APPENDIX 4-C: COORDINATION AND CONCURRENCE LETTERS

CALIFORNIA
High-Speed Rail Authority

June 11, 2026

Mina Mikhael
Director of Public Works/City Engineer
City of Buena Park
6650 Beach Boulevard
Buena Park, CA 90621

Subject: Request for a Concurrence with Section 4(f) Temporary Occupancy Exception: Brea Creek Bastanchury Corridor (Planned)

Dear Ms. Mikhael,

The California High-Speed Rail Authority (Authority) is currently preparing an Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the Los Angeles to Anaheim Project Section of the California High-Speed Rail (HSR). The purpose of this letter is to request your concurrence with the Authority's determination that the temporary closure and temporary construction easements on the planned Brea Creek Bastanchury Corridor during construction of the Los Angeles to Anaheim Project Section would not constitute a "use" of this bike path, as defined by Section 4(f) of the United States Department of Transportation Act, and would meet the temporary occupancy exception requirements under Title 23, Section 774.13(d) of the Code of Federal Regulations (CFR).

Under Section 4(f) (49 U.S.C. 303), an operating agency of the United States Department of Transportation may not approve a project that uses protected properties unless there are no prudent or feasible alternatives to such use and the project includes all possible planning to minimize harm to such properties. Section 4(f) properties are publicly owned lands of a park, recreation area, wildlife and waterfowl refuge, or land of a historical site of national, state, or local significance and listed on or determined to be eligible for the National Register of Historic Places, as determined by the federal, state, regional, or local officials having jurisdiction over the resource.

A permanent use of a Section 4(f) property occurs when property is permanently incorporated into a proposed transportation facility. This might occur as a result of partial or full acquisition, permanent easements, or temporary easements that exceed limits for temporary occupancy.

A temporary occupancy of a Section 4(f) resource occurs when there is a temporary occupancy of property that is considered adverse in terms of the preservationist purposes of the Section 4(f) statute. However, a temporary occupancy of property does not constitute a use of a Section 4(f) resource when the following conditions are satisfied:

- The occupancy must be of temporary duration (e.g., shorter than the period of construction) and must not involve a change in ownership of the property.
- The scope of work must be minor, with only minimal changes to the protected resource.

- There must be no permanent adverse physical impacts on the protected resource or interference with activities or purpose of the resource.
- The property being used must be fully restored to a condition that is at least as good as that which existed before project construction.
- There must be documented agreement of the appropriate officials having jurisdiction over the resource regarding the foregoing requirements.

For parks, recreation areas, and wildlife and waterfowl refuges, a *de minimis* impact determination may be made for permanent impacts if the Authority concludes the transportation project will not adversely affect the activities, features, and attributes that qualify the property for protection under Section 4(f) after mitigation. In addition, to make a *de minimis* impact determination, there must be:

- Public notice and opportunity for public review and comment. (For this project, the public notice and public review would be concurrent with the Draft EIR/EIS comment period, which started on December 5, 2025, and ended on February 3, 2026.)[1]
- Concurrence on the effect finding is received from the official(s) with jurisdiction over the property.

Brea Creek Bastanchury Corridor (Planned)

The Brea Creek Bastanchury Corridor is a planned 12.5-mile Class I bicycle path with small portions of Class II and Class III bicycle lanes. The bike path would travel along Brea Creek from east to west and would run south along Dale Street, west along Artesia Boulevard, and north along Stanton Avenue to rejoin Brea Creek (see Attachment A, Impacts to Brea Creek Bastanchury Corridor [Planned]). This resource is owned and operated by the Orange County Department of Public Works (along Brea Creek) and owned and operated by the City of Buena Park (along Dale Street, Artesia Boulevard, and Stanton Avenue). The planned Brea Creek Bastanchury Corridor has been formally designated in the Coyote Creek Bikeway Master Plan connecting to multi-use trails that include fitness stations and interpretive signage. The Brea Creek Bastanchury Corridor is used for recreational activities, such as bicycling, walking, running, and skateboarding uses.

The Draft EIR/EIS evaluates potential impacts that would occur due to construction and operation of Shared Passenger Track Alternatives A and B, as well as potential impacts associated with the option for an intermediate HSR station at either Norwalk/Santa Fe Springs or Fullerton. No land from the planned Brea Creek Bastanchury Corridor would be permanently incorporated into the project footprint under Shared Passenger Track Alternatives A and B, the Norwalk/Santa Fe Springs HSR Station Option, or the Fullerton HSR Station Option. Therefore, no permanent use would result. Project impacts are shown in Attachment A. The Shared Passenger Track Alternatives A and B would require a temporary construction easement (TCE) of 810 feet out of 12.5 miles (or approximately 1.2 percent) of land on the bicycle path. Of the 810 feet, approximately 650 feet would be within the City of Buena Park's jurisdiction along Dale Street, as shown in the inset map on Attachment A.

