24 RESPONSES TO COMMENTS FROM INDIVIDUALS

Los Angeles to Anaheim - RECORD #013255 DETAIL

Status:	Action Pending
Record Date:	12/05/2025
Interest As:	Individual
Full Name:	Joseph Strapac

Stakeholder Comments/Issues:

0135 Please provide a pdf of the Draft EIR/EIS... Email info below. Thank you very much. Joe Strapac Post Office Box Bellflower, CA 90707-1539

24.1 Response to Submission 013255 (Joseph Strapac, Individual, Dec 5, 2025)

24.1.1 0135

The California High-Speed Rail Authority contacted the commenter on December 6, 2025, and provided the requested materials. This comment does not address the sufficiency of the Draft Environmental Impact Report/Environmental Impact Statement, nor does it suggest edits to the document; accordingly, no change has been made to the document in response to this comment.

Los Angeles to Anaheim - RECORD #013279 DETAIL

Status:	Processed
Record Date:	12/06/2025
Interest As:	Individual
Full Name:	Mark Johnston

Stakeholder Comments/Issues:

0148 1/ LA to Anaheim/Artic îs fine as long as 3rd or 4th tracks added and only sharing with Amtrak or Metrolink. 2/ There needs to be a station at Norwalk/SF Springs - but can be done in conjunction with the Metro 'C" line
0159 being extended there. 3/ Anaheim/Artic should one day have a monorail/ streetcar or similar to Disneyland. In addition, some Metrolink trains from the IE instead of all going to Irvine should come to ARTIC so that passengers from the Inland Empire can transfer to CHSR for trips to points north. 4/ The next stop south should be Irvine for south county and some kind of connection to UCI. 5/ CHSR should really continue south to a stop at Oceanside (with Sprinter connections to Escondido) and then San Diego. CHSR can run through being the "Express" trains. Metrolink, Coaster and Amtraks Surfliner should merge into a Regional style service on this line for the intermediate stops. This can be done by building the 3 tunnels/ route re-allignments= >San Clemente- off beach >Del Mar- off bluffs >LaJolla- eliminate grade-time savings. These are major projects to build and with CHSR, Amtrak, Metrolink, Coaster & BNSF all using them, the cost benefit would be excellent use of funds. Thank you Mark R. Johnston Chino, CA 91710

24.2 Response to Submission 013279 (Mark Johnston, Individual, Dec 6, 2025)

24.2.1 0148

Refer to Standard Response LAA-Response-Chapter 2 Alt-03: HSR Station Options, in Chapter 18, Standard Responses.

The project would add a fourth mainline track from Los Angeles Union Station to Fullerton Junction and would use existing tracks, where possible, so that there would be two electrified tracks throughout the corridor. High-speed rail (HSR) would share these tracks with other passenger rail operators, and BNSF Railway would also be able to use the tracks. The commenter refers to the Los Angeles County Metropolitan Transportation Authority (Metro) C Line Extension to Norwalk Project; as described in Chapter 2, Alternatives, of the Draft Environmental Impact Report (EIR)/ Environmental Impact Statement (EIS), this is a separate study conducted by Metro on the extension of the light rail line, with a projected completion date of 2052. Should the California High-Speed Rail Authority (Authority) approve the Norwalk/Santa Fe Springs HSR Station Option, it would coordinate with Metro in the future on station connections. No revisions have been made to the Draft EIR/EIS in response to this comment.

24.2.2 0159

The commenter requests consideration of a local rail connection between Anaheim Regional Transportation Intermodal Center (ARTIC) and Disneyland, as well as consideration of Inland Empire Metrolink trains stopping at ARTIC. The commenter also requests that the HSR project continue south to Irvine and Oceanside. The Los Angeles to Anaheim Project Section is part of Phase 1 of the HSR System, which provides HSR service between San Francisco and Los Angeles/Anaheim. The project does not propose changes to other passenger rail service, nor does it propose new local rail lines. Regarding the request to serve Irvine and Oceanside, HSR service south of Anaheim would be evaluated as part of Phase 2 of the HSR System. The 2005 *Final Program Environmental Impact Report/Environmental Impact Statement for the Proposed California High-Speed Train System* identified a potential route to San Diego via the Inland Empire and eliminated a route between Anaheim and Irvine because of potential high costs and complexities with construction and right-of-way. Additional studies would be prepared for Phase 2 in the future when funding is available. The commenter's requests are acknowledged. No revisions have been made to the Draft EIR/EIS in response to this comment.

Los Angeles to Anaheim - RECORD #013302 DETAIL

Status:	Action Pending
Record Date:	12/09/2025
Interest As:	Individual
Full Name:	Pam Clements

Stakeholder Comments/Issues:

0152

Hello. I currently own two properties on Imperial Hwy in South Whittier and just received a notice by mail pertaining to the rail project. One is 13219 Imperial Hwy, an auto body shop, and 13029 Imperial Hwy, a tire store. I am concerned and looking for an answer as to whether either of these properties will be affected by the plans for the high speed rail. Can you please provide me with that information, and if so, a map and what the proposed action would be. Thank you, Pam Clements

24.3 Response to Submission 013302 (Pam Clements, Individual, Dec 9, 2025)

24.3.1 0152

The California High-Speed Rail Authority contacted the commenter on December 10, 2025, and provided information regarding their property in relation to the project. This comment does not address the sufficiency of the Draft Environmental Impact Report/Environmental Impact Statement, nor does it suggest edits to the document; accordingly, no change has been made to the document in response to this comment.

Los Angeles to Anaheim - RECORD #013304 DETAIL

Status:	Ready for Delimiting
Record Date:	12/09/2025
Interest As:	Individual
Full Name:	Clark Moon

Stakeholder Comments/Issues:

1765 Hi, Can I have a copy of the draft EIR/EIS? Thank you Clark

24.4 Response to Submission 013304 (Clark Moon, Individual, Dec 9, 2025)

24.4.1 1765

The California High-Speed Rail Authority contacted the commenter on December 10, 2025, and provided the requested materials. This comment does not address the sufficiency of the Draft Environmental Impact Report/Environmental Impact Statement, nor does it suggest edits to the document; accordingly, no change has been made to the document in response to this comment.

Los Angeles to Anaheim - RECORD #013305 DETAIL

Status:	Ready for Delimiting
Record Date:	12/09/2025
Interest As:	Individual
Full Name:	Nicholas Lo

Stakeholder Comments/Issues:

0167 Just fucking build it already

24.5 Response to Submission 013305 (Nicholas Lo, Individual, Dec 9, 2025)

24.5.1 0167

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013306 DETAIL

Status:	Action Pending
Record Date:	12/09/2025
Interest As:	Individual
Full Name:	Karla Reinhardt

Stakeholder Comments/Issues:

0153 Hi, Can you please send me fewer mailings? I'm getting everything in triplicate at one address. Salzman, Lawrence (delete) Current Occupant (delete) Reinhardt, Karla (keep) , Fullerton, CA 92832
Thank you, Karla

24.6 Response to Submission 013306 (Karla Reinhardt, Individual, Dec 9, 2025)

24.6.1 0153

The California High-Speed Rail Authority contacted the commenter on December 19, 2025, in response to their request. This comment does not address the sufficiency of the Draft Environmental Impact Report/Environmental Impact Statement, nor does it suggest edits to the document; accordingly, no change has been made to the document in response to this comment.

Los Angeles to Anaheim - RECORD #013307 DETAIL

Status:	Ready for Delimiting
Record Date:	12/09/2025
Interest As:	Individual
Full Name:	Don Paul

Stakeholder Comments/Issues:

0292

California High Speed Rail needs to dramatically HARDEN / RAISE the fences along its route through Anaheim between Ball Road and Cerritos Avenue to prevent the constant stream of HOMELESS people from crossing the railway to do drugs, party, start fires, commit thefts, and damage properties to the industrial businesses along in the rail corridor. Specifically our industrial building at 1332 S. Allec Street, Anaheim 92805 has been broken into, property damaged including high voltage wiring stolen and vehicles vandalized on MULTIPLE occasions. Anaheim Police Department has been contacted on several occasions but unable to mitigate this ongoing issue. This has been an ongoing issue for the businesses along the Anaheim rail corridor for the past 2 YEARS. It is just a matter of time before one of these HOMELESS people get struck by a train coming and going from the nearby Anaheim Homeless Shelter. Don Paul, MBA Managing Member Beta Allec Two LLC

24.7 Response to Submission 013307 (Don Paul, Individual, Dec 9, 2025)

24.7.1 0292

As discussed in Section 3.11, Safety and Security, of the Draft Environmental Impact Report (EIR)/Environmental Impact Statement (EIS), the high-speed rail system would include barriers such as fencing and walls, where appropriate, that would include access control and security monitoring systems that could facilitate early detection of persons or other objects entering the right-of-way and deter such acts. For additional information about safety, please refer to Section 3.11 of the Draft EIR/EIS, particularly references to the California High-Speed Rail Authority's (Authority) Safety and Security Management Plan and the Authority's Technical Memorandum on Safety and Security Design Requirements for Infrastructure Elements.

This comment does not address the sufficiency of the Draft EIR/EIS, nor does it suggest edits to the document; accordingly, no change has been made to the document in response to this comment.

Los Angeles to Anaheim - RECORD #013308 DETAIL

Status:	Ready for Delimiting
Record Date:	12/09/2025
Interest As:	Individual
Full Name:	Milton Allione

Stakeholder Comments/Issues:

0324

"Your first loss is your best loss" is considered a piece of wisdom. imo, there is no way the ongoing debt justifies continued development. please pack it in to stop the bleeding. in no historical model has borrowing your way to economic grown proven sustainable. our friends in china have clearly demonstrated that with the evergreen bankruptcy. those who ignore history are destined to repeat it AI Overview There's no single, agreed-upon "best-case" breakeven revenue for the CA High-Speed Rail, as projections vary wildly based on project completion scope (just Central Valley vs. SF-LA) and assumptions, but the 2020 Business Plan suggested a 99.4% probability of profitability between $0 to $5.7 billion for the Phase 1 system by 2040 under certain scenarios, while CalMatters noted potential earnings of up to $98.1 billion over four decades if fully connected to SF & LA, but these figures face challenges from massive cost overruns and funding gaps, with the project's limited Central Valley segment likely taking decades to cover costs. Key Factors & Projections: · Phase 1 Profitability (2020 Plan): A 2020 analysis suggested Phase 1 (SF-LA) could be profitable, with a high likelihood of earning $0 to $5.7 billion by 2040, but this relied on reaching major cities. · Full System Potential: A more ambitious, fully connected system (SF-LA) could theoretically generate billions in revenue, but at much higher costs. · Central Valley Reality: The current 172-mile Merced-Bakersfield segment faces massive budget gaps and is unlikely to see significant revenue for years, making breakeven distant. · High Costs & Gaps: Escalating costs (potentially over $100 billion) and funding shortfalls (billions) significantly delay any financial return, according to Transportation Secretary Duffy and KCRA. In essence: While theoretical "best-case" models exist, current reality points to a long path to profitability, with the initial, limited segment focusing on construction jobs and economic stimulus rather than immediate operational revenue. AI Overview Borrowing as a primary driver of economic growth is not sustainable, and Evergrande Group's collapse is a clear illustration of the risks associated with excessive, debt-fueled expansion. Evergrande's downfall, due to over $300 billion in liabilities, has served as a cautionary tale for the global economy and highlights the vulnerabilities within China's property sector. The Evergrande Situation Evergrande, once one of China's top property developers, grew rapidly by taking on massive debt to finance an aggressive expansion into real estate and other ventures like electric vehicles and wealth management products. In August 2020, the Chinese government introduced "three red lines" policies to curb rampant borrowing and reduce systemic risk in the overheated property sector, which accounted for a significant portion (around 30%) of the country's GDP. This crackdown on credit exposed Evergrande's fragile business model, which relied on constant cash flow from pre-selling apartments to service its debt. Unable to raise new funds or sell properties fast enough, the company defaulted on its offshore debt in December 2021. Following a failure to provide a viable restructuring plan, a Hong Kong court issued a liquidation order in January 2024, and the company was officially delisted from the Hong Kong Stock Exchange on August 25, 2025. The liquidation process is complex and expected to take years, with creditors facing significant losses. Broader Economic Implications Evergrande's crisis did not cause a "Lehman Brothers-style" collapse of the global financial system, partly due to Chinese capital controls and the government's managed approach to the fallout. However, the property sector downturn has had a profound impact on the Chinese economy:

24.8 Response to Submission 013308 (Milton Allione, Individual, Dec 9, 2025)

24.8.1 0324

Refer to Standard Response LAA-Response-GENERAL-03: Funding and Project Costs, in Chapter 18, Standard Responses.

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18.

Los Angeles to Anaheim - RECORD #013309 DETAIL

Status: Action Pending
Record Date: 12/09/2025
Interest As:
Full Name: Brittnie Avery

Stakeholder Comments/Issues:

0140 To Whom It May Concern, I am writing to formally express my strong opposition to the proposed Los Angeles to Anaheim High-Speed Rail project as it is currently designed and presented. This project, in its current form, is highly undesirable and will cause significantly more harm than benefit to the City of Anaheim and surrounding communities. The primary beneficiaries appear to be Los Angeles, while Anaheim and other affected cities bear the burden of disruption, displacement, and long-term community damage; all without meaningful local benefit. At this time, there is only one proposed stop between Los Angeles and Anaheim,
0141 offering limited accessibility and value for the cities being impacted. It is deeply concerning and unacceptable that long-term homeowners, many of whom have lived in their homes for 50 years or more, are now receiving
0142 notices that their properties may be taken to accommodate this project. The forced displacement of established residents and families is not only heartbreaking, it is disrespectful, unethical, and shameful. The State must pursue alternative solutions that utilize the existing rail corridors and infrastructure already in place, rather than disrupting and dismantling long-standing neighborhoods and communities. Any approach beyond that is detrimental to the State of California, the cities involved, the homeowners affected, and the
0143 fabric of the communities themselves. I strongly urge the State to reconsider this alignment, protect existing residents, and pursue a solution that does not come at the cost of people's homes, stability, and community history. Sent from my iPhone

24.9 Response to Submission 013309 (Brittnie Avery, Individual, Dec 9, 2025)

24.9.1 0140

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Refer to Standard Response LAA-Response-Chapter 2 Alt-03: HSR Station Options, in Chapter 18.

Refer to Standard Response LAA-Response-Section 3.12 SOCIO-01: Relocations, Right-of-Way Process, Eminent Domain, in Chapter 18.

Section 3.12, Socioeconomics and Communities, of the Draft Environmental Impact Report (EIR)/ Environmental Impact Statement (EIS) evaluates potential effects on socioeconomic conditions and communities, including potential displacements, and proposes mitigation measures to avoid or minimize effects wherever possible. As discussed in Section 3.12.6.3, Project Impacts, project construction and operation could result in temporary or permanent disruptions of established communities by limiting access to, or displacing, residents, businesses, and community and public facilities. The California High-Speed Rail Authority (Authority) would implement SO-MM#1 (Implement Measures to Reduce Impacts Associated with the Division of Residential Neighborhoods) and SO-MM#2 (Implement Measures to Reduce Impacts Associated with the Division of Communities), which would reduce these effects.

As described in Section 3.12.6.3, the project would displace a total of 256 businesses, with an estimated 43 displaced businesses in Anaheim. The Authority has identified a surplus of suitable replacement sites to accommodate displaced businesses in Anaheim. Additionally, the Authority would incorporate SOCIO-IAMF#3, Relocation Implementation Plan, which would provide relocated business owners with individualized relocation assistance to minimize business closures and economic disruptions. Operation of the project would bring benefits (employment growth and add direct jobs) to the city. Anaheim would have two new grade separations, which would benefit transit, bicycle, and pedestrian facilities, as well as provide a benefit to safety in the corridor. The project would also be consistent with the long-term plans of local jurisdictions. For example, the Platinum Triangle Master Land Use Plan in Anaheim lays out the intent for Anaheim Regional Transportation Intermodal Center to serve the high-speed rail system and be a catalyst for major high-density transit-oriented development in the area. No revisions to this Final EIR/EIS have been made in response to this comment.

24.9.2 0141

Refer to Standard Response LAA-Response-Section 3.12 SOCIO-01: Relocations, Right-of-Way Process, Eminent Domain, in Chapter 18.

As discussed in Section 3.12.9, CEQA Significance Conclusions, the project would displace three single-family residential units in West Whittier–Los Nietos Census-Designated Place to build the Pioneer Boulevard grade separation. There would be sufficient replacement sites for the displaced residents, anticipated to be a surplus of 81 units, and there would be relocation assistance provided through incorporation of SOCIO-IAMF#2 (Compliance with Uniform Relocation Assistance and Real Property Acquisition Policies Act) and SOCIO-IAMF#3. No revisions have been made to the Draft EIR/EIS in response to this comment.

24.9.3 0142

Refer to Standard Response LAA-Response-Chapter 2 Alt-01: Alternatives Selection and Evaluation Process and Identification of the Preferred Alternative, in Chapter 18.

The Los Angeles to Anaheim Project Section uses the existing Los Angeles – San Diego – San Luis Obispo Rail Corridor, which was first identified as the route in the Authority's 2005 *Final Program Environmental Impact Report/Environmental Impact Statement for the Proposed California High-Speed Train System*. Since then, the Authority has refined the Los Angeles to Anaheim Project Section alternatives to minimize potential impacts on surrounding communities to the greatest extent

possible. Section 3.12.6.3 of the Draft EIR/EIS analyzes the impacts on established communities. Although construction of the project would cause temporary disruptions related to air quality, noise and vibration, visual quality, traffic, and access, the Authority will incorporate applicable impact avoidance and minimization features (IAMF) and the project would be subject to applicable mitigation measures, thereby preventing adverse effects related to community disruption or division during construction. The project would additionally not permanently disrupt or dismantle any communities. There would be three residential displacements near the proposed Pioneer Boulevard grade separation, as well as business displacements along the corridor; however, these property acquisitions would not create any divisions within communities. In addition, IAMFs included in the project require individualized relocation assistance for displaced residents (SOCIO-IAMF#2 and SOCIO-IAMF#3) and businesses (SOCIO-IAMF#3). No revisions have been made to the Draft EIR/EIS in response to this comment.

24.9.4 0143

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18.

Los Angeles to Anaheim - RECORD #013312 DETAIL

Status: Action Pending
Record Date: 12/10/2025
Interest As: Individual
Full Name: Veronica Cardenas Quintana
Attachments:

Stakeholder Comments/Issues:

Hola buenos dias mi nombre es Veronica Cardenas Quintana. Vivo en , apartamento en Fullerton, California, código 92832. Me gustaría devolver la llamada para saber más del proyecto: lo que tenemos que hacer o lo que va a pasar. Esto… espero que me contesten. Me gustaría saber si tengo que hacer algo, si la propiedad va a ser movida, si tenemos que salir o por qué recibimos el paquete que llegó, y qué es lo que creen que sucederá. Sí, pero su nombre es Verónica Cárdenas Quintana. Mi número de
0155 teléfono es . Gracias.Translation: Hello, good morning. This is Verónica Cárdenas Quintana. I live at , apartment in Fullerton, California, ZIP 92832. I would like to return the call to learn more about the project, what we need to do or what is going to happen. I hope you can get back to me.
0156 I would like to know if I need to do anything, if the property is going to be moved, if we have to leave, or why we received the package that arrived, and what you think will happen. My phone number is Thank you. Yes, and my name is Verónica Cárdenas Quintana.

