of Effects; MOA = Memorandum of Agreement; NAHC = Native American Heritage Commission; NOI = Notice of Intent; NOP = Notice of Preparation; SMBMI = San Manuel Band of Mission Indians

9.4.4 Section 106, National Historic Preservation Act, and Assembly Bill 52 Consultation

The Authority and FRA initiated consultation with, and sought input from, Native American tribes during development of the Section 106 Programmatic Agreement for the California HSR program. The National Historic Preservation Act Section 106 programmatic agreement, formally titled the *Programmatic Agreement Among the Federal Railroad Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California High-Speed Rail Authority Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the California High-Speed Train Project*, defines the process for how the Authority shall identify, evaluate, and treat cultural resources that may be affected by the HSR project. The final programmatic agreement was executed in June 2011 and is available on the Authority's website at https://hsr.ca.gov/programs/cultural-resources/tribal-relations/section-106-of-the-national-historic-preservation-act/.

In addition, the programmatic agreement stipulates that consultation with Native American tribes shall occur early in the project planning process for each HSR project section in an effort to identify the tribes' concerns and allow adequate time for consideration of such concerns. The programmatic agreement further states that the Authority and FRA shall ensure consultation with tribes continues throughout the Section 106 compliance process. In addition to tribal consultation and input, the programmatic agreement addresses other matters of tribal interest, including confidentiality of cultural resources, protocols for the treatment of Native American human remains (if discovered), provisions for tribal monitoring, and artifact curation. The programmatic agreement has been signed.

The Advisory Council on Historic Preservation advises federal agencies to comply with Section 106 of the National Historic Preservation Act, with steps taken to meet the requirements of NEPA, to ensure that the purposes and requirements of both statutes are achieved in a timely and efficient manner. Ongoing coordination with the SHPO has occurred per the Section 106 process and the Section 106 Programmatic Agreement (refer to Section 9.4.1, Agreements and Memoranda of Understanding, for more information on the programmatic agreement). Section 3.17.5.4, Methods for Impact Analysis, details the Section 106 process.

Meetings and conference calls have occurred with SHPO staff to update them on the project status, provide a project preview, and continue early coordination and consultation on August 21, 2015, October 20, 2015, November 3, 2015, May 2, 2016, August 28, 2016, October 4, 2024, and October 10, 2024. Refer to Section 3.17 for details on Section 106 review.

Other Section 106 activities completed to date include the following:

- Invitations to participate in the Section 106 process were sent to interested parties (including local government planning departments, historic preservation organizations, historical societies, libraries, and museums) on January 25, 2016.
- An invitation to attend a public open house meeting was sent to interested parties on March 16, 2017.
- Parties who responded that they may become Section 106 Consulting Parties for the cultural resource investigation and preparation of the Memorandum of Agreement for the project

include the City of Norwalk Community Development Department, the City of Fullerton Planning and Landmarks Commission, Fullerton Heritage, the City of Los Angeles Office of Historic Resources, the County of Los Angeles, the Los Angeles Conservancy, the Gabrieleño Kizh Indians, the Juaneño Band of Mission Indians Acjachemen Nation, Gabrielino/Tongva Nation, and the Southern California Association of Governments. For the BNSF Lenwood and Colton Components, four parties responded in 2020 and 2021.