After project implementation, HSR trains would cross the trail above grade at Dale Street. If the planned Brea Creek Bastanchury Corridor is completed before construction begins, the Authority has determined that the impacts of Shared Passenger Track Alternatives A and B on the Brea Creek Bastanchury Corridor

[1] The Notice of Completion/Notice of Availability for the Draft EIR/EIS was published on December 5, 2025. The Section 4(f) Evaluation was made publicly available for public comments from December 5, 2025, to February 3, 2026. Refer to https://hsr.ca.gov/programs/environmental-planning/project-section-environmental-documents-tier-2/los-angeles-to-anaheim-project-section-environmental-documents/.

would meet the following five conditions under 23 CFR Section 774.13(d), and the temporary occupancy would, therefore, not constitute a use under Section 4(f):

1. *Duration of occupancy must be temporary (i.e., less than the time needed for construction of the project).*

   The land use would be of short duration (defined as less than the time needed for the construction of the project). The duration of construction in the temporary construction easement area would be a maximum of 36 months, which would be less than the total time needed to build the entire project (approximately 10 years or more). There would be no change in ownership or operation of the trail as a result of the project. Therefore, the duration of the occupancy would be temporary.

2. *Scope of the work must be minor (i.e., both the nature and magnitude of the changes to the 4(f) resource must be minimal).*

   The scope of the work would be minor (810 feet/1.2 percent of the resource). Of the 810 feet, approximately 650 feet would be within the City of Buena Park's jurisdiction along Dale Street. The existing railroad bridge over Dale Street would be widened, and Dale Street would be lowered to provide the required clearance. Work would occur above the resource to meet the clearance requirements of the widened rail bridge; however, construction and installation of steel plate girders and decking may require temporary utilization of construction equipment on the bike path. Construction activities would consist of shifting the existing low point along Dale Street where the road proceeds under the railroad bridge approximately 150 feet to the north to provide the required vertical clearances for the new, widened railroad bridge. This, in turn, would lower the roadway profile north of the railroad bridge approximately 2 feet to 3 feet before coming to grade. The depth of the modified Dale Street, however, would not be any deeper under the existing/proposed rail bridge than the road's existing depth. Other than the foregoing modification to the location of Dale Street's low point and roadway reprofiling, all other conditions beneath the bridge, to include the planned Brea Creek Bastanchury Corridor bike trail and Dale Street, would be replaced in kind.

3. *There are no anticipated permanent adverse physical impacts, nor will there be interference with the activities or purposes of the resource, on either a temporary or permanent basis.*

   At-grade rail construction is anticipated to occur for 36 months over the course of the project. At this location, construction is anticipated to take a period of 12 to 15 months for water-crossing (level 3) construction. If the bicycle path is completed before construction begins, while the bikeway is passing under the HSR for approximately 80 feet, scaffolding placed above the sidewalks and bicycle path would protect users from construction activities being completed on the elevated track segment and ensure that the sidewalks and bicycle path below the construction work remain operational during construction. During construction to change the vertical alignment of Dale Street, the path would be temporarily closed. If construction activities require equipment or other materials to be placed directly on or in proximity to the sidewalks and bicycle path, the path may be closed intermittently to support improvements, such as steel plate girders and decking, to the elevated track segment. However, detours using existing roadways or other public rights-of-way would be provided during construction and would include adequate notice, signage, lighting, and other measures to meet public safety requirements to maintain access to and use of the bike path. In addition, the Authority would be required to return the Brea Creek Bastanchury Corridor to its original condition or better after completion of construction. Therefore, there would be no temporary or permanent adverse changes to the activities, features, or attributes of the Brea Creek Bastanchury Corridor.

4. *The land being used must be fully restored (i.e., the resource must be returned to a condition which is at least as good as that which existed prior to the project).*

   As discussed in responses #2 and #3, the Authority would be required to restore the Brea Creek Bastanchury Corridor to its original condition or better after completion of construction. In addition, the Authority's project engineer would require the Authority to document that access to and connectivity of the Brea Creek Bastanchury Corridor were restored.