24.10 Response to Submission 013312 (Veronica Cardenas Quintana, Individual, Dec 10, 2025)

24.10.1 0155

The California High-Speed Rail Authority (Authority) contacted the commenter on December 10, 2025, and provided the requested materials, as well as information regarding their property in relation to the project. This comment does not address the sufficiency of the Draft Environmental Impact Report (EIR)/Environmental Impact Statement (EIS), nor does it suggest edits to the document; accordingly, no change has been made to the document in response to this comment.

24.10.2 0156

The Authority contacted the commenter on December 10, 2025, and provided information regarding their property in relation to the project. This comment does not address the sufficiency of the Draft EIR/EIS, nor does it suggest edits to the document; accordingly, no change has been made to the document in response to this comment.

Los Angeles to Anaheim - RECORD #013325 DETAIL

Status:	Action Pending
Record Date:	12/11/2025
Interest As:	Individual
Full Name:	Adrian Gandara

Stakeholder Comments/Issues:

0160

My name is Adrian Gandara. My phone number is . My address is , Buena Park, California, 90621. The question I have is my residential address is gonna be affected with this? Project, that's my question. So that's the biggest question I ask and I want somebody to reply or call me to that number . Thank you, bye.

24.11 Response to Submission 013325 (Adrian Gandara, Individual, Dec 11, 2025)

24.11.1 0160

The California High-Speed Rail Authority contacted the commenter on December 12, 2025, and provided information regarding their property in relation to the project. This comment does not address the sufficiency of the Draft Environmental Impact Report/Environmental Impact Statement, nor does it suggest edits to the document; accordingly, no change has been made to the document in response to this comment.

Los Angeles to Anaheim - RECORD #013331 DETAIL

Status:	Ready for Delimiting
Record Date:	12/11/2025
Interest As:	Individual
Full Name:	Unknown Unknown

Stakeholder Comments/Issues:

0172 Well, I don't know how to register, so.

24.12 Response to Submission 013331 (Unknown, Individual, Dec 11, 2025)

24.12.1 0172

The California High-Speed Rail Authority contacted the commenter on December 11, 2025, and provided the requested materials. This comment does not address the sufficiency of the Draft Environmental Impact Report/Environmental Impact Statement, nor does it suggest edits to the document; accordingly, no change has been made to the document in response to this comment.

Los Angeles to Anaheim - RECORD #013339 DETAIL

Status:	Ready for Delimiting
Record Date:	12/12/2025
Interest As:	Individual
Full Name:	Mike Vega

Stakeholder Comments/Issues:

0173

As a lifelong California resident I can confidently say that I have never seen such a massive waste of taxpayer dollars as I have seen with his “high” speed rail project. I’d like to see all work halted and a refund of remaining funds given to the taxpayers of California. Michael Vega Riverside, CA.

24.13 Response to Submission 013339 (Mike Vega, Individual, Dec 12, 2025)

24.13.1 0173

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013341 DETAIL

Status:	Action Pending
Record Date:	12/12/2025
Interest As:	Individual
Full Name:	Billy Havrilo

Stakeholder Comments/Issues:

0146 I still don't understand how this is legal. I remember when this prop was on the ballot when I was in high school. Here we are, over budget with hardly anything done. We could have given every Californian healthcare with this money. Instead you corrupt officials keep gouging for more money. This is why there is no public trust.

24.14 Response to Submission 013341 (Billy Havrilo, Individual, Dec 12, 2025)

24.14.1 0146

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013344 DETAIL

Status:	Action Pending
Record Date:	12/12/2025
Interest As:	Individual
Full Name:	Unknown Unknown

Stakeholder Comments/Issues:

0161

Yes, I was directed from your website to reach out for a digital copy of the draft EIR and so that's what I'm doing. This doesn't sound like this is the place according to your recording, but that is what your website shows. Therefore, if there's any way a person can give me a call back, um, let me know how I can get a digital electronic PDF copy of that report, that would be great. My number here is . Thank you.

24.15 Response to Submission 013344 (Unknown, Individual, Dec 12, 2025)

24.15.1 0161

The California High-Speed Rail Authority contacted the commenter on December 12, 2025, to provide the requested information. This comment does not address the sufficiency of the Draft Environmental Impact Report/Environmental Impact Statement, nor does it suggest edits to the document; accordingly, no change has been made to the document in response to this comment.

Los Angeles to Anaheim - RECORD #013346 DETAIL

Status:	Action Pending
Record Date:	12/12/2025
Interest As:	Individual
Full Name:	Rodger Switzky

Stakeholder Comments/Issues:

0243 Hi Stefan, I received notice of the High-Speed Rail coming to Anaheim. I am planning to do some construction. Which of my properties should I be concerned about? What are you doing? How close is it to my properties? I need to know how I will be affected before I make my construction plans. 812 S. Kenmore StAnaheim, CA 92804 Parcel # 126-206-03 2168 S. Madrid StAnaheim, CA 92802Parcel # 233-042-04 201 S. Narda StAnaheim, CA 92805Parcel # 234-132-20 242 E. Susanne StAnaheim, CA 92805Parcel # 234-143-09 Rodger Switzky

24.16 Response to Submission 013346 (Rodger Switzky, Individual, Dec 12, 2025)

24.16.1 0243

The California High-Speed Rail Authority contacted the commenter on December 15, 2025, and confirmed the project would not affect the properties cited in the comment. This comment does not address the sufficiency of the Draft Environmental Impact Report/Environmental Impact Statement, nor does it suggest edits to the document; accordingly, no change has been made to the document in response to this comment.

Los Angeles to Anaheim - RECORD #013348 DETAIL

Status:	Action Pending
Record Date:	12/13/2025
Interest As:	Individual
Full Name:	Charles Delgadillo

Stakeholder Comments/Issues:

0144 It's essential that High Speed Rail and the Metrolink system link up as early and as often as possible. A station at the ARCTIC is fine, but it's important to note that the ARCTIC is not on any line to Riverside County. Both Fullerton and Norwalk are on the Metrolink Riverside-Union Station line, so I would strongly urge the commission to adopt the plan that includes a stop at one of these stations. Otherwise, riders from Riverside County will need to connect to the Metrolink Orange County line and then backtrack to ARCTIC, turning a 40 minute trip into a 2 hour trip. Practically speaking, you'll be closing the door on 3 million potential customers. That hardly seems like a good business plan.

24.17 Response to Submission 013348 (Charles Delgadillo, Individual, Dec 13, 2025)

24.17.1 0144

Refer to Standard Response LAA-Response-Chapter 2 Alt-03: HSR Station Options, in Chapter 18, Standard Responses.

The commenter advocates for inclusion of the high-speed rail (HSR) station option to facilitate rail transfers between Riverside County and Anaheim Regional Transportation Intermodal Center (ARTIC). Currently, there are no direct connections between Riverside County and ARTIC, and rail passengers making that trip need to transfer between Metrolink lines. In the event that the Preferred Alternative is approved by the California High-Speed Rail Authority Board, riders could continue to use the Metrolink system to travel between ARTIC and Riverside, or they could use HSR to connect to Metrolink service at Los Angeles Union Station.

Los Angeles to Anaheim - RECORD #013352 DETAIL

Status:	Action Pending
Record Date:	12/15/2025
Interest As:	Individual
Full Name:	Cathleen Cortez

Stakeholder Comments/Issues:

0149
0150
0151

You don't often get email from . Learn why this is important CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. Hi there, I attended the zoom call that was held on Thursday December 11th. Pretty excited with the states overall project as I am one that enjoys travel by train! I am a Fullerton resident that resides at at the Rancho Fullerton mobile home Estates. I noticed on the map that our community is highlighted in yellow, and according to the legend, it reads temporary construction easement. If and when this is approved and the project goes forward, what is the timeline once started. I'm trying to review the files but really don't understand them. Will we be temporarily replaced or even affected?Should I be thinking of selling before our owner may think about selling us out? I'm only a tenant leasing land here. I would truly appreciate to schedule a call back to put me more at ease and better understanding. Thank you, Cathy Anderson Sent from Yahoo Mail for iPhone

24.18 Response to Submission 013352 (Cathleen Cortez, Individual, Dec 15, 2025)

24.18.1 0149

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

24.18.2 0150

Refer to Standard Response LAA-Response-GENERAL-07: Construction Schedule, in Chapter 18.

The California High-Speed Rail Authority (Authority) contacted the commenter on December 16, 2025, and provided information regarding their property in relation to the project. Although much of the construction of the project would occur within the existing rail right-of-way, temporary construction easements outside the existing rail right-of-way would be required in certain areas along the alignment. Land needed for temporary construction easements would be leased from the landowner, taken out of its existing use, and used temporarily for construction activities, such as equipment staging or access. Once construction activities are complete, the Authority-designated contractor would restore the land to a condition equal to preconstruction staging conditions. This comment does not address the sufficiency of the Draft Environmental Impact Report (EIR)/Environmental Impact Statement (EIS), nor does it suggest edits to the document; accordingly, no change has been made to the document in response to this comment.

24.18.3 0151

The Authority contacted the commenter on December 16, 2025, and provided information regarding their property in relation to the project. This comment does not address the sufficiency of the Draft EIR/EIS, nor does it suggest edits to the document; accordingly, no change has been made to the document in response to this comment.

Los Angeles to Anaheim - RECORD #013358 DETAIL

Status:	Ready for Delimiting
Record Date:	12/15/2025
Interest As:	Individual
Full Name:	Kimberly Jaffe

Stakeholder Comments/Issues:

0180

0181

Hello, We received a letter discussing the proposed high-speed rail through Southern California. We believe there is a possibility it will impact our property. Therefore, can you please provide a street map through DTLA so we can determine if we will be impacted. In addition, please let me know how definitive this route is, and if there will be eminent domain. And if so, when will this occur? We are quite concerned so we would appreciate a response as soon as possible. Thank you. Best, Kimberly Jaffe

24.19 Response to Submission 013358 (Kimberly Jaffe, Individual, Dec 15, 2025)

24.19.1 0180

The California High-Speed Rail Authority (Authority) contacted the commenter on December 16, 2025, and provided information regarding their property in relation to the project. This comment does not address the sufficiency of the Draft Environmental Impact Report (EIR)/Environmental Impact Statement (EIS), nor does it suggest edits to the document; accordingly, no change has been made to the document in response to this comment.

24.19.2 0181

Refer to Standard Response LAA-Response-GENERAL-07: Construction Schedule, in Chapter 18, Standard Responses.

Refer to Standard Response LAA-Response-Section 3.12 SOCIO-01: Relocations, Right-of-Way Process, Eminent Domain, in Chapter 18.

In the 2005 Tier 1 *Final Program Environmental Impact Report/Environmental Impact Statement for the Proposed California High-Speed Train System*, the Authority and the Federal Railroad Administration selected the Los Angeles – San Diego – San Luis Obispo Rail Corridor for the project alignment to advance for further study between Los Angeles and Anaheim. The corridor has been studied since that time as the route for the Los Angeles to Anaheim Project Section. No revisions have been made to the Draft EIR/EIS in response to this comment.

Los Angeles to Anaheim - RECORD #013374 DETAIL

Status:	Unread
Record Date:	12/15/2025
Interest As:	Individual
Full Name:	Richard Friedman

Stakeholder Comments/Issues:

0157 Hello, yes, my name is Richard Friedman, and I'm calling regarding this project stakeholder letter I received on December 5th regarding your high speed rail running through Vernon. I have property right there, where it appears that the train is gonna be running, so I would like very much to speak to the project manager for the Vernon section of this proposed project, so I can get a better understanding. I can't make heads or tails out of this map. Please give me a call at at any time. Richard Friedman thank you very much.

24.20 Response to Submission 013374 (Richard Friedman, Individual, Dec 15, 2025)

24.20.1 0157

The California High-Speed Rail Authority contacted the commenter on December 16, 2025, and provided information regarding their property in relation to the project. This comment does not address the sufficiency of the Draft Environmental Impact Report/Environmental Impact Statement, nor does it suggest edits to the document; accordingly, no change has been made to the document in response to this comment.

Los Angeles to Anaheim - RECORD #013378 DETAIL

Status:	Ready for Delimiting
Record Date:	12/15/2025
Interest As:	Individual
Full Name:	Richard Friedman

Stakeholder Comments/Issues:

0174

Hello, I'm calling regarding the project letter I got as a stakeholder for your high speed rail running in the Vernon area and I'm trying to talk to somebody in your office about this. Please call me at and ask for Richard Friedman. Thank you

24.21 Response to Submission 013378 (Richard Friedman, Individual, Dec 15, 2025)

24.21.1 0174

The California High-Speed Rail Authority contacted the commenter on December 16, 2025, and provided information regarding their property in relation to the project. This comment does not address the sufficiency of the Draft Environmental Impact Report/Environmental Impact Statement, nor does it suggest edits to the document; accordingly, no change has been made to the document in response to this comment.

Los Angeles to Anaheim - RECORD #013380 DETAIL

Status:	Ready for Delimiting
Record Date:	12/16/2025
Interest As:	Individual
Full Name:	Justin Ramirez

Stakeholder Comments/Issues:

0164 I support the Authority's work and the alignment they have proposed to connect LA Union Station to Anaheim. I do hope that the ultimate train connection cuts current travel times between the two stations significantly. I also hope that the Authority doesn't build any other stations between LA and Anaheim, stations that would only slow down connections between the two, and stations that should be serviced by Metrolink anyway. - Justin Ramirez

24.22 Response to Submission 013380 (Justin Ramirez, Individual, Dec 16, 2025)

24.22.1 0164

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Refer to Standard Response LAA-Response-Chapter 2 Alt-03: HSR Station Options, in Chapter 18.

Regardless of whether an intermediate high-speed rail (HSR) station is included, the urban nature of this corridor means that HSR trains would travel at speeds similar to those of the corridor's existing Metrolink and Amtrak trains.

Los Angeles to Anaheim - RECORD #013402 DETAIL

Status:	Action Pending
Record Date:	12/21/2025
Interest As:	Individual
Full Name:	Pineda

Stakeholder Comments/Issues:

0182 I noticed most of the tracks are at-grade. One of the biggest problems with existing Los Angeles/SoCal rail, is that it must yield and slow down when crossing local traffic. This greatly reduces overall rail speed, and thus its effectiveness as a viable alternative in the eyes of the public. Ideally, it should be above or below. It need not be at subway depths either, as it can exist in an open-air trench with surface streets passing on top. If it must be at-grade, it should have its own enclosed area with minimal street crossings, much like the railway that runs NE-SW through the valley.

24.23 Response to Submission 013402 (Pineda, Individual, Dec 21, 2025)

24.23.1 0182

The Los Angeles to Anaheim railroad corridor currently is mostly grade separated. The high-speed rail (HSR) project would introduce five new full grade separations, as well as one partial grade separation (with passenger trains on an elevated structure and freight trains at grade), which would improve safety and reliability for all users in the corridor. Between Fullerton Junction and Anaheim Regional Transportation Intermodal Center, eight existing at-grade crossings in Anaheim would remain at grade. Throughout the corridor, the HSR trains would operate at similar speeds as those of the existing Metrolink and Amtrak trains. No revisions have been made to the Draft Environmental Impact Report/Environmental Impact Statement in response to this comment.

Los Angeles to Anaheim - RECORD #013405 DETAIL

Status:	Ready for Delimiting
Record Date:	12/22/2025
Interest As:	Individual
Full Name:	Joe Harake

Stakeholder Comments/Issues:

0183

Dear Ms. DiCamillo and Mr. Galvez, I greatly appreciate the opportunity to comment on the Draft EIR/EIS for the Los Angeles to Anaheim Project Section of the California High-Speed Rail (HSR). I fully support the implementation of this project and in my view - it is long overdue to support the network of congested highways in Southern California. It provides another mode of transportation that goes a long way to increase the movement of people, provide an efficient solution to congestion reduction, while also providing another mobility choice for interregional travel for motorists traveling throughout the state. Sincerely, Joseph El Harake

24.24 Response to Submission 013405 (Joe Harake, Individual, Dec 22, 2025)

24.24.1 0183

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013412 DETAIL

Status:	Action Pending
Record Date:	12/23/2025
Interest As:	Individual
Full Name:	David Wardle

Stakeholder Comments/Issues:

0228

Hello this is David Wardle . I have tried calling your Southern California Regional Director at the number in the letter and it just ends the call without answering it. I have tried all of the other numbers on the letter that you sent me and all they do is ring and ring and ring you're the first one that answered. I am trying to leave a message for whoever will be able to do it. I have not lived in California for five years the mailing address on this high-speed rail authority you even mailed it to my Arizona residence. Doesn't someone have any common sense that says I don't live in California. I don't pay California tax and I don't want a high-speed rail please take my number off and please show that I am a non-resident of California moved out five years ago. Thank you.

24.25 Response to Submission 013412 (David Wardle, Individual, Dec 23, 2025)

24.25.1 0228

The California High-Speed Rail Authority contacted the commenter on December 17, 2025, confirmed the commenter's address, and removed him from the distribution list. This comment does not address the sufficiency of the Draft Environmental Impact Report/Environmental Impact Statement, nor does it suggest edits to the document; accordingly, no change has been made to the document in response to this comment.

Los Angeles to Anaheim - RECORD #013424 DETAIL

Status:	Action Pending
Record Date:	12/25/2025
Interest As:	Individual
Full Name:	Sam Smith

Stakeholder Comments/Issues:

0186

Merry Christmas CA HSRA! Regarding the SoCal Anaheim section, CONGRATS on the progress to date. Most do not understand that for the largest infrastructure construction project it's expensive and takes time, keep going. Just look at any European HSR project. They all have faced the same ridicule. PLEASE DO NOT LOSE SPEED MOMENTUM BY SHARING TRACKS IN THE SOCAL AREA. I for one would hesitate riding if it's slow, when it is supposed to be high-speed. Why don't you consider, once through the mountains to transition onto elevated tracks to avoid all the other commuter trains, stay high-speed and not lose public ridership and opinion? That's my suggestion. Move fast, don't lose sight, immediately start laying track from SF down and let the public know ASAP, which trains set you've selected and the model train and why. I'm keep good faith in the project.

0187

24.26 Response to Submission 013424 (Sam Smith, Individual, Dec 25, 2025)

24.26.1 0186

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

The commenter suggests an entirely elevated alignment south of the Palmdale to Burbank Project Section to maintain higher speeds. As first established in the 2005 *Final Program Environmental Impact Report/Environmental Impact Statement for the Proposed California High-Speed Train System*, the California High-Speed Rail Authority (Authority) has strived to use existing transportation corridors to the greatest extent possible to minimize impacts on surrounding communities and the environment, as well as to maintain cost-effectiveness. The existing Los Angeles – San Diego – San Luis Obispo Rail Corridor was identified early on as the preferred route that could achieve these goals; the project objectives are included in Section 1.2.3, CEQA Project Objectives of the High-Speed Rail System in California and Within the Los Angeles to Anaheim Project Section, of the Draft Environmental Impact Report/Environmental Statement. Within this urban corridor, high-speed rail trains would travel at speeds similar to those of existing Metrolink and Amtrak trains. No revisions have been made to the Draft EIR/EIS in response to this comment.