- Consultation meetings were held with Los Angeles Conservancy on July 15, 2016, and with the California State Parks Office of Historic Preservation on September 7, 2016.
- An Archaeological Survey Report was submitted to the SHPO and Consulting Parties on June 7, 2017, with an administrative update in September 2017. SHPO concurrence with the findings was obtained June 30, 2017.
- Archaeological Survey Report: Addendum 1 was submitted on January 28, 2019. SHPO concurrence with the findings was obtained April 17, 2019.
- An Historic Architectural Survey Report was submitted to the SHPO and Consulting Parties in October 2018. SHPO concurrence with the findings was obtained December 21, 2018. Final SHPO concurrence was received in two letters dated May 17, 2019, and June 10, 2019, documenting project footprint updates.
- Tribes who responded to a March 6, 2020, letter and expressed interest in becoming Section 106 Consulting Parties for the cultural resources investigation regarding the BNSF Lenwood and Colton Components included the San Manuel Band of Mission Indians and Gabrieleño Band of Mission Indians – Kizh Nation.
- On June 6, 2020, the *Los Angeles to Anaheim Project Section High-Speed Rail Passenger Rail Corridor Finding of Effect* (Authority 2020) was sent via email to tribal Consulting Parties for review and comment.
- Letters were sent to the tribes who had requested formal notification from the Authority of projects under Assembly Bill 52 on August 21, 2020. In September of 2020, a meeting was held between the San Manuel Band of Mission Indians and the Authority to discuss a plan for potential testing at the BNSF Colton Component. Draft meeting minutes were provided to the San Manuel Band of Mission Indians, who reviewed and commented; meeting minutes were revised and finalized and recirculated to the meeting participants.
- SHPO consultation requested with the Notification of Modification to the Area of Potential Effects and submittal of the *2024 Cultural Resources Areas of Potential Effects, Los Angeles to Anaheim Project Section (Shared Passenger Track Alternatives) Memorandum* on October 4, 2024.
- SHPO consultation requested with the provision of technical studies for the Historic Architectural Survey Report Addendum 1 and Archaeological Survey Report Addendum 2 on October 10, 2024.
- The NAHC sent the positive Sacred Lands File search results to both the Authority and Gabrieleño Band of Mission Indians – Kizh Nation on September 17, 2024. It simply re-confirmed the prior Sacred Lands File search received December 5, 2023, which was also positive. The Authority has been consulting with Gabrieleño Band of Mission Indians – Kizh Nation since 2009, with the understanding that sites in the area of potential effects are considered sacred to the tribe (letter dated November 12, 2009, from Chairperson Andrew Salas to the Authority). The tribe has specifically requested that details about sacred lands remain confidential. The NAHC's letter states: "The result of the Sacred Lands File (SLF) check conducted through the Native American Heritage Commission was positive. Please contact the Gabrieleño Band of Mission Indians – Kizh Nation on the attached list for more information."

- *Los Angeles to Anaheim Project Section Finding of Effect (FOE), Addendum 1* was submitted to the SHPO for its review on January 27, 2025, and a revised version was submitted on June 16, 2025.

Additional technical reports were submitted to the SHPO in 2020 to support Section 106 consultation, including the *Revised Cultural Resources Areas of Potential Effect and Newly Evaluated Resources Memoranda* (Authority 2020) and the *Los Angeles to Anaheim Project Section High-Speed Rail Passenger Rail Corridor Finding of Effect* (Authority 2020). The reports documented the assessment of known and potential adverse effects on historic properties within the HSR corridor. SHPO concurrence with the findings was obtained on December 15, 2020.

The Draft BNSF Lenwood and Colton Component Archaeological Survey Reports were also sent concurrently to the Consulting Parties for review in April of 2021. Comments were received from the San Manuel Band of Mission Indians with a request for a meeting that was held in June of 2021. In addition, updates on the Bakersfield to Palmdale and Palmdale to Burbank Project Sections were discussed at that time. Additional consultation occurred in October 2024 with the provision of technical reports to the SHPO reflecting the Shared Passenger Track Alternatives.

The Final EIR/EIS will reflect the final status of SHPO review of these additional technical reports and the resulting Memorandum of Agreement. Refer to Section 3.17 for additional information on the Section 106 process and cultural resources outreach to government agencies, Native Americans, and other interested parties to meet the requirements of NEPA, CEQA, and Section 106.

9.4.4.1 California Native American Heritage Commission

The Authority requested searches of the Sacred Lands File through the NAHC to determine the potential presence of sensitive Native American cultural resources and to provide contact information for established tribal governments with whom the Authority and FRA may consult for the HSR project sections. The Authority may make multiple requests to the NAHC throughout the environmental planning process to ensure it has the most current information. Searches of the Sacred Lands File for the Los Angeles to Anaheim Project Section were completed in November 2009 and March 2014 for the project alternative at that time. Both of these searches included Los Angeles County and indicated the presence of sacred sites near the area of potential effects in both the Los Angeles and La Habra U.S. Geological Survey Quadrangles.