5. *There must be documented agreement of the appropriate federal, state, or local officials having jurisdiction over the resource regarding the above conditions.*

   The City of Buena Park is the official with jurisdiction over this segment of the Brea Creek Bastanchury Corridor. Prior to applying the Section 4(f) exception, the City of Buena Park must agree in writing that the project meets the conditions outlined above. A signature block is provided in this letter for the City of Buena Park's concurrence.

Should you have questions concerning this matter, please contact Jennifer Gallerani, Senior CEQA/NEPA Manager, at (650) 515-1381 or jennifer.gallerani@hsr.ca.gov, or me at (916) 908-1230 or brett.rushing@hsr.ca.gov.

Sincerely,



Brett Rushing
NEPA Assignment Manager, Environmental Services
California High-Speed Rail Authority

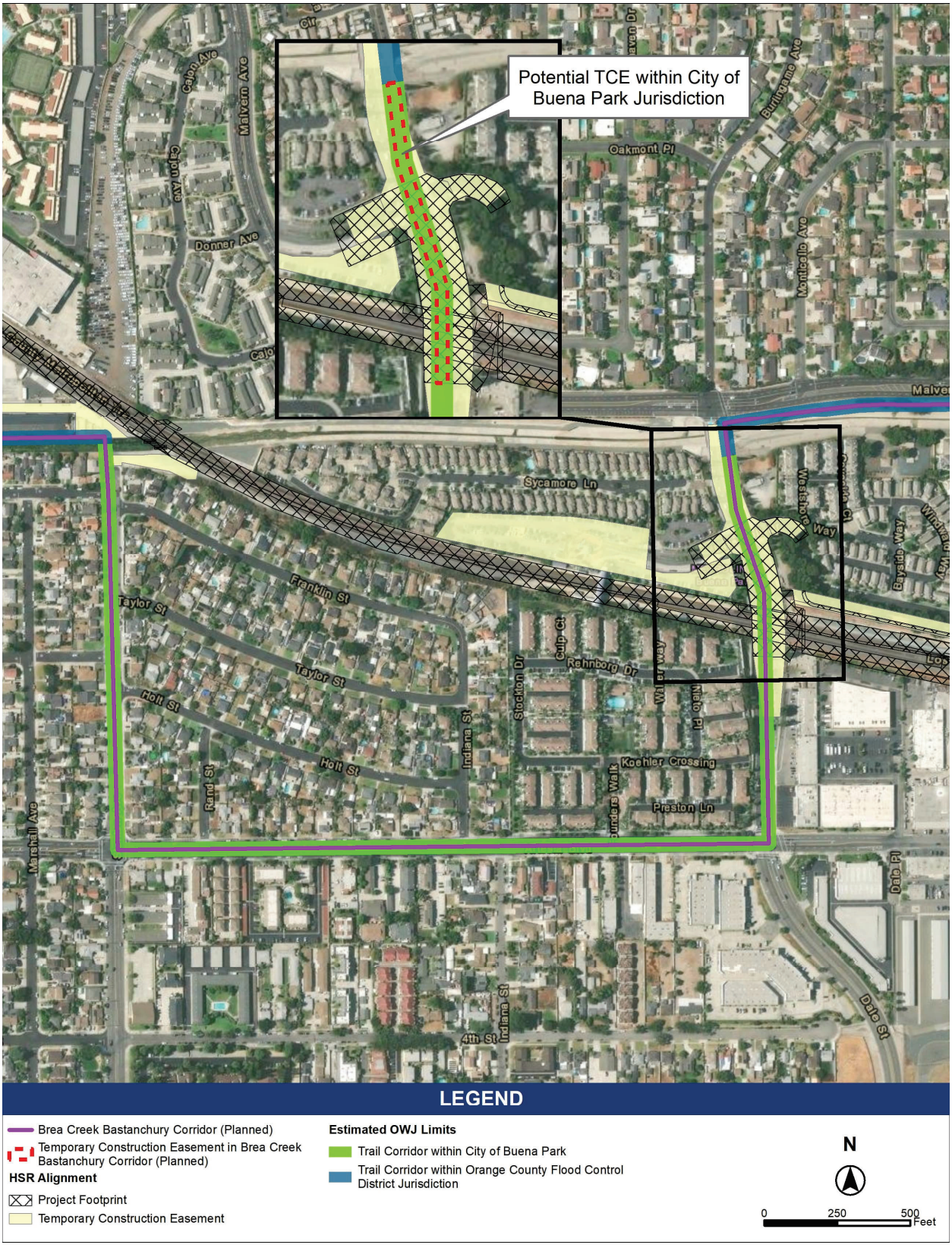
City of Buena Park Concurrence: Brea Creek Bastanchury Corridor (Planned)

The provisions of Section 4(f) require documented agreement from City of Buena Park that states that the temporary occupancy of the Brea Creek Bastanchury Corridor (planned) would meet all five conditions of the temporary occupancy exception and do not constitute a Section 4(f) use. The Authority requests that the City of Buena Park provide its concurrence with the Authority's temporary occupancy exception determination by signing below.