24.26.2 0187

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18.

The Authority is focused on delivering the construction packages in the Central Valley. The Authority is also currently procuring a trainset vendor. Project status is available at https://hsr.ca.gov/communications-outreach/reports/project-update-reports/.

Los Angeles to Anaheim - RECORD #013431 DETAIL

Status:	Action Pending
Record Date:	12/26/2025
Interest As:	Individual
Full Name:	Katharine Murta Adams

Stakeholder Comments/Issues:

0244

Hello. I received a package in the mail, regarding the LA-to-Anaheim project and my first question is simply: how will this affect my property? I live at :, LA, CA 90023. I am worried that either my property will be demolished or that I will lose property value. Can you tell me the exact planned route of this project? Thanks. Thank you for all you do. Katharine Murta Adams (she/her/hers) Illustrator & Artist Creative & UX Designer Visual Alchemist & Storyteller Mother of Dogs www.katymurta.com https://www.linkedin.com/in/katymurta/ Google UX Certified SAFe POPM Certified

24.27 Response to Submission 013431 (Katharine Murta Adams, Individual, Dec 26, 2025)

24.27.1 0244

Refer to Standard Response LAA-Response-Section 3.12 SOCIO-03: Property Values, in Chapter 18, Standard Responses.

The California High-Speed Rail Authority contacted the commenter on December 26, 2025, and provided information regarding their property in relation to the project. This comment does not address the sufficiency of the Draft Environmental Impact Report/Environmental Impact Statement, nor does it suggest edits to the document; accordingly, no change has been made to the document in response to this comment.

Los Angeles to Anaheim - RECORD #013470 DETAIL

Status:	Action Pending
Record Date:	12/31/2025
Interest As:	Individual
Full Name:	Tom Sammartano

Stakeholder Comments/Issues:

0246 Dump the bullet train. Stop wasting my money on the ridiculous project.

24.28 Response to Submission 013470 (Tom Sammartano, Individual, Dec 31, 2025)

24.28.1 0246

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013471 DETAIL

Status:	Action Pending
Record Date:	12/31/2025
Interest As:	Individual
Full Name:	Thomas Page

Stakeholder Comments/Issues:

0467

Dear sirs, These rail proposals are another fiscal boondoggle for the citizens of California. Kinda like visiting Disneyland; imagitive, fun and now for most families overpriced. These futuristic programs totally ignore current needed programs that were sold to the taxpayers by yet another (past) slate of politicians, and program dreamers. Let's get real about needs versus wants. I urge you to hold off on this proposal for now. There are way more pressing needs this state needs to address. No fun cleaning up others programs but spending, spending on new shiny projects like this proposed rail project just isn't timely or appropriate for the times. Thank you, Thomas G.Page Laguna Niguel, Ca

24.29 Response to Submission 013471 (Thomas Page, Individual, Dec 31, 2025)

24.29.1 0467

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013472 DETAIL

Status:	Action Pending
Record Date:	12/31/2025
Interest As:	Individual
Full Name:	Vince Mcdonough

Stakeholder Comments/Issues:

0248 To Whom It May Concern, The promise of the "modern" high speed rail (HSR) through California was a glittering trinket when the proposition was approved by voters back in 2008 claiming a cost of 10 billion dollars. Now, estimates are it might be finished in 2038 for 128 billion dollars. This is lunacy! In the first place, by 2038 the HSR technology will have been surpassed, just like the telephone land line infrastructure was
0249 made obsolete with the emergence of cellular communications. In addition, The whole HSR operation reeks of corruption and mismanagement. If a private railway company wanted to build a system like this at their own risk, perhaps. To saddle the taxpayers with this insult to our intelligence borders on criminal. Vince McDonough Costa Mesa

24.30 Response to Submission 013472 (Vince McDonough, Individual, Dec 31, 2025)

24.30.1 0248

Refer to Standard Response LAA-Response-GENERAL-03: Funding and Project Costs, in Chapter 18, Standard Responses.

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18.

24.30.2 0249

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18.

Los Angeles to Anaheim - RECORD #013473 DETAIL

Status:	Action Pending
Record Date:	12/31/2025
Interest As:	Individual
Full Name:	Bill Smith

Stakeholder Comments/Issues:

0293 This disaster of a project has been nothing but a vanity project for elected politicians and will never serve a useful purpose. The vast majority of the citizens of this state also don't want it. It is being railroaded through, no pun intended, to assuage the egos of said politicians and their political and financial allies. No more public money should be spent on this boondoggle. The upfront capital costs for construction will be enormous, and the need for large funding to see to ongoing maintenance costs, will both vastly exceed
0294 original budget estimates and create on-going funding gaps. The impact on the environment and the dislocation of long-established communities will also be significant. No public money hereafter. Don't throw good money after bad.

24.31 Response to Submission 013473 (Bill Smith, Individual, Dec 31, 2025)

24.31.1 0293

Refer to Standard Response LAA-Response-GENERAL-03: Funding and Project Costs, in Chapter 18, Standard Responses.

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18.

24.31.2 0294

Refer to Standard Response LAA-Response-Section 3.12 SOCIO-01: Relocations, Right-of-Way Process, Eminent Domain, in Chapter 18.

Section 3.12, Socioeconomics and Communities, of the Draft Environmental Impact Report (EIR)/ Environmental Impact Statement (EIS) evaluates potential effects on socioeconomic conditions and communities, including potential displacements, and proposes mitigation measures to avoid or minimize effects wherever possible. As discussed in Section 3.12.6.3, Project Impacts, project construction and operation could result in temporary or permanent disruptions of established communities by limiting access to, or displacing, residents, businesses, and community and public facilities. The Authority would implement SO-MM#1 (Implement Measures to Reduce Impacts Associated with the Division of Residential Neighborhoods) and SO-MM#2 (Implement Measures to Reduce Impacts Associated with the Division of Communities), which would reduce these effects. No revisions have been made to the Draft EIR/EIS in response to this comment.

Los Angeles to Anaheim - RECORD #013474 DETAIL

Status:	Action Pending
Record Date:	12/31/2025
Interest As:	Individual
Full Name:	Ralph Mauriello

Stakeholder Comments/Issues:

0250 WAY OVER BUDGET VERY VERY BEHIND SCHEDULE! SAVE OR TAX DOLLARS. KILL THE PROJECT!!!
Ralp

24.32 Response to Submission 013474 (Ralph Mauriello, Individual, Dec 31, 2025)

24.32.1 0250

Refer to Standard Response LAA-Response-GENERAL-03: Funding and Project Costs, in Chapter 18, Standard Responses.

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18.

Los Angeles to Anaheim - RECORD #013475 DETAIL

Status:	Action Pending
Record Date:	12/31/2025
Interest As:	Individual
Full Name:	Nancy Keeler

Stakeholder Comments/Issues:

0251 This massive boondoggle and massive waste of California taxpayer money has gone on long enough. Eleven years and billions of dollars and what have we got to show for it? No portions are completed. This is basically a money-laundering scheme for the elite in California. We have become a center for fraud and it needs to stop. Nancy Keeler . Anaheim, CA 92804

24.33 Response to Submission 013475 (Nancy Keeler, Individual, Dec 31, 2025)

24.33.1 0251

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013476 DETAIL

Status:	Action Pending
Record Date:	12/31/2025
Interest As:	Individual
Full Name:	Johanes Swenberg

Stakeholder Comments/Issues:

0295 Subject: Opposition to the Los Angeles to Anaheim High-Speed Rail Project Section – Draft EIR/EIS Comment Dear California High-Speed Rail Authority, I am writing to express my strong opposition to the proposed Los Angeles to Anaheim Project Section of the California High-Speed Rail (HSR) system, as outlined in the December 2025 Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS). As a concerned resident/taxpayer, I urge the Authority to abandon this segment and redirect resources to more practical transportation solutions. Below, I outline my justifications for this position, focusing on the project's financial unsustainability, environmental hypocrisy, community disruptions, and overall inefficiency.

0296 First, the HSR project is a financial disaster characterized by massive cost overruns and chronic funding shortfalls. Originally approved by voters in 2008 under Proposition 1A with an estimated cost of $33 billion for the full San Francisco-to-Los Angeles system, the price tag has ballooned to over $128 billion, with no clear path to completion. The Los Angeles to Anaheim segment alone, a mere 30 miles, has been plagued by delays and escalating expenses, relying on unstable sources like cap-and-trade funds that may dry up by the 2030s. Continuing this boondoggle will burden taxpayers with billions in debt service, especially as federal grants have been withdrawn and private investment remains nonexistent. Walking away now would allow the

0297 state to repay existing bonds without sinking more money into an unviable endeavor. Second, the environmental impacts of the project undermine its purported "green" benefits. While HSR is marketed as a low-emission alternative to cars and planes, the construction phase releases enormous amounts of greenhouse gases through concrete production, steel manufacturing, and land clearing—emissions that could take decades to offset, if ever, given the low projected ridership. The Draft EIR/EIS fails to adequately address habitat disruption, noise pollution, and visual blight along the corridor, particularly in urban areas like Anaheim and Commerce. Moreover, the project's emphasis on high-density development near stations, enabled by laws like SB 79, prioritizes real estate profits over genuine environmental stewardship, displacing

0298 communities and exacerbating urban sprawl. Third, the project causes unnecessary disruptions to local communities without delivering proportional benefits. In areas like Shafter and along the LA-Anaheim route, construction would lead to prolonged traffic chaos, business interruptions, and property takings through eminent domain. Land acquisition lawsuits have already driven up costs and timelines, and the Draft EIR/EIS underestimates these impacts. Residents in affected neighborhoods deserve better than a half-built system that serves elite travelers while ignoring everyday needs like improved local transit or highway maintenance.

0299 Finally, the HSR is an outdated and inefficient solution in a state with diverse transportation challenges. Ridership estimates have been overly optimistic, ignoring competition from affordable flights and rideshares, while alternatives like electrifying existing Amtrak lines or expanding bus rapid transit could achieve similar goals at a fraction of the cost. California's Legislative Analyst's Office has long warned of these risks, including inadequate risk mitigation and funding gaps, yet the project persists as a symbol of government overreach. In conclusion, the Los Angeles to Anaheim segment exemplifies why the entire HSR project should be halted: it's unaffordable, environmentally questionable, disruptive, and unnecessary. I implore the Authority to consider these concerns seriously and prioritize fiscal responsibility and community well-being over this failed vision. Sincerely, Dr johanes swenberg , Los Gatos, CA 95032

24.34 Response to Submission 013476 (Johanes Swenberg, Individual, Dec 31, 2025)

24.34.1 0295

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

24.34.2 0296

Refer to Standard Response LAA-Response-GENERAL-03: Funding and Project Costs, in Chapter 18.

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18.

24.34.3 0297

Refer to Standard Response LAA-Response-Section 3.3 AQ-04: Greenhouse Gas Impacts, in Chapter 18.

The California High-Speed Rail Authority (Authority) has calculated the payback of greenhouse gas (GHG) emissions (refer to Table 3.3-27 in Section 3.3, Air Quality and Global Climate Change, in the Draft Environmental Impact Report [EIR]/Environmental Impact Statement [EIS]). It would take fewer than 2 months of operation of the Shared Passenger Track Alternatives to offset the temporary construction-related GHG emissions. The topics of noise, biological and aquatic resources, and aesthetics are addressed in detail in the Draft EIR/EIS in the following sections, respectively: Section 3.4, Noise and Vibration; Section 3.7, Biological and Aquatic Resources; and Section 3.16, Aesthetics and Visual Quality. These sections also include mitigation measures that would reduce identified impacts during construction and operation of the project. The commenter states that the project is enabled by Senate Bill 79 to emphasize high-density development at the cost of environmental stewardship. The proposed high-speed rail (HSR) stations are located at existing transit centers, which already qualify as transit-oriented development stops; the HSR project would not trigger this upzoning requirement. However, the Authority is working with and will continue to work with regional planners to encourage development in proximity to HSR stations in accordance with local plans, policies, and zoning. Ultimately, local land use decisions and market conditions dictate the actual land use development that will occur.

24.34.4 0298

Refer to Standard Response LAA-Response-Section 3.12 SOCIO-01: Relocations, Right-of-Way Process, Eminent Domain, in Chapter 18.

Refer to Standard Response LAA-Response-Section 3.12 SOCIO-02: Impacts on Businesses, in Chapter 18.

Section 3.12, Socioeconomics and Communities, of the Draft EIR/EIS evaluates potential effects on socioeconomic conditions and communities, including potential displacements and traffic congestion, and proposes mitigation measures to avoid or minimize effects wherever possible. As discussed in Section 3.12.6.3, Project Impacts, project construction and operation could result in temporary or permanent disruptions of established communities by limiting access to, or displacing, residents, businesses, and community and public facilities. The project includes several impact avoidance and minimization features (IAMF) to avoid and minimize potential construction-related community and business impacts, including SOCIO-IAMF#1, Construction Management Plan; SOCIO-IAMF#2, Compliance with Uniform Relocation Assistance and Real Property Acquisition Policies Act; and SOCIO-IAMF #3, Relocation Implementation Plan.

Traffic impacts are addressed in detail in Section 3.2, Transportation, of the Draft EIR/EIS. As discussed in Impact TR-1, construction of the project would result in temporary access restrictions and circulation impacts along the alignment. The project includes several IAMFs to avoid and minimize potential construction-related traffic impacts, including TR-IAMF#1, Protection of Public

Roadways During Construction; TR-IAMF#2, Construction Transportation Plan; TR-IAMF#3, Off-Street Parking for Construction-Related Vehicles; TR-IAMF#6 Restriction on Construction Hours; TR-IAMF#7, Construction Truck Routes; and TR-IAMF#8, Construction During Special Events.

Chapter 8, Preferred Alternative, of the Draft EIR/EIS details the project's regional and local benefits, including GHG emissions reduction, job creation, and safety improvements from the new grade separations.

24.34.5 0299

The commenter states that HSR does not address a cost-effective and efficient solution to ridership needs. The Authority updates the HSR project's ridership projections and revenue forecast every 2 years as part its biannual Business Plan updates. The Authority ensures that its ridership and revenue model reflects current variables, such as population, employment, travel time and costs, fuel costs, and rail and airline schedules. Appendix 1-A, Changes in Project Benefits and Impacts, of the Draft EIR/EIS describes how the Authority's ridership projections have been decreasing with each Business Plan Update, primarily because of a decrease in California population projections; however, the Authority's projections continue to support that building the electrified system in California remains economically beneficial, with farebox revenue projected to be $3.576 billion in 2040. Regarding ticket prices, the Authority has assumed that pricing would be competitive with other modes of travel, including car and airline travel.

The commenter states electrifying existing passenger rail lines and bus rapid transit are more cost-efficient approaches to achieving the goals of the project. As described in Chapter 1, Project Purpose, Need, and Objectives, of the Draft EIR/EIS, the purpose of the HSR system is to provide a reliable mode of intercity travel that connects the state's major metropolitan areas. Metrolink only serves the Southern California area, and the Los Angeles to Anaheim Project Section would provide an option for a one-seat ride from the Los Angeles/Orange County area to the rest of the state. Alternatives like electrifying regional rail or providing bus rapid transit do not fulfill the purpose.

Los Angeles to Anaheim - RECORD #013477 DETAIL

Status:	Ready for Delimiting
Record Date:	12/31/2025
Interest As:	Individual
Full Name:	Kathleen Nelson

Stakeholder Comments/Issues:

0202 Rather than being something California can be proud of, it has become something for which we should hang our head in shame at the wasteful spending and inefficiency. It is wasting money that could be used to fund
0203 programs that help far more people. I do not foresee using it, whereas I plan to use the train being built to Las Vegas annually.

24.35 Response to Submission 013477 (Kathleen Nelson, Individual, Dec 31, 2025)

24.35.1 0202

Refer to Standard Response LAA-Response-GENERAL-03: Funding and Project Costs, in Chapter 18, Standard Responses.

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18.

24.35.2 0203

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18.

Los Angeles to Anaheim - RECORD #013478 DETAIL

Status:	Action Pending
Record Date:	12/31/2025
Interest As:	Individual
Full Name:	Tony Dikdan

Stakeholder Comments/Issues:

0304 I want to go on record to say that at 1 time I was in favor of the rail system SF to Anaheim, but no longer. It's become a money pit. It's just going to cost more and more. The federal government has realized this and so pulled out. It's time California also pulled the plug. Enough with government waste. Turn it over to a private firm. Anthony Dikdan

24.36 Response to Submission 013478 (Tony Dikdan, Individual, Dec 31, 2025)

24.36.1 0304

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013480 DETAIL

Status:	Action Pending
Record Date:	12/31/2025
Interest As:	Individual
Full Name:	Christopher Mccauley

Stakeholder Comments/Issues:

0215

California's High-Speed Rail project is the epitome of governmental incompetence and fiscal irresponsibility—a endless money pit that has betrayed voters' trust since 2008. Promised as a $33 billion system linking San Francisco to Los Angeles by 2020, it has devoured over $15 billion with zero operational miles of high-speed track. Costs have exploded to $89–128 billion for Phase 1 alone, while the initial Central Valley segment—now a isolated "train to nowhere"—won't see limited service until 2033 at the earliest. Chronic mismanagement, flawed contracts, land acquisition failures, and dubious ridership forecasts triggered the federal government's rightful withdrawal of $4 billion in grants in 2025, a move California meekly accepted by dropping its lawsuit. This admission of unreliable partnerships exposes the project's fatal flaws. Pouring more billions into this scandalous boondoggle robs Californians of funds for critical needs like homelessness, water storage, and wildfire prevention. It's time to shut it down permanently, salvage what little value remains, and stop fleecing taxpayers for a fantasy that private investors wisely avoid.

24.37 Response to Submission 013480 (Christopher McCauley, Individual, Dec 31, 2025)

24.37.1 0215

Refer to Standard Response LAA-Response-GENERAL-03: Funding and Project Costs, in Chapter 18, Standard Responses.

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18.

Los Angeles to Anaheim - RECORD #013484 DETAIL

Status:	Action Pending
Record Date:	01/01/2026
Interest As:	Individual
Full Name:	Skip Crane

Stakeholder Comments/Issues:

0305 I totally oppose this boondoggle, Governor Newsom, and his allies in this waste of money, I emphatically oppose it and anyone who is in support of the high-speed rail project. Our legislators should be working on the State of California's deficiet instead of wasting taxpayer money on this. Henry Crane Email:

24.38 Response to Submission 013484 (Skip Crane, Individual, Jan 1, 2026)

24.38.1 0305

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013485 DETAIL

Status:	Action Pending
Record Date:	01/01/2026
Interest As:	Individual
Full Name:	Heather Collins

Stakeholder Comments/Issues:

0306

I am highly opposed to the high speed rail. There has clearly been fraud, deception, incompetence and the inability to complete any part of what has been promised to the voters of California. The lawsuit by California to the Federal Government was dropped because you can't go through an audit without all the grifting exposed. Everyone associated with this should be sued. The HSR should be stopped immediately! Heather Collins

24.39 Response to Submission 013485 (Heather Collins, Individual, Jan 1, 2026)

24.39.1 0306

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013486 DETAIL

Status:	Action Pending
Record Date:	01/01/2026
Interest As:	Individual
Full Name:	Patrick Devine

Stakeholder Comments/Issues:

0307 I oppose any further funding of the "bullet train". Stop wasting my tax dollars on this ill conceived, poorly executed project. Patrick Devine Redondo Beach, CA.