The Authority contacted the NAHC specifically for the project section in October 2015. The NAHC responded and provided a list of tribal governments with traditional lands or cultural places within the boundaries of Los Angeles and Orange Counties. The Authority contacted the NAHC for the BNSF Lenwood and Colton Components in June 2019. The NAHC responded and provided a list of tribal governments with traditional lands or cultural places in the vicinity of the BNSF Lenwood and Colton Components of the 2018 HSR Project Alternative.

The NAHC indicated that the Sacred Lands File search resulted in the identification of one site on the Los Angeles U.S. Geological Survey Quadrangle that has the potential to be affected by the project section. The NAHC recommended a point of contact for more information about this site. Although this site is outside the area of potential effects for the project section, it is within 0.5 mile of the resource study area. The NAHC indicated the presence of sacred sites near the previous BNSF Colton Component, but did not provide a description or location. The NAHC recommended that the San Manuel Band of Mission Indians be contacted for more information. No sites were identified in or near the previous BNSF Lenwood Component. The Authority initiated outreach to tribes identified by the NAHC in 2020.

With the passage of time (i.e., more than 5 years) and design changes in the project, the Authority contacted the NAHC with the updated footprint for the Shared Passenger Track Alternatives on November 3, 2023. The NAHC responded and provided a list of Native American tribes on December 5, 2023, who may also have knowledge of cultural resources in the project area. The results of the Sacred Lands File were noted as “positive.” The NAHC indicated that the Gabrieleño Band of Mission Indians—Kizh Nation should be contacted for additional information. The Authority also requested an updated Sacred Lands File search on September 4, 2024, for

the Shared Passenger Track Alternatives. The NAHC responded on September 17, 2024, that the results of the Sacred Lands File search were positive and recommended contacting the Gabrieleño Band of Mission Indians – Kizh Nation. In lieu of the meeting scheduled for November 5, 2024, the Gabrieleño Band of Mission Indians – Kizh Nation provided comment by email on November 20, 2024, and requested the Authority maintain the confidentially of their comments. The Authority responded on December 3, 2024, acknowledging the tribe's comments and requesting ongoing consultation with the tribe as a consulting party.

9.4.5 Stakeholder and Technical Working Group Meetings

Participants in the Stakeholder and Technical Working Group meetings were the same as those consulted during the alternatives analysis process discussed in Section 9.3.1, Overview of Stakeholder and Technical Working Group Meetings During the Alternatives Analysis Process. These meetings provided an opportunity for the Authority to solicit observations, comments, and concerns from participants during the alternatives analysis process.

After the release of the 2016 SAA Report, the Authority held another round of Stakeholder Working Group meetings in Fullerton and Whittier in April 2016. In addition, Authority staff presented an update to the Authority Board of Directors on April 12, 2016. The meeting included a presentation covering the project section overview, to-date community meetings/outreach events, timeline, key project elements, project objectives, project costs, the corridor alignment, and anticipated environmental impacts on communities. Each Stakeholder Working Group participant was encouraged to clarify key concerns regarding the project section and how it would directly affect them and their community.

On July 16, 2020, the Authority held a Stakeholder and Technical Working Group meeting for the project section. Owing to the COVID-19 pandemic, the Authority held the meeting virtually instead of in person. The Authority provided updates on the statewide HSR program and project and introduced the BNSF Lenwood and Colton Components. The Authority also reached out to (then) newly identified BNSF Lenwood and Colton Component interested parties via telephone to offer an introduction to the project. The Authority invited interested parties to participate in the Stakeholder and Technical Working Group on an ongoing basis, consistent with previous meetings using a similar type of communication and meeting format as had already been established over the years.

Agency Definitions

Cooperating Agency: Any agency invited by the lead federal agency that has agreed to participate in the National Environmental Policy Act process and that has legal jurisdiction over, or special expertise regarding environmental impacts associated with a proposed action

With the release of the 2023 SAA Report, the Authority held a virtual Stakeholder Working Group briefing on November 8, 2023, which consisted of a presentation for the Shared Passenger Track Alternatives and a question-and-answer portion; the project team responded to questions and comments.