Concurrence: _____ Date 6/16/2026

Mina Mikhael
Director of Public Works/City Engineer

Attachment A: Impacts to Brea Creek Bastanchury Corridor (Planned)



Orange County Department of Public Works Concurrence: Brea Creek Bastanchury Corridor (Planned)

The provisions of Section 4(f) require documented agreement from Orange County Department of Public Works that states that the temporary occupancy of the Brea Creek Bastanchury Corridor (planned) would meet all five conditions of the temporary occupancy exception and do not constitute a Section 4(f) use. The Authority requests that the Orange County Department of Public Works provide its concurrence with the Authority's temporary occupancy exception determination by signing below.

Concurrence: Kevin Onuma Date 7/22/26

Kevin Onuma
Orange County Department of Public Works

This is only for the approximately 160 feet within the right-of-way for Brea Creek right-of-way under OC Public Works' jurisdiction.

CALIFORNIA
High-Speed Rail Authority

June 11, 2026

Daisy Perez
Deputy City Manager
City of Fullerton
303 West Commonwealth Avenue
Fullerton, CA 92832

Subject: Request for a Concurrence with Section 4(f) *De Minimis* Determination: Union Pacific Trail Phase II

Dear Ms. Perez,

The California High-Speed Rail Authority (Authority) is currently preparing an Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the Los Angeles to Anaheim Project Section of the California High-Speed Rail (HSR). The purpose of this letter is to request your concurrence with the Authority's determination that the permanent impact on the Union Pacific Trail Phase II would constitute a *de minimis* impact of this bike path, as defined by Section 4(f) of the United States Department of Transportation Act.

Under Section 4(f) (49 U.S.C. 303), an operating agency of the United States Department of Transportation may not approve a project that uses protected properties unless there are no prudent or feasible alternatives to such use and the project includes all possible planning to minimize harm to such properties. Section 4(f) properties are publicly owned lands of a park, recreation area, wildlife and waterfowl refuge, or land of a historical site of national, state, or local significance and listed on or determined to be eligible for the National Register of Historic Places, as determined by the federal, state, regional, or local officials having jurisdiction over the resource.

A permanent use of a Section 4(f) property occurs when property is permanently incorporated into a proposed transportation facility. This might occur as a result of partial or full acquisition, permanent easements, or temporary easements that exceed limits for temporary occupancy.

A temporary occupancy of a Section 4(f) resource occurs when there is a temporary occupancy of property that is considered adverse in terms of the preservationist purposes of the Section 4(f) statute. However, a temporary occupancy of property does not constitute a use of a Section 4(f) resource when the following conditions are satisfied:

- The occupancy must be of temporary duration (e.g., shorter than the period of construction) and must not involve a change in ownership of the property.
- The scope of work must be minor, with only minimal changes to the protected resource.
- There must be no permanent adverse physical impacts on the protected resource or interference with activities or purpose of the resource.
- The property being used must be fully restored to a condition that is at least as good as that which existed before project construction.

- There must be documented agreement of the appropriate officials having jurisdiction over the resource regarding the foregoing requirements.

For parks, recreation areas, and wildlife and waterfowl refuges, a *de minimis* impact determination may be made for permanent impacts if the Authority concludes the transportation project will not adversely affect the activities, features, and attributes that qualify the property for protection under Section 4(f) after mitigation. In addition, to make a *de minimis* impact determination, there must be:

- Public notice and opportunity for public review and comment. (For this project, the public notice and public review would be concurrent with the Draft EIR/EIS comment period, which started on December 5, 2025, and ended on February 3, 2026.)[1]
- Concurrence on the effect finding is received from the official(s) with jurisdiction over the property.