24.40 Response to Submission 013486 (Patrick Devine, Individual, Jan 1, 2026)

24.40.1 0307

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013488 DETAIL

Status:	Action Pending
Record Date:	01/01/2026
Interest As:	Individual
Full Name:	Connie Bryant

Stakeholder Comments/Issues:

0336

To Whom It May Concern: As life long residents of California and a current resident of Orange County we are totally against this high speed rail. Enough is enough. This project has been in the "works" for years with nothing to show for it. It's obvious fraud is being committed! Where has all this money gone? Who is profiting? It is not the tax paying citizens of California that's for sure. Please halt this project immediately and stop wasting our hard earned money. Thank you. Connie and Brad Bryant

24.41 Response to Submission 013488 (Connie Bryant, Individual, Jan 1, 2026)

24.41.1 0336

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013489 DETAIL

Status:	Action Pending
Record Date:	01/02/2026
Interest As:	Individual
Full Name:	Andrea Ross

Stakeholder Comments/Issues:

0337

Dear Sir or Madam, I am respectfully requesting that you please STOP THIS RIDICULOUS TRAIN PROJECT AS SOON AS POSSIBLE. This train is not necessary for Californians and it's costing taxpayers WAY WAY WAY TOO MUCH MONEY. PLEASE DO NOT LET THIS PROJECT GO FORWARD. Californians need to put their tax money to MUCH BETTER USE, for example, by doing something about the homeless problem that is an abysmal situation that needs to be focused on and answers need to be found for the sake of the unhoused's humanity and for the safety of citizens who have been harmed by some of the unhinged unhoused individuals. I, myself, a 64-year-old woman, have had to run for my safety TWO TIMES as I was walking at 10 a.m. on a sunny day in San Francisco down Van Ness Avenue just to get from my hotel to 1 mile to my work site. This is not okay. It was very disturbing and I'm lucky I was able to avoid being harmed or attacked the 2 times this happened. I respectfully request that you please shut the insanity down of this train and focus on bigger and much more needed issues to be resolved. Thank you for this opportunity to be heard. Andrea R. So Cal resident

24.42 Response to Submission 013489 (Andrea Ross, Individual, Jan 2, 2026)

24.42.1 0337

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013490 DETAIL

Status:	Action Pending
Record Date:	01/02/2026
Interest As:	Individual
Full Name:	Barbara Eslinger

Stakeholder Comments/Issues:

0338

I would like to know where all the money has gone and been used for this rail project from the beginning. No one seems to know. This truly is really ridiculous. It's already been 17 years of wasted money and nothing to account for it. I believe this should be stopped. Barbara J. Eslinger

24.43 Response to Submission 013490 (Barbara Eslinger, Individual, Jan 2, 2026)

24.43.1 0338

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013491 DETAIL

Status:	Delimited
Record Date:	01/02/2026
Interest As:	Individual
Full Name:	Tom Lasser

Stakeholder Comments/Issues:

0325 Sirs. There are less expensive, more efficient technology then what is forecast in your draft EIR/EIS environmental documents. Suggest/recommend other alternatives be studied instead of this effort. None of this is within any budgets that taxpayers can afford..... But appreciate your outreach to gather more information, comments, etc Thank you....Tom Tom Lasser

24.44 Response to Submission 013491 (Tom Lasser, Individual, Jan 2, 2026)

24.44.1 0325

Refer to Standard Response LAA-Response-Chapter 2 Alt-01: Alternatives Selection and Evaluation Process and Identification of the Preferred Alternative, in Chapter 18, Standard Responses.

The 2005 *Final Program Environmental Impact Report/Environmental Impact Statement for the Proposed California High-Speed Train System* studied a Modal Alternative (consisting of aviation and highway improvements), as well as multiple rail technologies, and ultimately determined that high-speed rail was the preferred mode. High-speed rail remains the most feasible technology to achieve the California High-Speed Rail Authority's goal of providing a reliable, consistent mode of intercity travel while meeting the travel time requirements of Proposition 1A. No revisions have been made to the Draft Environmental Impact Report/Environmental Impact Statement in response to this comment.

Los Angeles to Anaheim - RECORD #013492 DETAIL

Status:	Action Pending
Record Date:	01/02/2026
Interest As:	Individual
Full Name:	Tom Johnston

Stakeholder Comments/Issues:

0339 I signed on for this project when it was first floated; it has been a total debacle since day one. Cancel the project and save whatever money you haven't yet had the opportunity to squander. Yours faithfully, Tom Johnston

24.45 Response to Submission 013492 (Tom Johnston, Individual, Jan 2, 2026)

24.45.1 0339

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013493 DETAIL

Status:	Action Pending
Record Date:	01/02/2026
Interest As:	Individual
Full Name:	Joseph Taylor

Stakeholder Comments/Issues:

0340 Will no one rid us of this turbulent project? PLEASE just stop this boondoggle now. It is the very definition of a money PIT! joe taylor

24.46 Response to Submission 013493 (Joseph Taylor, Individual, Jan 2, 2026)

24.46.1 0340

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013494 DETAIL

Status:	Action Pending
Record Date:	01/02/2026
Interest As:	Individual
Full Name:	David Smith

Stakeholder Comments/Issues:

0341 There has been far too much money wasted on this fantasy project that will never be completed. I want the entire project to be shut down forever. The fairy tales the Governor is putting out would not fool a six-year-old. Dave Smith

24.47 Response to Submission 013494 (David Smith, Individual, Jan 2, 2026)

24.47.1 0341

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013495 DETAIL

Status:	Action Pending
Record Date:	01/02/2026
Interest As:	Individual
Full Name:	Anne Rice

Stakeholder Comments/Issues:

0218 Please continue with the project. We've got to do something for the future of this country by getting people out of our cars. Japan has really been a good example, although I, we can't really compare because of the size of our country. At any rate, rail projects should continue. My name is Anne Rice. I live in Redlands, California. My phone number is .

24.48 Response to Submission 013495 (Anne Rice, Individual, Jan 2, 2026)

24.48.1 0218

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013496 DETAIL

Status:	Action Pending
Record Date:	01/02/2026
Interest As:	Individual
Full Name:	Unknown Unknown

Stakeholder Comments/Issues:

0220 Yes, I want the whole thing to stop yesterday. It's nonsense. Gavin Newscum is a horrible, horrible person that should have stopped this his first day in office as governor. The guy totally sucks. He's never going to be president. He should be in prison for what happened at Pacific Palisades with that stupid woman, that Mayor Commie Karen Bass. They all suck and all these.

24.49 Response to Submission 013496 (Unknown, Individual, Jan 2, 2026)

24.49.1 0220

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013497 DETAIL

Status:	Action Pending
Record Date:	01/02/2026
Interest As:	Individual
Full Name:	Unknown Unknown

Stakeholder Comments/Issues:

0221 This is the stupidest thing. The train isn't even available for 90% of the people in California. It's a waste of money. You know it. Get your butt out of there.

24.50 Response to Submission 013497 (Unknown, Individual, Jan 2, 2026)

24.50.1 0221

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013498 DETAIL

Status:	Action Pending
Record Date:	01/02/2026
Interest As:	Individual
Full Name:	Unknown Unknown

Stakeholder Comments/Issues:

0222 I am in favor of all rail lines. All transportation. California needs it. Los Angeles to Anaheim is important. They are all important.

24.51 Response to Submission 013498 (Unknown, Individual, Jan 2, 2026)

24.51.1 0222

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013499 DETAIL

Status:	Action Pending
Record Date:	01/02/2026
Interest As:	Individual
Full Name:	Unknown Unknown

Stakeholder Comments/Issues:

0223 High speed rail is a waste of money. Close it down.

24.52 Response to Submission 013499 (Unknown, Individual, Jan 2, 2026)

24.52.1 0223

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013500 DETAIL

Status:	Action Pending
Record Date:	01/02/2026
Interest As:	Individual
Full Name:	Jess Slick

Stakeholder Comments/Issues:

0224 This is Jess Slick. in Claremont, California. I'm totally against this boondoggle of the high-speed rail should be terminated and all work on it discontinued ASAP. Why they went down to 99 is pure idiocy, stupidity should have gone down the 5, or something like that if you're gonna do this thing. But Whoever the leadership of this thing was not a leader. Just wasted everybody's money. Thank you.

24.53 Response to Submission 013500 (Jess Slick, Individual, Jan 2, 2026)

24.53.1 0224

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Refer to Standard Response LAA-Response-Chapter 2 Alt-01: Alternatives Selection and Evaluation Process and Identification of the Preferred Alternative, in Chapter 18.

Los Angeles to Anaheim - RECORD #013501 DETAIL

Status:	Action Pending
Record Date:	01/02/2026
Interest As:	Individual
Full Name:	Unknown Nuckles

Stakeholder Comments/Issues:

0225 Yeah my name is...spelled N as in November, U C K L E S. My phone number is . I'm a resident of Southern California. My address is Rialto, California, 92377, and I'm opposed to the California High-Speed Rail project. It's a costly and... Board and I'm a taxpayer, and I'm opposed to it and the project needs to be abandoned. It's not a viable project and it is too expensive. And I would appreciate being kept up to date on this. If you want to, it's not necessary, but again, I want to be noted for the record that I'm a California citizen and taxpayer that's opposed to this project. Thank you.

24.54 Response to Submission 013501 (Nuckles, Individual, Jan 2, 2026)

24.54.1 0225

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013505 DETAIL

Status:	Ready for Delimiting
Record Date:	01/02/2026
Interest As:	Individual
Full Name:	Patricia Allen

Stakeholder Comments/Issues:

0226 I am a taxpayer and registered voter----- My husband and I want you to know: WE DO NOT WANT A HIGH-SPEED TRAIN--- please STOP wasting the taxpayer's money on this folly. Patricia Allen Ronald Allen
Tustin, CA 92780

24.55 Response to Submission 013505 (Patricia Allen, Individual, Jan 2, 2026)

24.55.1 0226

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013518 DETAIL

Status:	Ready for Delimiting
Record Date:	01/03/2026
Interest As:	Individual
Full Name:	Phyllis Ross

Stakeholder Comments/Issues:

0268

Mr. Choudri, I have been opposed to this incredibly expensive waste of California and Federal resources which adds up to billions being spent for over 20 years which could have made a huge difference in the lives of millions of Californians. There is no point in enumerating all my reasons, you have heard them for years but continue to plod on despite reason and rationality. No more throwing good money after bad --END IT NOW! Phyllis Ross Fountain Valley, CA 92708

24.56 Response to Submission 013518 (Phyllis Ross, Individual, Jan 3, 2026)

24.56.1 0268

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013520 DETAIL

Status:	Ready for Delimiting
Record Date:	01/04/2026
Interest As:	Individual
Full Name:	Samuel Smith

Stakeholder Comments/Issues:

0231

0232

CAHSR Team and Partner Authorities, I would like to extend my congratulations to everyone involved for maintaining focus and momentum on this project. Few fully appreciate the scale and complexity involved in delivering what is now the largest infrastructure project in North America, and your continued progress reflects significant coordination and commitment. I recently came across a tunneling concept that may be relevant to the mountain segments of the project and wanted to share it for your consideration. The link below provides a concise overview that may be of interest as tunneling solutions continue to be evaluated. Additionally, I would like to share a routing consideration for the segment following departure from Burbank Airport. Once the alignment reemerges from the tunnel, avoiding shared-track operations would help preserve true high-speed rail performance. Utilizing elevated, dedicated track into Los Angeles Union Station could help maintain system speeds and reduce the risk of rider dissatisfaction associated with slower mixed-use segments. I hope these observations are helpful, and I look forward to following the project's continued progress. I also plan to apply for positions associated with the project as opportunities arise. With appreciation and best wishes for continued success, Samuel Smith MBA, Project Management Doctor of Psychology (PsyD) Candidate https://youtu.be/NFrr-L_BcC4?si=g5FEQbbYJ2h9hNqK

24.57 Response to Submission 013520 (Samuel Smith, Individual, Jan 4, 2026)

24.57.1 0231

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

24.57.2 0232

The commenter suggests a tunneling concept for the mountainous areas of the high-speed rail system, as well as dedicated alignment suggestions for the Burbank to Los Angeles Project Section. The California High-Speed Rail Authority (Authority) acknowledges the commenter's support and notes that the areas the commenter refers to have been evaluated and approved in the Palmdale to Burbank and Burbank to Los Angeles environmental documents. As first established in the 2005 *Final Program Environmental Impact Report/Environmental Impact Statement for the Proposed California High-Speed Train System*, the Authority has strived to use existing transportation corridors to the greatest extent possible to minimize impacts on surrounding communities and the environment, as well as to maintain cost-effectiveness. No revisions have been made to the Draft Environmental Impact Report/Environmental Impact Statement in response to this comment.

Los Angeles to Anaheim - RECORD #013521 DETAIL

Status:	Ready for Delimiting
Record Date:	01/04/2026
Interest As:	Individual
Full Name:	Dan Dickerman

Stakeholder Comments/Issues:

0287

Please, just build the thing already! We've been polishing details and trying to mollify detractors (who can simply never be pleased) for nearly two decades, but the desperate need for this HS Rail system in CA was proven at the start, and the intervening years are filled with a string of missed opportunities to reduce cost

0288

and provide the transit system we need. All infrastructure projects have risen in cost — in 2022 alone, the AP reported that infrastructure project costs have risen up to 30% — and yes CAHSR has been no exception. Costs are now estimated at $200M/mile for this project, nearly half the $500M/mile cost of Houston's absurdly-bloated Highway Improvement Project. But these mounting costs could have been avoided simply by building

0289

faster. And this extended time has given more opportunity for detractors to file lawsuits and for the project to miss out on funding opportunities as the winds of politics shift. Keep the focus on what is needed: a fast-as-possible rail connection between CA's major cities, convenient to all and connected to other existing transit systems, rivaling the transportation networks of existing European or Asian systems. Everything else is delay, distraction, and detracts from making the system the most useful it needs to be. Please keep the focus on building it right, and building it quickly, -- Dan Dickerman

24.58 Response to Submission 013521 (Dan Dickerman, Individual, Jan 4, 2026)

24.58.1 0287

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

24.58.2 0288

Refer to Standard Response LAA-Response-GENERAL-03: Funding and Project Costs, in Chapter 18.

24.58.3 0289

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18.

Los Angeles to Anaheim - RECORD #013525 DETAIL

Status:	Action Pending
Record Date:	01/05/2026
Interest As:	Individual
Full Name:	Tom Fournier

Stakeholder Comments/Issues:

0236 As a taxpayer in this state, I urge you to cease all work on the HSR project. It is not a transit project. It is a jobs project. It will never deliver what is promised and at current annual funding levels and cost estimates, will take 70 years to complete. And that's if the estimates are correct (of course, to date, no estimate has been correct). I don't care how much we have spent. It pales in comparison to what this project will consume in the future. Throwing good money after bad is not a strategy any feasible business person would support. End this farce. Use the billions for something we can actually use, like housing or a replacement for LAX.

24.59 Response to Submission 013525 (Tom Fournier, Individual, Jan 5, 2026)

24.59.1 0236

Refer to Standard Response LAA-Response-GENERAL-03: Funding and Project Costs, in Chapter 18, Standard Responses.

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18.

Los Angeles to Anaheim - RECORD #013526 DETAIL

Status:	Ready for Delimiting
Record Date:	01/06/2026
Interest As:	Individual
Full Name:	Daniel Mattera

Stakeholder Comments/Issues:

0233 Good Morning, The entire "HSR" project needs to be killed, immediately, in its entirety. Billions, and years, over-budget/over-due. The Federal government saw through this scam, and yanked its funding. (One of the
0234 few wise things Trump has done.) You've commandeered private farmland. You've disrupted businesses. For
0235 what? A rail line that will NEVER be completed. Its entire concept is stupid. Think about getting from L.A. to S.F.: IF it were to be allowed to go 200 MPH the entire distance (it won't), this hypothetical train ride would be 2+ hours. Flight time from most any LA area airport is roughly 45 minutes. Please quit this fool's errand. Daniel Mattera Thousand Oaks

24.60 Response to Submission 013526 (Daniel Mattera, Individual, Jan 6, 2026)

24.60.1 0233

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

24.60.2 0234

Refer to Standard Response LAA-Response-Section 3.12 SOCIO-01: Relocations, Right-of-Way Process, Eminent Domain, in Chapter 18.

Refer to Standard Response LAA-Response-Section 3.12 SOCIO-02: Impacts on Businesses, in Chapter 18.

Farmland is addressed in detail in Section 3.14, Agricultural Farmland and Forest Land. There would be no impacts on Important Farmland or forest land from any of the alternatives or high-speed rail (HSR) station options. No revisions have been made to the Draft Environmental Impact Report (EIR)/ Environmental Impact Statement (EIS) in response to this comment.

24.60.3 0235

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18.

Based on the current design, nonstop service between Los Angeles and San Francisco would take approximately 2 hours and 40 minutes. Section 1.2.4.1, Travel Demand and Capacity Constraints, of the Draft EIR/EIS evaluates access to air travel. There are constraints with airport capacity and airport ground access, and air travel systems will not meet expected growth in population and increase in intercity travel demand in California within the next several decades. Section 1.2.4.1 further compares travel time between air travel, automobile travel, and HSR travel, showing that HSR travel would be competitive with air travel when taking into account the time needed for airport access, waiting, and egress. No revisions have been made to the Draft EIR/EIS in response to this comment.

Los Angeles to Anaheim - RECORD #013527 DETAIL

Status:	Ready for Delimiting
Record Date:	01/06/2026
Interest As:	Individual
Full Name:	Howard Shore

Stakeholder Comments/Issues:

0229 I'm a hundred percent for public transportation, but i'm very angry and upset due to the fact that when I first moved to los angeles in 1994, I remember hearing a story stating they were going to build the same thing back then. Here we are, twenty to thirty years later. I'm still living in los angeles and nothing has been built And now you're talking about it again. So I personally don't believe it's gonna ever get built And if it does get built, it's gonna take another twenty to thirty years longer. Totally ridiculous. A project like this with enough staff should take maybe two or three years to build. That's it! Howard Paul Shore

24.61 Response to Submission 013527 (Howard Shore, Individual, Jan 6, 2026)

24.61.1 0229

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013529 DETAIL

Status:	Ready for Delimiting
Record Date:	01/06/2026
Interest As:	Individual
Full Name:	David Schmid

Stakeholder Comments/Issues:

0272

To Whom It May Concern, The California HSR project should be immediately stopped. Cut our losses. Lick our wounds. It may never get completed. If it does, no one will ride it. Continuing efforts to build it only serve the politicians and contractors. They do NOT serve the taxpayer. Sincerely, David Schmid

24.62 Response to Submission 013529 (David Schmid, Individual, Jan 6, 2026)

24.62.1 0272

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013531 DETAIL

Status:	Action Pending
Record Date:	01/06/2026
Interest As:	Individual
Full Name:	Gary Sisson

Stakeholder Comments/Issues:

0230 Hello, this is Gary Sisson, S I S S O N in Torrance, California, 90504. My phone number is . And I first would like to say thank you for letting us phone in an opinion on this issue. Um, it seems like we're all too busy for anything else, and I appreciate the opportunity to do this. Uh, first off, you know, the problems that are in this project can be easily done with the word compromise. Please stress compromise. It's ridiculous. Major a major city like Los Angeles does not have something like this. It's ridiculous that the state of California doesn't have a high-speed rail system, and it is ridiculous that the nation of the United States doesn't. And we need to bust this egg and make it happen. Please work together and make this happen. We are so many decades behind every advanced nation on Earth with a much smaller GDP than uh than we have. Please, again, Gary Sisson in Torrance, make it happen, will you?