The Stakeholder Working Group continued to meet during the Draft EIR/EIS preparation process to facilitate information exchanges about modifications to alignments selected for analysis in this Draft EIR/EIS, HSR station and alignment design details, and identification of potential resource impacts and avoidance alternatives. These meetings provided a means to relay important project updates, obtain feedback from participants, and build project awareness in corridor cities and communities. Appendix 9-A list the dates of Stakeholder Working Group meetings. In May 2024, the Authority's Board of Directors adopted a new Preferred Alternative, Shared Passenger Track Alternative A, with a light maintenance facility at 26th Street in Vernon.

9.4.6 Agency Meetings and Consultation

The Authority and FRA consulted with cooperating federal agencies and other state and regional transportation agencies under NEPA, and with trustee and responsible local agencies under CEQA, regarding specific resource areas associated with these agencies. Interested state,

federal, and local agencies were also consulted throughout the process. The following cooperating agencies are included in the NEPA review process for this project section:[5]

- USACE
- Surface Transportation Board[6]

On December 30, 2009, USACE agreed by letter to be a cooperating agency under NEPA, based on its special expertise and jurisdiction pursuant to Section 404 of the Clean Water Act and Sections 10 and 14 of the Rivers and Harbors Act. On May 2, 2013, the Surface Transportation Board also agreed by letter to be a cooperating agency under NEPA. The Authority invited the Federal Highway Administration to be a cooperating agency under NEPA by letter on May 4, 2018; the Federal Highway Administration did not respond.

Multiple other federal agencies have participated and contributed to the NEPA process, including USEPA, U.S. Fish and Wildlife Service, National Oceanic and Atmospheric Administration Fisheries, National Park Service, and Advisory Council on Historic Preservation.

A number of California agencies (state and regional) have also participated in and contributed to the CEQA process, listed below.

- Regional Water Quality Control Board, Santa Ana Region, Region 8
- Regional Water Quality Control Board, Los Angeles Region, Region 4
- California State Water Quality Control Board
- Department of Toxic Substances Control
- California Environmental Protection Agency
- California Air Resources Board
- California Division of Water Resources
- South Coast Air Quality Management District
- California Transportation Commission
- California Department of Transportation, District 12
- California Department of Transportation, District 7
- California Public Utilities Commission, Los Angeles Office
- Los Angeles County Metropolitan Transportation Authority
- Orange County Transportation Authority
- Riverside County Transportation Commission
- Southern California Regional Rail Authority/Metrolink
- Los Angeles City Department of Transportation
- Southern California Association of Governments
- Los Angeles County Department of Regional Planning
- Orange County Department of Public Works
- City of Los Angeles, Department of Public Works
- City of Anaheim, Department of Public Works
- City of Buena Park, Department of Public Works
- City of Bell, Department of Public Works
- City of Commerce, Department of Public Works
- City of Fullerton, Department of Public Works
- City of La Mirada, Department of Public Works

[5] The Federal Transit Administration agreed via email, dated January 12, 2011, to be a cooperating agency. However, it is not a cooperating agency for the Los Angeles to Anaheim Project Section, as determined by the Authority and Federal Transit Administration on January 25, 2025.

[6] The Surface Transportation Board is an independent federal agency with jurisdiction over the construction and operation of new rail lines (49 U.S. Code 10502, 10901). In 2013, the Surface Transportation Board determined it has jurisdiction over all sections of the proposed California HSR System, including the project section, because of the HSR system's connection to the existing interstate rail network (Surface Transportation Board, Docket No. FD 35724, April 18, 2013).