Union Pacific Trail Phase II

The Union Pacific Trail Phase II is a 0.5-mile Class I bicycle path that runs along the existing Union Pacific Railroad corridor in Fullerton. The total length of the entire Union Pacific Trail (the 8-mile bicycle path that already existed, plus the Phase II extension) is 8.5 miles (see Attachment A, Impacts to Union Pacific Trail Phase II). The segment of the bicycle path in the resource study area (RSA) is in Fullerton, owned by Union Pacific Railroad, operated by City of Fullerton, and has been formally designated in the City of Fullerton Recreational Trails map. The Union Pacific Trail Phase II is used for recreational activities, such as bicycling, walking, running, and skateboarding uses.

The Union Pacific Trail Phase II opened to the public on December 13, 2025 subsequent to publication of the Draft EIR/EIS, which was released on December 5, 2025. The Final EIR/EIS will be revised to reflect the change in status of the trail. The Draft EIR/EIS evaluates potential impacts that would occur due to construction and operation of Shared Passenger Track Alternatives A and B, as well as potential impacts associated with the option for an intermediate HSR station at either Norwalk/Santa Fe Springs or Fullerton. No land from the Union Pacific Trail Phase II would be permanently incorporated into the footprint for the Norwalk/Santa Fe Springs HSR Station Option or the Fullerton HSR Station Option. However, a portion of the land would be incorporated into both of the Shared Passenger Track Alternatives. The existing railroad corridor would be widened in this area, and permanent fencing would be installed along the track, resulting in a portion of the trail landscaping and bioswale being permanently incorporated into the project. This would conflict with landscaping and require a minor realignment of approximately 110 feet of the trail by shifting it south within the parcel. The affected portion of the trail would be minor in size (approximately 110 feet) in relation to the entire Union Pacific Trail (approximately 8.5 miles). The Draft EIR/EIS sets forth various mitigation measures to address potential impacts. Implementation of PR-MM#4, Replacement of Property Acquired from Existing or Planned Multiuse Trails, would be implemented to require that the Authority consult with the owner with jurisdiction to identify an alternative route for the continuation of the lost use and functionality of the resource, including maintaining connectivity. With implementation of PR-MM#4, the trail would remain functional after construction and this permanent use would not be of a severity that the protected activities, features, or attributes that qualify the park for protection under Section 4(f) would be adversely affected.

[1] The Notice of Completion/Notice of Availability for the Draft EIR/EIS was published on December 5, 2025. The Section 4(f) Evaluation was made publicly available for public comments from December 5, 2025, to February 3, 2026. Refer to https://hsr.ca.gov/programs/environmental-planning/project-section-environmental-documents-tier-2/los-angeles-to-anaheim-project-section-environmental-documents/.

At-grade rail construction is anticipated to occur for 36 months over the course of the project. Construction vehicles using Highland Avenue and Richman Avenue for grading and other related activities could result in diminished access to portions of the resource, because they would occur adjacent to the bicycle path. However, detours using existing roadways or other public rights-of-way would be provided during construction and would include adequate notice, signage, lighting, and other measures to meet public safety requirements to maintain access to and use of the bike path. The remaining portion of the bike path outside of the construction area would remain open for public use during construction.

For the reasons stated above, the Shared Passenger Track Alternatives would not adversely affect the activities, features, or attributes that qualify the Union Pacific Trail Phase II for protection under Section 4(f). Therefore, the Shared Passenger Track Alternatives would result in a *de minimis* impact on this resource.

The City of Fullerton is the official with jurisdiction over this resource. The City of Fullerton must agree in writing that the project meets the *de minimis* conditions outlined above. A signature block is provided in this letter for the City of Fullerton's concurrence.

Should you have questions concerning this matter, please contact Jennifer Gallerani, Senior CEQA/NEPA Manager, at (650) 515-1381 or jennifer.gallerani@hsr.ca.gov, or me at (916) 908-1230 or brett.rushing@hsr.ca.gov.

Sincerely,



Brett Rushing
NEPA Assignment Manager, Environmental Services
California High-Speed Rail Authority

City of Fullerton Concurrence: Union Pacific Trail Phase II

The provisions of Section 4(f) require documented agreement from City of Fullerton that states that the permanent impact on the Union Pacific Trail Phase II would meet all conditions for making a *de minimis* impact determination and that the Los Angeles to Anaheim HSR Build Alternatives would not adversely affect the activities, features, or attributes that qualify the Union Pacific Trail Phase II for protection under Section 4(f). The Authority requests that the City of Fullerton provide its concurrence with the Authority's *de minimis* impact determination by signing below.

Concurrence: _____ Date 8/3/2026

Daisy Perez
City of Fullerton

Attachment A: Impacts on Union Pacific Trail Phase II