24.63 Response to Submission 013531 (Gary Sisson, Individual, Jan 6, 2026)

24.63.1 0230

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013532 DETAIL

Status:	Action Pending
Record Date:	01/06/2026
Interest As:	Individual
Full Name:	Lizette Alduenda

Stakeholder Comments/Issues:

0273

Hello, yes, I'd like to make a comment regarding the high-speed rail. I do not believe we should be spending any more money on this high-speed rail, so please put my comment in. My name is Lizette Alduenda, last name A L D U E N D A. I'm a registered voter and my address is , California. Thank you.

24.64 Response to Submission 013532 (Lizette Alduenda, Individual, Jan 6, 2026)

24.64.1 0273

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013533 DETAIL

Status:	Action Pending
Record Date:	01/06/2026
Interest As:	Individual
Full Name:	Ilona Gallant

Stakeholder Comments/Issues:

0237 My name is Ilona Gallant. I live in Newport Beach, and I used to live in San Francisco. I strongly believe that this project needs to be scrapped totally before more money is put in, when it's going to take even more money than it's ever been estimated and more time than it was ever estimated to be completed. So please don't let this madness continue.

24.65 Response to Submission 013533 (Ilona Gallant, Individual, Jan 6, 2026)

24.65.1 0237

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013534 DETAIL

Status:	Action Pending
Record Date:	01/06/2026
Interest As:	Individual
Full Name:	Jerome Cain

Stakeholder Comments/Issues:

0274

Please call Jerome Cain, C A I N at . Thank you. Bye.

24.66 Response to Submission 013534 (Jerome Cain, Individual, Jan 6, 2026)

24.66.1 0274

The California High-Speed Rail Authority contacted the commenter on January 14, 2026, and provided the requested information. This comment does not address the sufficiency of the Draft Environmental Impact Report/Environmental Impact Statement, nor does it suggest edits to the document; accordingly, no change has been made to the document in response to this comment.

Los Angeles to Anaheim - RECORD #013540 DETAIL

Status:	Action Pending
Record Date:	01/06/2026
Interest As:	Individual
Full Name:	Robert Henderson

Stakeholder Comments/Issues:

0411 Hi, this is Robert Henderson, . I'm looking to obtain a copy of the water resources. Sorry, the hydrology and water resources technical report, which is not available on the, uh, EIR website. Again, Robert Henderson, um, . Thank you, bye.

24.67 Response to Submission 013540 (Robert Henderson, Individual, Jan 6, 2026)

24.67.1 0411

The California High-Speed Rail Authority contacted the commenter on January 22, 2026, and provided the requested materials. This comment does not address the sufficiency of the Draft Environmental Impact Report/Environmental Impact Statement, nor does it suggest edits to the document; accordingly, no change has been made to the document in response to this comment.

Los Angeles to Anaheim - RECORD #013543 DETAIL

Status:	Ready for Delimiting
Record Date:	01/06/2026
Interest As:	Individual
Full Name:	Raymond Hasey

Stakeholder Comments/Issues:

0286

This is a tiered document which is based upon a general EIS document decades old. The entire project has substantially changed from that assessed in the general document. For example the general ridership projections have changed, as has the financial and business models. This project must recover 100% of costs from ticket revenues. As ridership projections drop, ticket prices increase. Economic justice impacts are altered. The general EIS must be revised.

24.68 Response to Submission 013543 (Raymond Hasey, Individual, Jan 6, 2026)

24.68.1 0286

Refer to Standard Response LAA-Response-GENERAL-03: Funding and Project Costs, in Chapter 18, Standard Responses.

Refer to Standard Response LAA-Response-GENERAL-01: Ridership, in Chapter 18.

The commenter states the 2005 *Final Program Environmental Impact Report/Environmental Impact Statement for the Proposed California High-Speed Train System* (Statewide Program EIR/EIS) is old and needs to be revised. As explained in Section 2.5.1, High-Speed Rail Project-Level Alternatives Development Process, of the Draft Environmental Impact Report (EIR)/Environmental Impact Statement (EIS), the California High-Speed Rail Authority (Authority) used a tiered environmental review process to support decisions for the high-speed rail (HSR) system. The Statewide Program EIR/EIS established the broad framework for the HSR system that serves as the foundation for the Tier 2 environmental review of the individual project sections. The Statewide Program EIR/EIS fulfilled the purpose of a Tier 1 document by identifying preferred corridors for more detailed study in the Tier 2 project section documents. With the HSR system's broad framework established, the Tier 2 project section documents analyze specific alternatives within each section using the most current data at the time of preparation of the EIR/EIS. Therefore, the Los Angeles to Anaheim Project Section Draft EIR/EIS was properly prepared based on the most current data available, and no changes are needed to the Statewide Program EIR/EIS. The commenter states that ridership projections and financial models have changed since preparation of the Statewide Program EIR/EIS. The Authority updates the HSR project's ridership projections and revenue forecast every 2 years as part of its biannual Business Plan updates. The Authority ensures that its ridership and revenue model reflects current variables, such as population, employment, travel time and costs, fuel costs, and rail and airline schedules. Appendix 1-A, Changes in Project Benefits and Impacts, of the Draft EIR/EIS describes how the Authority's ridership projections have been decreasing with each Business Plan Update, primarily because of a decrease in California population projections; however, the Authority's projections continue to support that building the electrified system in California remains economically beneficial.

The commenter states that "economic justice" impacts have changed since the Statewide Program EIR/EIS. The Statewide Program EIR/EIS analyzed economic growth and related impacts at a high level by grouping counties that would be served by the HSR system into regions. The Tier 2 documents, including the Los Angeles to Anaheim Project Section Draft EIR/EIS, analyze economic impacts in greater detail using current information and the capital and operating cost estimates that are based on the project section design. No revisions have been made to the Draft EIR/EIS in response to this comment.

Los Angeles to Anaheim - RECORD #013544 DETAIL

Status:	Ready for Delimiting
Record Date:	01/07/2026
Interest As:	Individual
Full Name:	Raymond Hasey

Stakeholder Comments/Issues:

0275 The DEIS comment process is flawed procedurally and must be restarted. This tiered document must include both the general and project specific documents. It does not. It needs to be revised to discuss the project's general drift over the decades and how this impacts this specific project. This DEIS does not refer to the general document adequately, nor does the public comment section include a link to it. https://hsr.ca.gov/2025/12/05/news-release-california-high-speed-rail-authority-releases-draft-environmental-document-for-los-angeles-to-anaheim-section/

24.69 Response to Submission 013544 (Raymond Hasey, Individual, Jan 7, 2026)

24.69.1 0275

The comment process for the Draft Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) complies with the National Environmental Policy Act and the California Environmental Quality Act, and is not procedurally flawed as the comment contends. The commenter makes the general claim that the Draft EIR/EIS does not refer to the 2005 *Final Program Environmental Impact Report/Environmental Impact Statement for the Proposed California High-Speed Train System* (Statewide Program EIR/EIS), but provides no specific examples in support of the claim. The commenter also states the Draft EIR/EIS needs to include the Statewide Program EIR/EIS and explain how the project has changed since preparation of that Tier 1 document. The Draft EIR/EIS includes many references to the Statewide Program EIR/EIS and properly explains the relationship between the 2005 Tier 1 document and Tier 2 project section documents. As discussed in Section 2.5.1, High-Speed Rail Project-Level Alternatives Development Process, of the Draft EIR/EIS, the California High-Speed Rail Authority (Authority) used a tiered environmental review process to support decisions for the high-speed rail (HSR) system. The Authority's 2005 Tier 1 document established the broad framework for the HSR system that serves as the foundation for the Tier 2 environmental review of the individual project sections. The Statewide Program EIR/EIS fulfilled the purpose of a Tier 1 document by identifying preferred corridors for more detailed study in the Tier 2 project section documents. With the HSR system's broad framework established, the Tier 2 project section documents analyze specific alternatives within each project section. Section 2.5.2, Range of Potential Alternatives Considered and Findings, of the Draft EIR/EIS describes how the alternatives for the Los Angeles to Anaheim Project Section were developed and evolved over time. Therefore, the Los Angeles to Anaheim Project Section Draft EIR/EIS was properly prepared in accordance with its scope as a Tier 2 document.

Regarding the availability of the Statewide Program EIR/EIS, the Los Angeles to Anaheim Project Section webpage, the Notice of Availability for the Los Angeles to Anaheim Project Section Draft EIR/EIS, and the Draft EIR/EIS Summary and Chapter 1, Project Purpose, Need, and Objectives, include directions on how to request electronic copies of the Statewide Program EIR/EIS. The Statewide Program EIR/EIS can also be found at this web address: https://hsr.ca.gov/programs/environmental-planning/environmental-documents/program-eir-eis-documents-for-the-statewide-high-speed-rail-system-tier-1/final-program-environmental-impact-report-environmental-impact-statement-eir-eis-for-the-proposed-california-high-speed-train-system-2005/.

Los Angeles to Anaheim - RECORD #013548 DETAIL

Status:	Ready for Delimiting
Record Date:	01/07/2026
Interest As:	Individual
Full Name:	Ije Frescuz

Stakeholder Comments/Issues:

0303 We need this railway and many more. NOW! Please Stop the dirty politics and build it before the price tag goes up more

24.70 Response to Submission 013548 (Ije Frescuz, Individual, Jan 7, 2026)

24.70.1 0303

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013549 DETAIL

Status:	Ready for Delimiting
Record Date:	01/07/2026
Interest As:	Individual
Full Name:	Phyllis Ross

Stakeholder Comments/Issues:

0252 High Speed Rail Authority Please do not spend another nickel on this wasteful project. California currently and for many years has brought upon itself many expensive problems that need attention. The cost of living here is unconscionable. Utilities are the highest in the nation, homelessness is not getting any better although 25 billion was spent on it, it changed nothing and we don't even know where that money went. Take a clue from the Feds who will not put anymore billions into this gigantic waste of a project. SHUT IT DOWN! Phyllis Ross Fountain Valley, CA 92708

24.71 Response to Submission 013549 (Phyllis Ross, Individual, Jan 7, 2026)

24.71.1 0252

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013553 DETAIL

Status:	Ready for Delimiting
Record Date:	01/07/2026
Interest As:	Individual
Full Name:	Patricia Palmer

Stakeholder Comments/Issues:

0253 | High Speed Rail You asked and my answer is ABSOLUTELY NO!! As usual reckless spending in California! Sincerely, Patricia Palmer

24.72 Response to Submission 013553 (Patricia Palmer, Individual, Jan 7, 2026)

24.72.1 0253

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013555 DETAIL

Status:	Ready for Delimiting
Record Date:	01/08/2026
Interest As:	Individual
Full Name:	Andy Murphy

Stakeholder Comments/Issues:

0254 Hello, I am a resident at in Anaheim, CA. My residential unit is located approximately 500 feet from the current LOSAN line as it runs through Anaheim between Santa Ana and South streets between the Fullerton and Anaheim station. I am voicing my opinion that the High Speed Rail not be built along the existing LOSAN rail line as planned. The existing trains violently shake my house, and are loud and can frequently wake me up from sleep. I don't see how a faster train would not be additional vibration and noise. Even if it was excavated down to bedrock, I don't see it not having a bad effect on my living situation. Please cancel this section of the proposed rail line. Thank you for your consideration. Sincerely, Andy Murphy

24.73 Response to Submission 013555 (Andy Murphy, Individual, Jan 8, 2026)

24.73.1 0254

Refer to Standard Response LAA-Response-Section 3.4 N&V-01: Noise Impacts During Operation, in Chapter 18, Standard Responses.

The commenter expresses concerns that higher speed trains would add to existing noise and vibration impacts at her property, adjacent to the railroad corridor. As a point of clarification, high-speed rail trains would travel at speeds similar to those of the corridor's existing Metrolink and Amtrak trains. Section 3.4, Noise and Vibration, of the Draft Environmental Impact Report (EIR)/ Environmental Impact Statement (EIS) evaluates potential construction and operational noise effects, with mitigation measures proposed where there would be an impact. As listed in Table 3.4-16 of the Draft EIR/EIS, sensitive receptors were considered in Anaheim. The commenter's property falls within the study segment between E Santa Ana Street and Vermont Avenue on the southbound side of the tracks. Within this segment, moderate noise and vibration impacts are projected at 226 residences in 14 multifamily buildings. Section 3.4.4, Methods for Evaluating Impacts, describes the California High-Speed Rail Authority's significance criteria, with only severe noise impacts considered to be significant or adverse and requiring mitigation. Because only moderate noise impacts are projected in this segment of Anaheim, no noise mitigation measures are required. Section 3.4.7.4, N&V-MM#4: Implement Operational Vibration Mitigation Measures, describes how vibration mitigation measures will be evaluated and developed during project design.

Los Angeles to Anaheim - RECORD #013557 DETAIL

Status:	Action Pending
Record Date:	01/08/2026
Interest As:	Individual
Full Name:	April Switzer

Stakeholder Comments/Issues:

0276 Hi, I am in favor of the high speed rail from LA to Anaheim for ease of commuting from Orange County to LA.

24.74 Response to Submission 013557 (April Switzer, Individual, Jan 8, 2026)

24.74.1 0276

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013559 DETAIL

Status:	Ready for Delimiting
Record Date:	01/08/2026
Interest As:	Individual
Full Name:	Victor Waki

Stakeholder Comments/Issues:

0255 I am for the Bullet train from LA to Anaheim. I watch the TV channel NHK Los Angeles and see how far ahead Japan is with Bullet trains, regular trains, light rail, and tourist trains. The US needs Bullet trains nationwide to complete with the monopoly the airlines have for interstate travel. I'm keeping an eye on the Bullet train service from Rancho Cucamonga to Las Vegas for number of riders and fees. The LA to Anaheim makes sense to market going from Hollywood tourists venues to Disneyland.

24.75 Response to Submission 013559 (Victor Waki, Individual, Jan 8, 2026)

24.75.1 0255

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013560 DETAIL

Status:	Action Pending
Record Date:	01/08/2026
Interest As:	Individual
Full Name:	Joe Eustermann

Stakeholder Comments/Issues:

0277 | Let's get this done!

24.76 Response to Submission 013560 (Joe Eustermann, Individual, Jan 8, 2026)

24.76.1 0277

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013561 DETAIL

Status:	Action Pending
Record Date:	01/08/2026
Interest As:	Individual
Full Name:	Martin Barrera-Martinez

Stakeholder Comments/Issues:

0256 As a former Norwalk resident for 21 years I'm 100% in favor of this high speed rail.

24.77 Response to Submission 013561 (Martin Barrera-Martinez, Individual, Jan 8, 2026)

24.77.1 0256

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013562 DETAIL

Status:	Ready for Delimiting
Record Date:	01/08/2026
Interest As:	Individual
Full Name:	Sue Donze

Stakeholder Comments/Issues:

0257 My opinion on the Anaheim to LA high-speed rail: You're kidding, right? A great thing to have, but please, not another pork project "rail to nowhere." Whoever proposes these things in California can't be trusted not to siphon the money with no result. I vote no, and I hope many others do as well, as long as CA continues its bureaucratic big talk/do-nothing style of operation. Sue Donze

24.78 Response to Submission 013562 (Sue Donze, Individual, Jan 8, 2026)

24.78.1 0257

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013563 DETAIL

Status:	Action Pending
Record Date:	01/08/2026
Interest As:	Individual
Full Name:	James Cox

Stakeholder Comments/Issues:

0278 I'm personally very excited for the future of HSR in California and investment in public infrastructure and transit in general. I know that a more connected Southern California will better serve our communities and businesses growth and prosperity.

24.79 Response to Submission 013563 (James Cox, Individual, Jan 8, 2026)

24.79.1 0278

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013566 DETAIL

Status:	Ready for Delimiting
Record Date:	01/08/2026
Interest As:	Individual
Full Name:	Ben Salazar-Dunbar

Stakeholder Comments/Issues:

0258 Whatever gets us high speed rail between OC and LA I endorse, let's get this going ASAP

24.80 Response to Submission 013566 (Ben Salazar-Dunbar, Individual, Jan 8, 2026)

24.80.1 0258

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013567 DETAIL

Status:	Action Pending
Record Date:	01/08/2026
Interest As:	Individual
Full Name:	David Walters

Stakeholder Comments/Issues:

0279 We don't need another boondoggle like the high speed rail project that was supposed to be finished 5 years ago, but never got anywhere and has so far cost billions of dollars in cost overruns. These state controlled projects never come in on budget and the people in charge are always incompetent and the money always seems to disappear! DEFINITE NO!!!

24.81 Response to Submission 013567 (David Walters, Individual, Jan 8, 2026)

24.81.1 0279

Refer to Standard Response LAA-Response-GENERAL-03: Funding and Project Costs, in Chapter 18, Standard Responses.

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18.

Los Angeles to Anaheim - RECORD #013568 DETAIL

Status:	Ready for Delimiting
Record Date:	01/08/2026
Interest As:	Individual
Full Name:	Yvonne Brizula

Stakeholder Comments/Issues:

0259 Yes, yes, yes. Should've have been done decades ago. Mind the pedestrians but yes yes yes please. Yvonne Brizula

24.82 Response to Submission 013568 (Yvonne Brizula, Individual, Jan 8, 2026)

24.82.1 0259

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013569 DETAIL

Status:	Action Pending
Record Date:	01/08/2026
Interest As:	Individual
Full Name:	Jessica Kling

Stakeholder Comments/Issues:

0354

While the high speed rail between LA and OC could be great, without late evening train times, this would be no better than what currently exists. I often check train options when visiting LA from OC for an event and while I can get there easily, leaving after 9pm is impossible. There are so many functions in LA that being able to take the train between 9pm-3am would be amazing and I think relive more traffic than anticipated. Additionally, the cost needs to be less than what gas/parking would cost to incentivize more people to take it

24.83 Response to Submission 013569 (Jessica Kling, Individual, Jan 8, 2026)

24.83.1 0354

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

The exact operating hours for the high-speed rail system would be determined in the future, but the system is anticipated to have service later in the evening during off-peak periods.

Los Angeles to Anaheim - RECORD #013571 DETAIL

Status:	Action Pending
Record Date:	01/08/2026
Interest As:	Individual
Full Name:	Michael Mcdermott

Stakeholder Comments/Issues:

0290

Anaheim to union station would be a waste. DTLA has lost its employment base. Everyone would have to drive to Anaheim. Regular speed rail for 405 corridor is a better use of $. Ends: San Juan Capistrano to Century city. Stops at Spectrum, south coast plaza, beach Blvd. Seal Beach blvd. Lakewood Blvd. Blue Line. 110. Crenshaw. Green Line at LAX. Howard Hughes center Santa Monica Blvd.