- City of Montebello, Department of Public Works
- City of Norwalk, Department of Public Works
- City of Pico Rivera, Department of Public Works
- City of Santa Fe Springs, Department of Public Works
- City of Vernon, Public Works Department

Responsible agencies under CEQA for the project section are the California Department of Fish and Wildlife, California Department of Transportation, California Public Utilities Commission, California State Water Resources Control Board, South Coast Air Quality Management District, Department of Toxic Substances Control, Metro, Orange County Transportation Authority, Riverside County Transportation Commission, and Southern California Regional Rail Authority (Metrolink). The Authority also consulted with public transit agencies within 0.5 mile of the project including Metro, City of Los Angeles Department of Transportation, Metrolink, Orange County Transportation Authority, and San Bernardino County Transportation Authority.[7] Appendix 9-A includes a list of key public and agency meetings. Section 9.4.4.1, California Native American Heritage Commission, through Section 9.4.6.4, California Endangered Species Act Consultation, describe agency meetings and consultations held during development of the technical analyses for this Draft EIR/EIS.

9.4.6.1 Regulatory Agencies

Regulatory agency meetings have occurred since January 2016 on a recurring basis. The Authority invited federal and state regulatory agencies to participate, receive regular updates on the project, and discuss issues and concerns. Section 9.4.6 includes many of the cooperating federal and state agencies that were invited to these meetings.

Presentations during the meetings detailed methodologies and preliminary impacts for environmental topics specific to the project section. During these meetings, federal and state agencies were invited to ask questions or provide input for review. Field visits and tours also occurred as a part of the meetings. In May 2017, regulatory agencies in attendance were presented with the initial results of the in-progress draft of the *Los Angeles to Anaheim Project Section High-Speed Rail Passenger Rail Corridor Aquatic Resources Delineation Report* associated with the 2018 HSR Project Alternative. In June 2017, the results of the Aquatic Resources Impacts Memorandum were presented to the regulatory agencies in attendance. In November 2017, a presentation to the regulatory agencies in attendance was given that summarized the initial results of the in-progress draft of the *Los Angeles to Anaheim Project Section High-Speed Rail Passenger Rail Corridor Biological and Aquatic Resources Technical Report*, which outlined the key environmental resources identified in the project section. These meetings are listed in Appendix 9-A.

9.4.6.2 NEPA, Clean Water Act Section 404, and Rivers and Harbors Act Section 14 Integration

Chapter 1, Purpose and Need, and Chapter 2 of this Draft EIR/EIS detail the selection of the LOSSAN Corridor during the Tier 1 (statewide) environmental review process. The Statewide Program EIR/EIS determined that it would result in fewer infrastructure requirements, potentially decreased cost, and fewer environmental impacts. The Authority and FRA also prepared an MOU in 2010 with USEPA and USACE to integrate the NEPA (42 U.S. Code 4321 et seq.), Clean Water Act (33 U.S. Code 1251 et seq.) (hereinafter referred to as “Section 408”), and Rivers and Harbors Act Section 14 (33 U.S. Code 408) (hereinafter referred to as “Clean Water Act Section 404” or “Section 404”) processes for the (Tier 2) EISs of the HSR project.

The intent of the *Memorandum of Understanding, National Environmental Policy Act, Clean Water Act Section 404, and Rivers and Harbors Act Section 14 Integration Process for the*

[7] Consultation included the San Bernardino County Transportation Authority when the BNSF Colton and Lenwood Components were included in project alternatives.

California High-Speed Train Program (Authority et al. 2010) is to expedite decision making while improving the overall quality of those decisions. The purpose of the MOU is to: (1) foster agreement among the signatory agencies and facilitate the Tier 2 EISs for which the FRA is the federal lead agency and the USACE is a cooperating agency; and (2) support timely and informed agency decision making for each Tier 2 EIS, including issuance of Records of Decision, Section 404 permit decisions, and Section 408 permit decisions (as applicable) for project construction, operation, and maintenance.

The Authority and FRA held coordination meetings with USACE and State Water Resources Control Board on November 6, 2015, and with the USACE Los Angeles District on June 28, 2016, and January 19, 2017. In the January 2017 meeting with USACE, the Authority and FRA presented proposed impacts on major water crossings and discussed subsequent coordination with USACE pursuant to Section 404 and Section 408. A field verification survey of delineated features within the aquatic resource study area for the project was conducted with USACE on August 16, 2017. On July 31, 2018, USACE concurred with the Preliminary Jurisdictional Determination that waters of the U.S. are present. As noted in Chapter 1, the Authority has continued to work closely with USEPA and USACE with regard to these processes, but has determined that it will not use the NEPA/404/408 MOU for Clean Water Act Section 404 compliance because it is anticipated that the project section would qualify for coverage under the Nationwide Permit Program, specifically Nationwide Permit 14, Linear Transportation Projects. The MOU is available on request.

9.4.6.3 Federal Endangered Species Act Consultation

Section 7 of the federal Endangered Species Act requires federal agencies to consult with the U.S. Fish and Wildlife Service or National Oceanic and Atmospheric Administration Fisheries, as appropriate, to ensure that actions they authorize, fund, or carry out are not likely to jeopardize the continued existence of threatened or endangered species or result in destruction or adverse modification of critical habitat for these species. No federally listed species, designated critical habitat, or listed species under the jurisdiction of the U.S. Fish and Wildlife Service or National Oceanic and Atmospheric Administration Fisheries are present in the action area; therefore, no consultation is required. Consequently, a No Effect Memorandum that covers the Shared Passenger Track Alternatives has been prepared for the project section.

9.4.6.4 California Endangered Species Act Consultation

The California Endangered Species Act (Sections 2050–2085) establishes the policy of the State to conserve, protect, restore, and enhance threatened or endangered species and their habitats by protecting “all native species of fishes, amphibians, reptiles, birds, mammals, invertebrates, and plants, and their habitats, threatened with extinction and those experiencing a significant decline which, if not halted, would lead to a threatened or endangered designation.” As documented in the *Los Angeles to Anaheim Project Section Biological and Aquatic Resources Technical Report* (Authority 2025), the Authority does not expect construction and operation of the project section to adversely affect state-listed species, and an incidental take permit application under Section 2081(b) would therefore not be required.

9.5 Notification and Circulation of the Draft EIR/EIS

The Authority issued notice regarding the availability and the circulation of this Draft EIR/EIS in English, Spanish, and Korean. The notice included an announcement published in newspapers with general circulation in areas potentially affected by the project. The announcement indicated the availability of the Draft EIR/EIS, the time and location of workshops and public hearings, identified where the document could be viewed, and specified the public comment period.

A notification letter in English as well as a meeting notice and notice of availability in English, Spanish, and Korean, with other languages available on request, were mailed to owners and occupants of properties within 500 feet of the project alignment and 0.5 mile from proposed grade separations. In addition, a meeting notice in English, Spanish, and Korean was mailed to

interested parties who indicated their interest in the project and had requested to be kept informed, along with emails. Materials in other languages were made available on request.

A notice of completion indicating the availability of the Draft EIR/EIS was filed with the State Clearinghouse, and copies were sent to state agencies. Copies of the notice of availability and Draft EIR/EIS were provided for display at repositories (local libraries) and the Authority offices in Los Angeles and Sacramento.

The Draft EIR/EIS was circulated among federal, state, and local agencies, regional transportation agencies, and organizations and persons who had expressed an interest in the project. The Authority sent copies of the notice of availability for the Draft EIR/EIS to schools within 0.25 mile of the project section as well as to public transit agencies that operate within 5 miles (bus providers) and 10 miles (rail providers) of the project section. The Draft EIR/EIS is also available on the Authority's website: www.hsr.ca.gov and in other electronic formats on request via email with the subject line "Los Angeles to Anaheim Project Section HSR" to los.angeles_anaheim@hsr.ca.gov or via mail to Los Angeles — Anaheim, California High-Speed Rail Authority, 770 L Street, Suite 620, MS – 2, Sacramento, CA 95814.

The website contains the Authority's business plans, newsletters, press releases, meetings, information on recent developments and the status of the environmental review process, Authority contact information, and related links. Public meeting and hearing dates and locations also are posted on the Authority's website. A distribution list for the Draft EIR/EIS is provided in Chapter 10, EIR/EIS Distribution.