24.84 Response to Submission 013571 (Michael McDermott, Individual, Jan 8, 2026)

24.84.1 0290

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Refer to Standard Response LAA-Response-Chapter 2 Alt-01: Alternatives Selection and Evaluation Process and Identification of the Preferred Alternative, in Chapter 18.

As described in Chapter 1, Project Purpose, Need, and Objectives, of the Draft Environmental Impact Report/Environmental Impact Statement, the purpose of the high-speed rail (HSR) system is to provide a reliable mode of intercity travel that connects the state's major metropolitan areas. The HSR project would provide an option for a one-seat ride from the Los Angeles/Orange County area to the rest of the state. The Los Angeles to Anaheim Project Section uses the existing Los Angeles – San Diego – San Luis Obispo Rail Corridor, which was first identified as the route in the California High-Speed Rail Authority's (Authority) 2005 *Final Program Environmental Impact Report/ Environmental Impact Statement for the Proposed California High-Speed Train System* (Statewide Program EIR/EIS). Other alignments, such as following freeway corridors, would have substantially greater impacts on surrounding communities.

The Authority studied various alternatives in the Statewide Program EIR/EIS and found there were constraints along the coast to San Diego; therefore, these alternatives were not studied further.

Los Angeles to Anaheim - RECORD #013572 DETAIL

Status:	Action Pending
Record Date:	01/08/2026
Interest As:	Individual
Full Name:	Ron Clarke

Stakeholder Comments/Issues:

0425 Do not support this initiative. Requires Federal financial assistance that will not happen for at least the next 10-12 years. California cannot afford it. Cost does not justify potential ridership.

24.85 Response to Submission 013572 (Ron Clarke, Individual, Jan 8, 2026)

24.85.1 0425

Refer to Standard Response LAA-Response-GENERAL-03: Funding and Project Costs, in Chapter 18, Standard Responses.

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18.

Los Angeles to Anaheim - RECORD #013573 DETAIL

Status:	Ready for Delimiting
Record Date:	01/08/2026
Interest As:	Individual
Full Name:	Lynn Miller

Stakeholder Comments/Issues:

0261 There is a third option to CANCEL WORK on the Los Angeles to Anaheim section of the Train to Nowhere. Our tax dollars have been ineffectively misused enough already. I do not believe you can build this section for the amount asked for. Get the rest of the train up and running and then see if you even need this leg.

24.86 Response to Submission 013573 (Lynn Miller, Individual, Jan 8, 2026)

24.86.1 0261

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013574 DETAIL

Status:	Ready for Delimiting
Record Date:	01/08/2026
Interest As:	Individual
Full Name:	Heidi Pherrin

Stakeholder Comments/Issues:

0262 After reading about the opportunity for public input to the proposed Los Angeles to Anaheim high-speed rail system, then on to San Francisco, I had to send this email to say I couldn't be more opposed to anymore high-speed rail projects. The waste and mismanagement of funds and lack of accountability on the current high-speed rail project has already been proof that those in charge are certainly lining their pockets but incapable of building a high-speed railroad or anything for that matter. I recently rode the railroad from Irvine to Camarillo and although many sections of the track definitely are in need of repair, this proposal doesn't sound any better. I'm absolutely OPPOSED to any funds going to high-speed railroad projects in CA. I wouldn't trust one penny to the incapable but corrupt people running any high-speed railroad project in this state or under the misguidance of Gov. Newsom! K. Heidi Pherrin

24.87 Response to Submission 013574 (Heidi Pherrin, Individual, Jan 8, 2026)

24.87.1 0262

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013575 DETAIL

Status:	Ready for Delimiting
Record Date:	01/08/2026
Interest As:	Individual
Full Name:	Jan Hodgson Placentia

Stakeholder Comments/Issues:

0260 This would be a great idea, with a stop in Fullerton to accommodate both Amtrak and Metrolink. A waste to use Norwalk with only Metrolink connection. Jan Hodgson Placentia.

24.88 Response to Submission 013575 (Jan Hodgson Placentia, Individual, Jan 8, 2026)

24.88.1 0260

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013576 DETAIL

Status:	Ready for Delimiting
Record Date:	01/08/2026
Interest As:	Individual
Full Name:	Joseph Koch

Stakeholder Comments/Issues:

0263 I see no real need for a high speed rail line between Los Angeles and Anaheim. The distance between rail stations is approximately 30 miles. No high speed train could get up to speed in that distance before it had to slow down to stop in the station. This would be a total waste of tax payers dollars and is completely unneeded. I presently live in Brea and have been a California taxpayer since 1963. Joseph W. Koch Jr.

24.89 Response to Submission 013576 (Joseph Koch, Individual, Jan 8, 2026)

24.89.1 0263

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Refer to Standard Response LAA-Response-Chapter 1 P&N-01: Project Benefits, in Chapter 18.

Los Angeles to Anaheim - RECORD #013577 DETAIL

Status:	Action Pending
Record Date:	01/08/2026
Interest As:	Individual
Full Name:	Kim Stapfer

Stakeholder Comments/Issues:

0335 Hell, no to this project! Another California boondoggle. You need to end all high-speed rail Project and do not even dream about another one. It is a complete waste of taxpayer dollars! And in all fast track lanes get everyone moving not just those that can afford $50 a day

24.90 Response to Submission 013577 (Kim Stapfer, Individual, Jan 8, 2026)

24.90.1 0335

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013579 DETAIL

Status:	Action Pending
Record Date:	01/08/2026
Interest As:	Individual
Full Name:	John Friar

Stakeholder Comments/Issues:

0334 There is essentially nothing of use to Californians from this project. It has been a poorly planned and poorly executed endeavor. After all these years and billions of dollars, there is nothing of use for our citizens. Please let us not waste another cent on high speed rail. We need the money to repair our existing infrastructure and to help the thousands of untreated mentally ill living on our streets.

24.91 Response to Submission 013579 (John Friar, Individual, Jan 8, 2026)

24.91.1 0334

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013580 DETAIL

Status:	Action Pending
Record Date:	01/08/2026
Interest As:	Individual
Full Name:	Justine Chen

Stakeholder Comments/Issues:

0426

I respectfully submit this comment in strong support of the proposed high-speed rail segment between Los Angeles and Anaheim. This project will yield meaningful economic, tourism, and environmental benefits, and represents a critical investment in a more equitable and sustainable transportation future for Southern California. Economic Growth and Job Creation The California high-speed rail system is already generating substantial economic activity. According to the California High-Speed Rail Authority's most recent economic impact analysis, investment in this rail program has contributed approximately $22 billion in total economic activity and around 109,000 job-years of employment through construction and related work statewide. Completing the full Phase 1 system from San Francisco to Los Angeles/Anaheim is estimated to generate more than 1 million job-years and over $220 billion in total economic activity over the life of the project. These figures reflect activity across industries—not just rail contractors, but also manufacturing, design, engineering, and services—which strengthens the broader California economy. This economic activity supports both full-time and part-time jobs, wages for workers, and spending in local small businesses. Further, the project supports Certified Small Businesses and Disadvantaged Business Enterprises, increasing participation from firms traditionally underrepresented in large infrastructure projects. For Southern California specifically, constructing the Los Angeles–Anaheim segment enhances economic connectivity across two of the state's largest economic hubs. Faster, more reliable intercity transportation promotes business growth, improves access to jobs, and makes the region more competitive in attracting new employers and industries. Boosting Tourism and Regional Connectivity Southern California is a global destination for millions of visitors each year. Los Angeles offers world-class cultural, entertainment, and sports attractions, while Anaheim is home to flagship tourism assets such as the Disneyland Resort and other family-oriented attractions. A high-speed rail link between these cities will allow visitors to move quickly, comfortably, and reliably between attractions without relying on congested freeways. Improved connectivity increases the ease with which domestic and international travelers can explore multiple destinations in one trip, spreading tourism dollars more broadly across the region. This added convenience may make Southern California even more attractive relative to other global destinations, yielding gains for hotels, dining, cultural institutions, and retail businesses that rely on tourism. Environmental and Public Health Benefits California's transportation sector is a leading source of greenhouse gas emissions. Providing a high-speed rail alternative to driving and short-haul flights can reduce vehicle miles traveled and help the state achieve its climate goals. A draft engineering report for the Los Angeles–Anaheim rail segment highlights how rail operations within the existing rail corridor could reduce vehicle trips and expand cleaner, electric-powered travel options. Moreover, the broader statewide high-speed rail project has received recognition for sustainable construction practices, including recycling more than 95 percent of construction waste and planting tens of thousands of urban trees to sequester carbon. By shifting passengers from cars to electric trains, California can also reduce local air pollution, which disproportionately affects communities near freeways and major highways. Equity and Long-Term Mobility Expanding high-speed rail in Southern California enhances access to efficient, modern transportation for all residents—not just those with private vehicles. Fast rail links can help reduce economic disparities by connecting underserved communities to job centers and essential services, improving opportunities for workers who currently face long or costly commutes. In summary, the Los Angeles–Anaheim high-speed rail project represents smart investment in jobs, economic growth, environmentally sustainable travel, and equitable mobility. I urge decision-makers to support this essential infrastructure investment that aligns with California's economic, environmental, and social goals.

24.92 Response to Submission 013580 (Justine Chen, Individual, Jan 8, 2026)

24.92.1 0426

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

The commenter describes economic and environmental benefits of the project. Section S.8.1, High-Speed Rail Benefits, of the Summary of the Draft Environmental Impact Report/Environmental Impact Statement also summarizes the benefits of the project.

Los Angeles to Anaheim - RECORD #013581 DETAIL

Status:	Action Pending
Record Date:	01/08/2026
Interest As:	Individual
Full Name:	Michelle Howe

Stakeholder Comments/Issues:

0343 This is an excellent idea. Go for it.

24.93 Response to Submission 013581 (Michelle Howe, Individual, Jan 8, 2026)

24.93.1 0343

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013582 DETAIL

Status:	Ready for Delimiting
Record Date:	01/08/2026
Interest As:	Individual
Full Name:	Laurie Haack

Stakeholder Comments/Issues:

0264 Just picked up my daughter at Fullerton train station. She came in from Santa Barbara. It was great, she could relax and work remotely on the train and avoid all the LA traffic. Having recently return from a vacation in Japan - I envy their train system and wish we had a better more convenient system in California. I would love a high-speed train from Anaheim to LA to San Francisco. We have family who live in the Central Valley off interstate 5 near Los Banos. Some of them are aging and not comfortable driving from the Central Valley to Anaheim. If there was a train thru that corridor - they would take it. I would also take it from Anaheim to San Francisco. I do wish there was an easier connection via train from Anaheim to LAX. While we are wishing, a train from Anaheim to the Palm Springs area and a train from Anaheim to Las Vegas would be wonderful
Laurie Haack Resident of Anaheim Hills, CA

24.94 Response to Submission 013582 (Laurie Haack, Individual, Jan 8, 2026)

24.94.1 0264

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013583 DETAIL

Status:	Ready for Delimiting
Record Date:	01/08/2026
Interest As:	Individual
Full Name:	Matthew Morrison

Stakeholder Comments/Issues:

0344

I am in strong support of the train coming to Anaheim. The city acted in good faith in providing space in the station so would encourage the commission to fulfill their part of the agreement.

24.95 Response to Submission 013583 (Matthew Morrison, Individual, Jan 8, 2026)

24.95.1 0344

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013584 DETAIL

Status:	Ready for Delimiting
Record Date:	01/08/2026
Interest As:	Individual
Full Name:	James Vita

Stakeholder Comments/Issues:

0265 Stop this absurd waste of taxpayer dollars in its tracks. You haven't met any of the project routes, deadlines and ballooned a wasteful and uncontrolled and underfunded budget with no end in sight. The project was over promised and totally mismanaged by incompetent bureaucrats and should be ended IMMEDIATELY. FULL STOP

24.96 Response to Submission 013584 (James Vita, Individual, Jan 8, 2026)

24.96.1 0265

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013585 DETAIL

Status:	Action Pending
Record Date:	01/08/2026
Interest As:	Individual
Full Name:	John Olsen

Stakeholder Comments/Issues:

0266 Hope to see high speed rail in my lifetime

24.97 Response to Submission 013585 (John Olsen, Individual, Jan 8, 2026)

24.97.1 0266

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013586 DETAIL

Status:	Action Pending
Record Date:	01/08/2026
Interest As:	Individual
Full Name:	Fred Dahl

Stakeholder Comments/Issues:

0345

Stop all high speed rail projects. It's just a waste of billions of tax payer money. This Anaheim project passed in 2008, with no start time & definitely no completion time. We have too many incompetent voters.

24.98 Response to Submission 013586 (Fred Dahl, Individual, Jan 8, 2026)

24.98.1 0345

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013587 DETAIL

Status:	Action Pending
Record Date:	01/08/2026
Interest As:	Individual
Full Name:	Molly Krill

Stakeholder Comments/Issues:

0267 We need high speed rail all over the state and across the country. It's ridiculous that the United States has such a meager rail infrastructure, while most of the first world countries have such robust public transportation. I would love to see this country by rail, particularly as I get older and I don't like driving long distances, and in light of all the issues plaguing our airlines. Affordable high speed rail should be a main priority in California and the United States as a whole.

24.99 Response to Submission 013587 (Molly Krill, Individual, Jan 8, 2026)

24.99.1 0267

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013588 DETAIL

Status:	Ready for Delimiting
Record Date:	01/08/2026
Interest As:	Individual
Full Name:	Carol Swain

Stakeholder Comments/Issues:

0346

I am in favor of finding sources of funding that will move high-speed rail through high-population areas of California. Improving transportation within California increases productivity, improves environmental conditions, and contributes to economic vitality. Definitely a good investment.

24.100 Response to Submission 013588 (Carol Swain, Individual, Jan 8, 2026)

24.100.1 0346

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013590 DETAIL

Status:	Action Pending
Record Date:	01/08/2026
Interest As:	Individual
Full Name:	Megan P

Stakeholder Comments/Issues:

0302 YES PLEASE BUILD THIS and build it FAST, the people are yearning for high speed rail!! Would be huge for business and for our environment, amazing for commuters, complainers be damned we WANT MORE TRANSIT!

24.101 Response to Submission 013590 (Megan P, Individual, Jan 8, 2026)

24.101.1 0302

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013593 DETAIL

Status:	Action Pending
Record Date:	01/09/2026
Interest As:	Individual
Full Name:	Liz Flippin

Stakeholder Comments/Issues:

0310

To whom it may concern, My comment is do not move forward with this. This was started in 2008. It is now almost 20 years later and has wasted so much money. Our state is already having budget issues. To spend money on something that is cost prohibitive and the residents of CA no longer want is irresponsible. Stop this madness. Liz Flippin

24.102 Response to Submission 013593 (Liz Flippin, Individual, Jan 9, 2026)

24.102.1 0310

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013595 DETAIL

Status:	Action Pending
Record Date:	01/09/2026
Interest As:	Individual
Full Name:	Fernanda De La O

Stakeholder Comments/Issues:

0308 I strongly support the Los Angeles–Anaheim high-speed rail segment. The relevant environmental question is not whether this project has impacts, but whether failing to build it guarantees greater long-term harm. This corridor is already one of the most vehicle- and emissions-intensive in California. Without a high-capacity, electrified alternative, decades of pollution, congestion, and public health damage are locked in. Short-term construction impacts and aesthetic concerns should not outweigh permanent climate, air-quality, and health benefits. Delay does not protect the environment; it entrenches environmental damage for future generations.

24.103 Response to Submission 013595 (Fernanda De La O, Individual, Jan 9, 2026)

24.103.1 0308

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013596 DETAIL

Status:	Action Pending
Record Date:	01/09/2026
Interest As:	Individual
Full Name:	Amanda Shepherd

Stakeholder Comments/Issues:

0309 Hello High Speed Rail Train Team: Yes, please bring high speed rail to southern, CA. If possible, please add a beach cities arm, maybe along Beach Boulevard in Huntington Beach, CA. You could put parking in the lot on Beach / Atlantic, where many stores have closed. Kind Regards, Amanda Shepherd

24.104 Response to Submission 013596 (Amanda Shepherd, Individual, Jan 9, 2026)

24.104.1 0309

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Refer to Standard Response LAA-Response-Chapter 2 Alt-01: Alternatives Selection and Evaluation Process and Identification of the Preferred Alternative, in Chapter 18.

Los Angeles to Anaheim - RECORD #013598 DETAIL

Status:	Action Pending
Record Date:	01/09/2026
Interest As:	Individual
Full Name:	Ron Semas

Stakeholder Comments/Issues:

0410 For you to propose this after your incompetent performance in the central valley is disgusting !!!!

24.105 Response to Submission 013598 (Ron Semas, Individual, Jan 9, 2026)

24.105.1 0410

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013599 DETAIL

Status:	Action Pending
Record Date:	01/09/2026
Interest As:	Individual
Full Name:	Peter Ciesla

Stakeholder Comments/Issues:

0333 I'm writing for the CHSRA to adopt the last option to drop the project completely. This high sped rail project has proceeded at a snails pace to nowhere, with billions of wasted dollars to show for a project that is still projected in the distant future. I have worked at transportation planning at the state and federal levels and was excited when years ago the initial plans for the high speed rail system came out. The slow pace of environmental studies, the litigious nature of California projects, lack of consistent political support and ever increasing costs will doom the project from full development. I can no longer support dragging this high speed rail boondoggle out any further and its time to put it to rest.

24.106 Response to Submission 013599 (Peter Ciesla, Individual, Jan 9, 2026)

24.106.1 0333

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013600 DETAIL

Status:	Action Pending
Record Date:	01/09/2026
Interest As:	Individual
Full Name:	Susan Flanagan

Stakeholder Comments/Issues:

0300 What a waste of time and money.

24.107 Response to Submission 013600 (Susan Flanagan, Individual, Jan 9, 2026)

24.107.1 0300

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013601 DETAIL

Status:	Action Pending
Record Date:	01/09/2026
Interest As:	Individual
Full Name:	Kathleen Zechmeister

Stakeholder Comments/Issues:

0311 NO. You already spent the money (way over budget with nothing to show for) and the train to nowhere is there in Madera with beautiful bridges (way over built and ornate - not needed. Keep it simple stupid) with no tracks laid. What a mess. WTF! You have exceeded the 10 Billion allocated for this project voted in by the voters in 2008. This is why the State of California is broke! No accountability and everyone continues to collect their paychecks! Sad State. Government is inefficient and needs to shrink. There needs to be a balance of the "work load" to include the "private sector" contractors who can do a better job. Example: The re-building of collapsed section of the I-5 freeway over the Calgrove overpass which collapsed during the Northridge earthquake. Cal Trans went out to bid, and had a bonus for the contractor if they finished before the deadline. They rebuilt that major intersection is record time and received a bonus for their excellent work. It can be done! Use vendors who are proven! NO. The voters need to vote again to authorize to spend MORE money on this project. We the people are disappointed that the money has been spent foolishly with no regards to those in charge who should be fired for not doing their job! The people of California are NOT an open check book for the government to spend with no accountability! The Governor is acting like a Dictator! We need to vote to spend more money on this or stop the project. NO. What need to be done is to hire a private company to do this. Some company that has done this before - like the company building the train to Vegas after we the people of California Vote to continue this project or not.

24.108 Response to Submission 013601 (Kathleen Zechmeister, Individual, Jan 9, 2026)

24.108.1 0311

Refer to Standard Response LAA-Response-GENERAL-03: Funding and Project Costs, in Chapter 18, Standard Responses.

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18.

Los Angeles to Anaheim - RECORD #013604 DETAIL

Status:	Ready for Delimiting
Record Date:	01/09/2026
Interest As:	Individual
Full Name:	Connie Esquivel

Stakeholder Comments/Issues:

0312 I am for the continued build of the High Speed railway from LA to Anaheim ONLY IF...no additional monies, tax, or anything else is needed from citizens. My understanding is that 'billions' have already been taxed towards this project and it has taken a lot of time with nothing to show for it. Please use the funds already collected towards the continued build. Thank you. Connie Esquivel

24.109 Response to Submission 013604 (Connie Esquivel, Individual, Jan 9, 2026)

24.109.1 0312

Refer to Standard Response LAA-Response-GENERAL-03: Funding and Project Costs, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013606 DETAIL

Status:	Ready for Delimiting
Record Date:	01/09/2026
Interest As:	Individual
Full Name:	Samuel Forel

Stakeholder Comments/Issues:

0347

Yeah honestly this has been the most wasteful initiative I've ever seen. Just give everyone back their taxes' worth in a check. I'm tired of living of this state constantly being so money-hungry and driving would-be employers and homeowners out-of-state. Between this and the Palisade Fire debacle, and the constant attempts to ratify a "mileage tax" I have no faith in any California administration on the state, county, or local level except for the town I live in. Someone should've said this to y'all a long time ago. If someone did, y'all should've listened. Fuck this administration, Samuel Forel

24.110 Response to Submission 013606 (Samuel Forel, Individual, Jan 9, 2026)

24.110.1 0347

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013607 DETAIL

Status:	Action Pending
Record Date:	01/09/2026
Interest As:	Individual
Full Name:	Doug Durando

Stakeholder Comments/Issues:

0313 I support the high speed rail and I think it should go more places.

24.111 Response to Submission 013607 (Doug Durando, Individual, Jan 9, 2026)

24.111.1 0313

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013608 DETAIL

Status:	Action Pending
Record Date:	01/09/2026
Interest As:	Individual
Full Name:	Unknown Unknown

Stakeholder Comments/Issues:

0409

I am a resident of Anaheim. This is an official comment on the high-speed rail authority's proposed San Francisco to Anaheim route. Can you please discontinue all of your efforts? Please pull the plug on the whole project. It's been billions and billions and billions of dollars of waste that has produced nothing yet. And in another 20 years, you'll be asking for more billions of dollars that will produce nothing then. I am staunchly opposed to the high-speed rail project from anywhere to anywhere, especially from San Francisco to Anaheim, with the lunacy that you even think you can do that. You can't even go from Merced to Fresno. Please, please stop the project. Thank you.

24.112 Response to Submission 013608 (Unknown, Individual, Jan 9, 2026)

24.112.1 0409

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013610 DETAIL

Status:	Ready for Delimiting
Record Date:	01/09/2026
Interest As:	Individual
Full Name:	Teresa Capuccio

Stakeholder Comments/Issues:

0458 Hi, my name is Teresa, and I met with a representative named Christine. She was at the Buena Park Metrolink station on Monday, this past Monday. And advised me that she was going to be in the University Gables community area today between 9 and 1, and I notified all of our neighbors were right off of the Buena Park Metro link station that that she was going to be here so that they could get information because apparently some of our housing is going to be affected. So I would appreciate a call back. My number is . Thank you. They said she wasn't here.

24.113 Response to Submission 013610 (Teresa Capuccio, Individual, Jan 9, 2026)

24.113.1 0458

The California High-Speed Rail Authority contacted the commenter on January 8, 2026, and provided more information regarding their request. This comment does not address the sufficiency of the Draft Environmental Impact Report/Environmental Impact Statement, nor does it suggest edits to the document; accordingly, no change has been made to the document in response to this comment.

Los Angeles to Anaheim - RECORD #013611 DETAIL

Status:	Action Pending
Record Date:	01/09/2026
Interest As:	Individual
Full Name:	Mark Defazio

Stakeholder Comments/Issues:

0330 I do not have a lot to add to this conversation but to say that most people will be happy to see this come to fruition on the surface is obvious. Metrolink is slow and has too many stops. I will take Metrolink from Union
0331 Station to San Clemente several times a year but it takes forever and their schedules are terrible. The main problem I see with your high speed rail is affordability for the consumer. I never ride Amtrak because of the cost, so I can imagine a high speed train will not be for those on a budget and that means a lot of empty seats and wasted subsidy money. Keeping the price point to something the average person will pay is the key. If you cater only business passengers with an expense account, this will be a failure. Mark DeFazio

24.114 Response to Submission 013611 (Mark DeFazio, Individual, Jan 9, 2026)

24.114.1 0330

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

24.114.2 0331

Refer to Standard Response LAA-Response-GENERAL-03: Funding and Project Costs, in Chapter 18.

As described in Chapter 1, Project Purpose, Need, and Objectives, of the Draft Environmental Impact Report/Environmental Impact Statement, the purpose of the high-speed rail (HSR) system is to provide a reliable mode of intercity travel that connects the state's major metropolitan areas in Northern and Southern California. The HSR project would provide an option for a one-seat ride from the Los Angeles/Orange County area to the rest of the state.

Los Angeles to Anaheim - RECORD #013613 DETAIL

Status:	Action Pending
Record Date:	01/09/2026
Interest As:	Individual
Full Name:	Elizabeth Law

Stakeholder Comments/Issues:

0314 I am in support of a speed train option from Anaheim to Bakersfield. It would be a first step to create a more efficient transportation network in Southern California and beyond. I hope our state can provide more options to its citizens to travel within the states, besides the automobile and slow Amtrak.

24.115 Response to Submission 013613 (Elizabeth Law, Individual, Jan 9, 2026)

24.115.1 0314

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013614 DETAIL

Status:	Action Pending
Record Date:	01/10/2026
Interest As:	Individual
Full Name:	Richard Rucker

Stakeholder Comments/Issues:

0317 Please highly consider putting the intermediate high-speed rail station at Fullerton so that it can connect to Amtrak. We have so many dysfunctional and non-connecting systems in Southern California, let's not create another one. The station at Norwalk/Santa Fe Springs does NOT have Amtrak service, and has the same two MetroLink trains that go to Fullerton (Orange County Line and 91/Perris Valley Line). There absolutely no advantage to using the Norwalk Station. Thank you. Richard M Rucker

24.116 Response to Submission 013614 (Richard Rucker, Individual, Jan 10, 2026)

24.116.1 0317

Refer to Standard Response LAA-Response-Chapter 2 Alt-03: HSR Station Options, in Chapter 18, Standard Responses.

Chapter 8, Preferred Alternative, of the Draft Environmental Impact Report/Environmental Impact Statement summarizes why the Preferred Alternative, Shared Passenger Track Alternative A, does not include an intermediate high-speed rail (HSR) station. Including an HSR station at Fullerton would result in additional environmental impacts on the surrounding community and increase project costs. The commenter suggests that including an HSR station in Fullerton would allow for a connection to Amtrak. However, a connection to the Pacific Surfliner and Southwest Chief Amtrak lines is already available at Los Angeles Union Station.

Los Angeles to Anaheim - RECORD #013615 DETAIL

Status:	Action Pending
Record Date:	01/10/2026
Interest As:	Individual
Full Name:	Brad Masters

Stakeholder Comments/Issues:

0315 I vote to forgo the project entirely.

24.117 Response to Submission 013615 (Brad Masters, Individual, Jan 10, 2026)

24.117.1 0315

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013619 DETAIL

Status:	Action Pending
Record Date:	01/10/2026
Interest As:	Individual
Full Name:	Carol Moran

Stakeholder Comments/Issues:

0318 The entire high speed rail project should be SCRAPPED! It is way over budget, will never get approval from environmentalists and will only ruin property and neighborhoods. Just look at the tiny segment in the Central Valley - it is bogged down, will always be bogged down, and the only result is ruining valuable farm land and harming farmers' income. Do you really think anyone (environmentalists, neighborhood associations, etc.) will allow even the alternative segments proposed for Anaheim? How in the heck will it be paid for? Private funding sources are a non-issue - no one wants this boondoggle and any smart person will know that this segment, as with the Central Valley segment, will cost far more than proposed. It is a sappy comment, but true, that 'throwing good money after bad' is not a good idea. GIVE UP the idea of high-speed rail! Carol Moran

24.118 Response to Submission 013619 (Carol Moran, Individual, Jan 10, 2026)

24.118.1 0318

Refer to Standard Response LAA-Response-GENERAL-03: Funding and Project Costs, in Chapter 18, Standard Responses.

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18.

Los Angeles to Anaheim - RECORD #013620 DETAIL

Status:	Action Pending
Record Date:	01/10/2026
Interest As:	Individual
Full Name:	David Barboza

Stakeholder Comments/Issues:

0355 Hello, I'm writing to comment on the Draft EIR for the Los Angeles to Anaheim segment of California High-Speed Rail. Thanks for your work on this important project that will provide Californians with an
0356 environmentally friendly and safe transportation option that will also boost the State's economy. I don't think you should include any intermediate stations between Los Angeles and Anaheim. You're proposing running this mostly at-grade in an existing rail corridor, which means service will be relatively slow and there will be more risk of service disruptions from crashes with vehicles at at-grade crossings. Therefore, anything you can do to reduce delays here will be important, meaning there should not be any intermediate stations between
0357 Los Angeles and Anaheim. You also need to protect the at-grade crossings as much as reasonably possible. Crashes here will disrupt the reliability of your service even if they aren't your fault. While a grade-separated alignment would be better on multiple levels, I understand that this is infeasible given that current funding
0358 levels for the project are inadequate. I also support your current strategy of building the initial operating segment in the Central Valley. Although I live in Los Angeles County and benefit most from transit improvements near me, we must consider the greater good and the needs of the State as a whole. It's imperative to give Americans a chance to ride a real high-speed rail line as soon as possible. This is your only chance to build sufficient political support to actually build the entire project, including the portion of the project which is the subject of this Draft EIR. I would also like the authority to release a detailed plan for timed bus connections to the initial operating segment, similar to what Amtrak does with its bus to rail connections. Sincerely, David Barboza, AICP Whittier, CA

24.119 Response to Submission 013620 (David Barboza, Individual, Jan 10, 2026)

24.119.1 0355

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

24.119.2 0356

Refer to Standard Response LAA-Response-Chapter 1 P&N-01: Project Benefits, in Chapter 18.

Refer to Standard Response LAA-Response-Section 3.11 S&S-01: At-Grade Crossing Safety, in Chapter 18.

As described in Chapter 8, Preferred Alternative, of the Draft Environmental Impact Report (EIR)/ Environmental Impact Statement (EIS), the Preferred Alternative, Shared Passenger Track Alternative A, does not include an intermediate high-speed rail (HSR) station between Los Angeles and Anaheim, although an option for an intermediate HSR station was evaluated.

24.119.3 0357

Refer to Standard Response LAA-Response-Chapter 2 Alt-05: Grade Separations, in Chapter 18.

Refer to Standard Response LAA-Response-Section 3.11 S&S-01: At-Grade Crossing Safety, in Chapter 18.

24.119.4 0358

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18.

Regarding the commenter's request for detailed bus connection plans to the initial operating segment, note that the California High-Speed Rail Authority (Authority) is focused on delivering service in the Merced to Bakersfield Project Section by 2033, as described in the 2026 Draft Business Plan, and will develop detailed transit connection plans in coordination with local jurisdictions prior to commencement of service.

For the Los Angeles to Anaheim Project Section, Chapter 1, Project Purpose. Need, and Objectives, of the Draft EIR/EIS describes the Authority's goals to improve connectivity and integration with local and regional transit services. Additionally, as described in Section 3.2, Transportation, of the Draft EIR/EIS, the Authority will incorporate TR-IAMF#13, Stakeholder Coordination with Transportation Agencies, which requires the Authority to work closely with all transit agencies to prevent effects on service levels, including existing and planned bus routes serving rail stations.

This comment does not address the sufficiency of the Draft EIR/EIS, nor does it suggest edits to the document; accordingly, no change has been made to the document in response to this comment.

Los Angeles to Anaheim - RECORD #013621 DETAIL

Status:	Action Pending
Record Date:	01/10/2026
Interest As:	Individual
Full Name:	Anonymous Californian

Stakeholder Comments/Issues:

0348

Please throw away the $100 billion waste of a line in the central valley and restart the project with the tracks going directly from SD to SF. We didn't vote for Central Valley politicians to milk concessions and budget overruns out of the rest of the state, nor to add an extra hour of transit time going to bumfiddle nowhere. If we have a chance to vote via a referendum, I will vote to cancel the entire project rather than finish the current vision, regardless of how much has already been spent, because random Sacramento insiders chose to put the tracks through the central valley, with no input from voters. This is the same story as founding UC Merced, a failing boondoggle of a school, that is still outranked by multiple CSUs, at taxpayer expense.

24.120 Response to Submission 013621 (Anonymous Californian, Individual, Jan 10, 2026)

24.120.1 0348

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Since the passage of Proposition 1A in 2008, funding for the project has changed, which has required the California High-Speed Rail Authority (Authority) to develop a sequenced approach to delivering the high-speed rail (HSR) system using financial resources that are available. The Authority is statutorily obligated by Senate Bill 198 to prioritize delivery of the Merced to Bakersfield segment, but it also continues to evaluate different scenarios for connections to the north and south to determine how to deliver HSR service in cost-effective ways.

Los Angeles to Anaheim - RECORD #013622 DETAIL

Status:	Action Pending
Record Date:	01/10/2026
Interest As:	Individual
Full Name:	Carol Freedlander

Stakeholder Comments/Issues:

0349

While I don't feel qualified to choose between the two alternatives, I am all for adding passenger rail service everywhere possible. I much prefer adding new rail lines over adding lanes to our highways. I lived in Northeast US, near suburban Philadelphia's Main Line passenger rail service for 17'years & loved the ease of traveling from suburbs to Philadelphia, Washington DC, NY, & Boston. Most Americans just don't know what they're missing. We are so far behind Europe, Asia, China in this area.

24.121 Response to Submission 013622 (Carol Freedlander, Individual, Jan 10, 2026)

24.121.1 0349

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013623 DETAIL

Status:	Action Pending
Record Date:	01/10/2026
Interest As:	Individual
Full Name:	Kathleen Krieger

Stakeholder Comments/Issues:

0319
0320

I don't think this section should be built for a high-speed train usage. There are way too many stations involved to actually be able to utilize the high speed availability of the program. Additionally, it sounds like you would have to build additional train tracks solely for the use of this high-speed train. Frankly I don't understand why the current Metrolink system is not acceptable. Kathleen Krieger Mission Viejo

24.122 Response to Submission 013623 (Kathleen Krieger, Individual, Jan 10, 2026)

24.122.1 0319

As described in Chapter 2, Alternatives, of the Draft Environmental Impact Report (EIR)/ Environmental Impact Statement (EIS), Shared Passenger Track Alternative A, which is the Preferred Alternative, would only serve Los Angeles Union Station and Anaheim Regional Transportation Intermodal Center and would not stop at other passenger rail stations; however, the option for an intermediate high-speed rail (HSR) station option is also evaluated in the Draft EIR/EIS. Regardless of whether an intermediate HSR station is included, the urban nature of this corridor means that HSR trains would travel at speeds similar to those of the corridor's existing Metrolink and Amtrak trains. Although HSR trains in the Los Angeles to Anaheim Project Section would not operate at as high of speeds as HSR trains in the less-urban areas of the HSR system, the Los Angeles to Anaheim Project Section provides multiple other benefits by connecting the statewide HSR system from Los Angeles to Orange County.

24.122.2 0320

The project would add one new mainline track throughout a portion of the corridor, which would be shared with other passenger rail operators. Throughout other portions of the corridor, the existing tracks would be electrified, and HSR trains would share those tracks with the other operators. As described in Chapter 1, Project Purpose, Need, and Objectives, of the Draft EIR/EIS, the purpose of the HSR system is to provide a reliable mode of intercity travel that connects the state's major metropolitan areas. Metrolink serves the Southern California area, and the Los Angeles to Anaheim Project Section would provide an option for a one-seat ride from the Los Angeles/Orange County area to the rest of the state.

Los Angeles to Anaheim - RECORD #013624 DETAIL

Status:	Action Pending
Record Date:	01/10/2026
Interest As:	Individual
Full Name:	Robert Gotch

Stakeholder Comments/Issues:

0316 Yes, please--full speed ahead on Phase I and Phase II and the 30 mile segment between Union Station and ARTIC Station. Robert Gotch Laguna Beach CA 92651

24.123 Response to Submission 013624 (Robert Gotch, Individual, Jan 10, 2026)

24.123.1 0316

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013625 DETAIL

Status:	Action Pending
Record Date:	01/11/2026
Interest As:	Individual
Full Name:	Rochelle Gibbons

Stakeholder Comments/Issues:

0350

Having been on the high speed rail in Japan recently I really want this to come to SoCal. I lived in Anaheim for years and put a lot of yes votes in for this project. High speed rail helps so much and I hope in my life time I get to see it put in between at least Anaheim and LA

24.124 Response to Submission 013625 (Rochelle Gibbons, Individual, Jan 11, 2026)

24.124.1 0350

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013626 DETAIL

Status:	Action Pending
Record Date:	01/11/2026
Interest As:	Individual
Full Name:	Sabrina Reed

Stakeholder Comments/Issues:

0321 I live in Orange County. There are so many fun things to do in LA, but getting there by car is getting more and more difficult. Having a train that runs to and from LA, ESPECIALLY LATE ENOUGH ON WEEKENDS TO RETURN FROM CONCERTS AND GAMES, would be fantastic! Currently, we can only use the train if we know we will be able to leave the LA area by 4 or 5PM. This not late enough for concerts and games at the many venues in LA. If this high speed train becomes reality, you must make sure it runs late if you want Orange County residents to use it.

24.125 Response to Submission 013626 (Sabrina Reed, Individual, Jan 11, 2026)

24.125.1 0321

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

The exact operating hours for the high-speed rail system would be determined in the future, but is anticipated to have service later in the evening during off-peak periods.

Los Angeles to Anaheim - RECORD #013627 DETAIL

Status:	Action Pending
Record Date:	01/11/2026
Interest As:	Individual
Full Name:	Norma Yarbrough

Stakeholder Comments/Issues:

0408 I am opposed to the project of a high speed rail from LA to Anaheim. This is largely based on the failure of the HSR from LA to San Francisco which is extremely over budget with no rail even laid. We already have the Metro and Amtrak and they work just find. People are not going to give up their cars for this.

24.126 Response to Submission 013627 (Norma Yarbrough, Individual, Jan 11, 2026)

24.126.1 0408

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013630 DETAIL

Status:	Action Pending
Record Date:	01/11/2026
Interest As:	Individual
Full Name:	Ron Jensen

Stakeholder Comments/Issues:

0322 To the High Speed Rail Authority, this is a comment on the proposed high speed rail extension between Los Angeles and Anaheim. I recently read the article in the Orange County Register ("Register") discussing the proposed extension and providing many of the facts I will reference herein. Basically, I am not in favor of the High Speed Rail Authority ("HSRA") beginning any other projects or extensions until they complete the current segment under construction and the results have been analyzed. So far, the HSRA has not demonstrated any reasonable ability to properly forecast costs or manage projects anywhere near their initial estimates. According to the Register, the original project was "planned for completion by 2020 at the cost of $45 billion when it broke ground in 2015." How has the HSRA done against those projections? Well, the same article says "Project estimates are now between $89 billion and $128 billion, with service expected to begin in 2032." That is a 141% increase from 2015 to 2032 (using the mid-point of the current projection). And in terms of project management, the current beginning of service date is 2032, which is only 12 years beyond the original project completion date of 2020. Simply put, until the HSRA can provide estimates which are much closer to the actual delivered timeframe and actual total cost, they should not propose any additional projects or phases since their estimates appear to be without any credibility. Sincerely, Ronald Jensen

24.127 Response to Submission 013630 (Ron Jensen, Individual, Jan 11, 2026)

24.127.1 0322

Refer to Standard Response LAA-Response-GENERAL-03: Funding and Project Costs, in Chapter 18, Standard Responses.

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18.

As described in the 2024 Business Plan, the California High-Speed Rail Authority (Authority) is focused on delivering the construction packages in the Central Valley, and is on track to do so in 2026, so that an initial operating segment can be completed by 2033. With the Los Angeles to Anaheim Project Section Environmental Impact Report/Environmental Impact Statement, the Authority will have completed a major milestone in environmentally clearing the entire Phase 1 system. The commenter describes how the forecasted costs and timeline of delivering the high-speed rail project have not met initial projections. The Authority has worked diligently to evolve its program and project delivery, including applying lessons learned from its experience in the Central Valley. It has developed a staged delivery approach that clearly defines milestones in project delivery. This structured process allows the Authority to make decisions on how to advance the project as funding becomes available. As for cost estimates, the Authority made a comprehensive update to its capital cost forecasts in the 2023 Project Update Report, which has been carried forward into subsequent Business Plans.

Los Angeles to Anaheim - RECORD #013632 DETAIL

Status:	Action Pending
Record Date:	01/12/2026
Interest As:	Individual
Full Name:	Clarence Costa

Stakeholder Comments/Issues:

0351 Please forgo this project. It is not needed. Please stop sending good money after bad. Thank you, Clarence Costa

24.128 Response to Submission 013632 (Clarence Costa, Individual, Jan 12, 2026)

24.128.1 0351

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013633 DETAIL

Status:	Action Pending
Record Date:	01/12/2026
Interest As:	Individual
Full Name:	Jason Azuma

Stakeholder Comments/Issues:

0352

This project needs to be cancelled pending further ballot initiatives to close the budget gap. As it stands now, the state has no authority to spend 10x the originally allotted budget. To do so is an anti-democratic abuse of taxpayer money that serves only to further line the pockets of a few politically connected elites.

24.129 Response to Submission 013633 (Jason Azuma, Individual, Jan 12, 2026)

24.129.1 0352

Refer to Standard Response LAA-Response-GENERAL-03: Funding and Project Costs, in Chapter 18, Standard Responses.

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18.

Los Angeles to Anaheim - RECORD #013634 DETAIL

Status:	Action Pending
Record Date:	01/12/2026
Interest As:	Individual
Full Name:	Louis Boish

Stakeholder Comments/Issues:

0359

I looked over the various proposals that were listed in the OC Register and after all these years you still don't get it. Southern California should have been the original start of a high-speed project as it has the traffic and people that need it the most. Once you have a system that is up and running and works, it is a lot easier to get support for additional expansion. LA to Anaheim is a decent start but sad you are considering using existing tracks which certainly can't support real high-speed rail. And this proposal should be at least from the far end of the San Fernando Valley through LA down to Orange County and continue down to San Diego to have a more workable program. Additionally, would be nice to see this expanded to Riverside/Inland Empire and Long Beach branches too. So since I probably won't see any of the above definitely interested in whatever works to get something started between LA and Anaheim that might look like high speed rail and not just an other version of what we currently have running from LA to Anaheim Thank you Louis Boish Aliso Viejo CA

24.130 Response to Submission 013634 (Louis Boish, Individual, Jan 12, 2026)

24.130.1 0359

Refer to Standard Response LAA-Response-Chapter 2 Alt-01: Alternatives Selection and Evaluation Process and Identification of the Preferred Alternative, in Chapter 18, Standard Responses.

The commenter states that the high-speed rail (HSR) system should have been built starting in Southern California. Over the years, the California High-Speed Rail Authority had to develop a sequenced approach to delivering the HSR system using financial resources that are available. This meant that the Central Valley segment was the first to complete environmental clearance and begin construction. Although Southern California has a greater population than the Central Valley, Southern California already has an intercity passenger rail system, and building the HSR system in the absence of a connection to the central and northern parts of the state would simply result in duplicative passenger rail service.

Los Angeles to Anaheim - RECORD #013637 DETAIL

Status:	Action Pending
Record Date:	01/12/2026
Interest As:	Individual
Full Name:	Scott Daniel

Stakeholder Comments/Issues:

0407 It would be wonderful to have high speed rail connecting our cities.

24.131 Response to Submission 013637 (Scott Daniel, Individual, Jan 12, 2026)

24.131.1 0407

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013641 DETAIL

Status:	Action Pending
Record Date:	01/12/2026
Interest As:	Individual
Full Name:	Carlen Pope

Stakeholder Comments/Issues:

0369 Hello, My residence is near the Buena Park Metrolink station. Some of my neighbors have mentioned some troubling things about this project and possibly displacing people from their homes. When I looked at the EIR statement that was sent out in December 2025, it seemed to indicate that some business displacements would occur in Buena Park but no residential displacements. Is this correct? My address is in Buena Park. I want to know if my property is in danger of a forced sale. Thank you, Carlen Pope

24.132 Response to Submission 013641 (Carlen Pope, Individual, Jan 12, 2026)

24.132.1 0369

Refer to Standard Response LAA-Response-Section 3.12 SOCIO-01: Relocations, Right-of-Way Process, Eminent Domain, in Chapter 18, Standard Responses.

The California High-Speed Rail Authority contacted the commenter on January 15, 2026, and provided the requested information. This comment does not address the sufficiency of the Draft Environmental Impact Report/Environmental Impact Statement, nor does it suggest edits to the document; accordingly, no change has been made to the document in response to this comment.

Los Angeles to Anaheim - RECORD #013644 DETAIL

Status:	Action Pending
Record Date:	01/12/2026
Interest As:	Individual
Full Name:	Calvin Cam

Stakeholder Comments/Issues:

0323 I respectfully submit this comment in strong support of the proposed high-speed rail segment between Los Angeles and Anaheim. This project will yield meaningful economic, tourism, and environmental benefits, and represents a critical investment in a more equitable and sustainable transportation future for Southern California. Economic Growth and Job Creation The California high-speed rail system is already generating substantial economic activity. According to the California High-Speed Rail Authority's most recent economic impact analysis, investment in this rail program has contributed approximately $22 billion in total economic activity and around 109,000 job-years of employment through construction and related work statewide. Completing the full Phase 1 system from San Francisco to Los Angeles/Anaheim is estimated to generate more than 1 million job-years and over $220 billion in total economic activity over the life of the project. These figures reflect activity across industries—not just rail contractors, but also manufacturing, design, engineering, and services—which strengthens the broader California economy. This economic activity supports both full-time and part-time jobs, wages for workers, and spending in local small businesses. Further, the project supports Certified Small Businesses and Disadvantaged Business Enterprises, increasing participation from firms traditionally underrepresented in large infrastructure projects. For Southern California specifically, constructing the Los Angeles–Anaheim segment enhances economic connectivity across two of the state's largest economic hubs. Faster, more reliable intercity transportation promotes business growth, improves access to jobs, and makes the region more competitive in attracting new employers and industries. Boosting Tourism and Regional Connectivity Southern California is a global destination for millions of visitors each year. Los Angeles offers world-class cultural, entertainment, and sports attractions, while Anaheim is home to flagship tourism assets such as the Disneyland Resort and other family-oriented attractions. A high-speed rail link between these cities will allow visitors to move quickly, comfortably, and reliably between attractions without relying on congested freeways. Improved connectivity increases the ease with which domestic and international travelers can explore multiple destinations in one trip, spreading tourism dollars more broadly across the region. This added convenience may make Southern California even more attractive relative to other global destinations, yielding gains for hotels, dining, cultural institutions, and retail businesses that rely on tourism. Environmental and Public Health Benefits California's transportation sector is a leading source of greenhouse gas emissions. Providing a high-speed rail alternative to driving and short-haul flights can reduce vehicle miles traveled and help the state achieve its climate goals. A draft engineering report for the Los Angeles–Anaheim rail segment highlights how rail operations within the existing rail corridor could reduce vehicle trips and expand cleaner, electric-powered travel options. Moreover, the broader statewide high-speed rail project has received recognition for sustainable construction practices, including recycling more than 95 percent of construction waste and planting tens of thousands of urban trees to sequester carbon. By shifting passengers from cars to electric trains, California can also reduce local air pollution, which disproportionately affects communities near freeways and major highways. Equity and Long-Term Mobility Expanding high-speed rail in Southern California enhances access to efficient, modern transportation for all residents—not just those with private vehicles. Fast rail links can help reduce economic disparities by connecting underserved communities to job centers and essential services, improving opportunities for workers who currently face long or costly commutes. In summary, the Los Angeles–Anaheim high-speed rail project represents smart investment in jobs, economic growth, environmentally sustainable travel, and equitable mobility. I urge decision-makers to support this essential infrastructure investment that aligns with California's economic, environmental, and social goals.

24.133 Response to Submission 013644 (Calvin Cam, Individual, Jan 12, 2026)

24.133.1 0323

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

The commenter describes economic and environmental benefits of the project. Section S.8.1, High-Speed Rail Benefits, of the Summary of the Draft Environmental Impact Report/Environmental Impact Statement also summarizes the benefits of the project.

Los Angeles to Anaheim - RECORD #013646 DETAIL

Status:	Action Pending
Record Date:	01/13/2026
Interest As:	Individual
Full Name:	Sally Nguyen

Stakeholder Comments/Issues:

Please see attached file.

Public Comment Letter

California High-Speed Rail Authority
Los Angeles to Anaheim Project Section

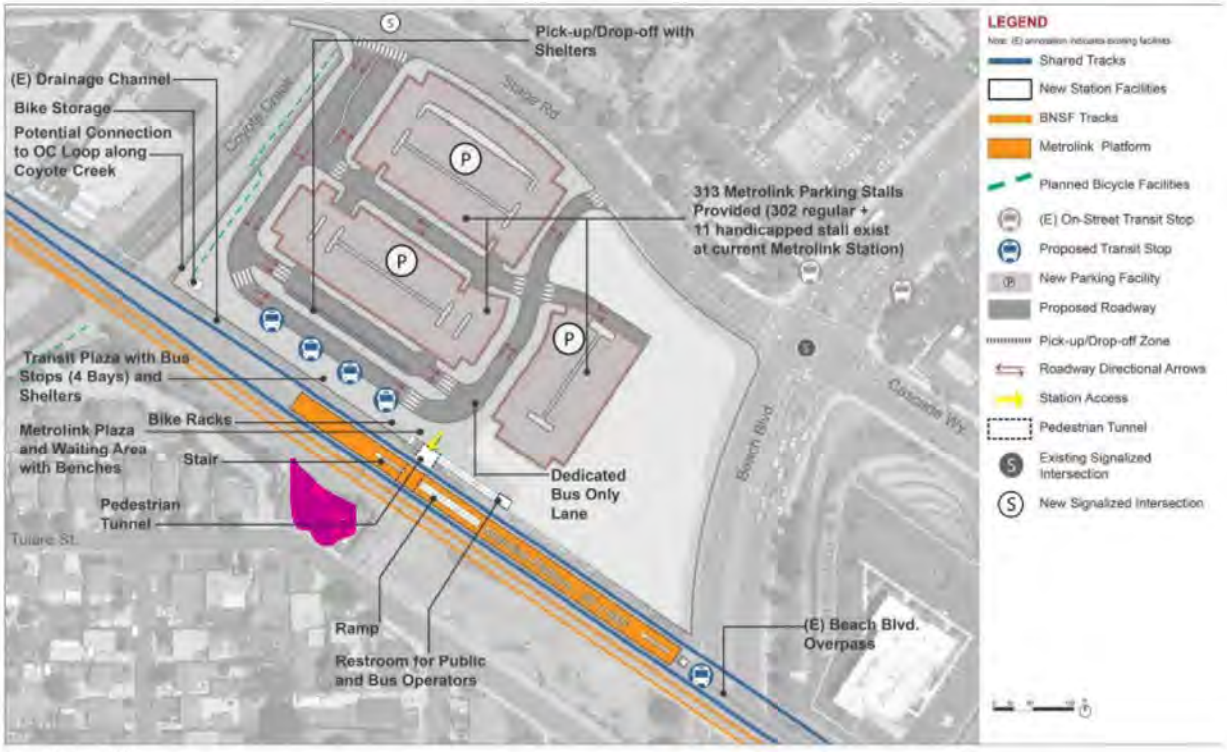
Date: January 13, 2026

Subject: Los Angeles to Anaheim Draft EIR/EIS Comment – Property Impact and Relocation Request (Buena Park Metrolink Station)

To: Los.Angeles_Anaheim@hsr.ca.gov

0385 I am submitting this letter as a formal public comment regarding the proposed relocation of the Buena Park Metrolink Station described in Section 2.6.3.1 and illustrated in Figure 2-67 of the Los Angeles to Anaheim Project Section.

While I understand the need to realign and expand rail infrastructure to accommodate the High-Speed Rail (HSR) project, I have serious concerns regarding the impacts of the proposed relocated station on my family and our residential property, which is immediately adjacent to the project area.



Source: Authority 2025

Figure 2-67 Proposed Relocated Buena Park Metrolink Station

As shown in the figure above, my residence is immediately adjacent to the proposed station access area, including the pedestrian tunnel, stairs, and pick-up/drop-off circulation area (highlighted in purple). This location places my property within the functional boundaries of the relocated Buena Park Metrolink Station, not merely adjacent to the rail corridor. The proposed station access and

0385

circulation facilities would be constructed and operated directly next to my home, rendering continued residential use incompatible with the project.

0386 **Property Location and Existing Conditions**

My residence is located within the immediate rail yard environment of the proposed relocated Buena Park Metrolink Station. Although our property is not within the proposed track footprint, it is directly bounded by active railroad operations on both the north and west sides, with a private roadway to the east. As a result, our home is already functionally surrounded by rail infrastructure.

The proposed station relocation would further intensify this condition by placing a major passenger rail facility directly adjacent to our home, effectively placing our residence behind and within the operational envelope of a commuter rail station.

0387 **Land Use Compatibility and Quality of Life Impacts**

Residential land use is fundamentally incompatible with the long-term operation of a major rail station and associated facilities. The relocated station includes:

- A center platform serving Metrolink trains
- Bus transit plaza and bus-only lanes
- Pick-up/drop-off zones
- Bicycle facilities
- Over 300 parking spaces
- Signalized intersections and expanded roadway access

These features will substantially increase noise, vibration, lighting, air quality impacts, pedestrian and vehicular activity, and **safety concerns directly adjacent to our home**. Living immediately behind a station plaza and rail platform is not a reasonable or compatible residential condition.

Our family does not wish to remain in a location that effectively becomes the backyard of a regional transit hub.

0388 **Construction Impacts and Operational Disruption**

Equally concerning are the construction impacts associated with building the relocated station. The project corridor is part of the active Metrolink and BNSF mainline that feeds Union Station and southern destinations, which strongly suggests that construction activities may occur during nighttime and off-peak hours.

Extended nighttime construction would severely disrupt our daily lives through:

- Overnight noise and vibration
- Nighttime lighting
- Heavy equipment operation
- Prolonged construction duration

0388 These impacts would be unavoidable due to our property's proximity and cannot be mitigated to an acceptable level for a residential household.

0389 **Relocation and Property Acquisition Request:**

Given the cumulative impacts of:

- Immediate adjacency to active rail lines on multiple sides
- Incompatibility of residential use next to a major relocated transit station
- Significant long-term operational impacts
- Anticipated nighttime construction and extended disruption

I respectfully request that the project include our property for acquisition and relocation as part of the Buena Park Metrolink Station relocation effort.

Although our property is not within the direct track alignment, it is clearly within the functional impact zone of the relocated station, and continued residential occupancy would represent an unreasonable burden on our family.

Relocation and buyout would be the most appropriate and equitable mitigation measure, consistent with the intent of CEQA/NEPA to avoid or substantially lessen significant impacts where feasible.

Closing:

We recognize the regional importance of the HSR and Metrolink improvements; however, this project should not come at the cost of placing families in untenable living conditions immediately adjacent to major transit infrastructure.

We respectfully ask the California High-Speed Rail Authority and project partners to consider our property for acquisition and relocation and to contact us to discuss this matter further.

Thank you for the opportunity to provide public comment.

Sincerely,
Cuong & Sally Nguyen

Buena Park, California

24.134 Response to Submission 013646 (Sally Nguyen, Individual, Jan 13, 2026)

24.134.1 0385

Refer to Standard Response LAA-Response-Section 3.12 SOCIO-01: Relocations, Right-of-Way Process, Eminent Domain, in Chapter 18, Standard Responses.

The commenter states that their property would be affected by the relocated Buena Park Metrolink Station. The commenter refers to the proposed pedestrian tunnel providing access from nearby residential streets to the relocated Buena Park Metrolink Station. The potential future pedestrian connection to Tulare Street has been removed from the drawings per outreach with the City of Buena Park. The station concept was revised on Figure 2-67 and Volume 3.5 of the Final Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) to update the environmental footprint to remove this pedestrian connection. Please refer to Section 16.4, Chapter 2: Alternatives; and Section 16.56.6, Volume 3.5: General and Stations, in Chapter 16, Corrections and Additions to the Draft Report, of the Final EIR/EIS for this revision.

Because of the removal of the pedestrian tunnel, there would be no direct access to the station, and residential land uses south of the rail corridor would not be affected by station operations. Additionally, the pick-up/drop-off area would be west of the of the tracks, and without the pedestrian tunnel the property would not be directly affected.

24.134.2 0386

The proposed relocated Buena Park Metrolink Station site only encompasses the existing industrial and manufacturing properties between the existing rail corridor and north toward Stage Road between Beach Boulevard and Coyote Creek. There are no proposed rail facilities directly adjacent to the nearby residential properties. Access to the relocated station would be provided along Stage Road only; therefore, it is not anticipated that operations of the relocated Buena Park Metrolink Station would adversely affect the residential neighborhood south of the station.

24.134.3 0387

The comment asserts that the proposed relocation of the Buena Park Metrolink Station would have numerous adverse impacts on nearby residential development, concluding that the proposed station would be incompatible.

As noted in Draft EIR/EIS Section 2.6.3.5, Freight or Passenger Railroad Modifications, the relocated station would only serve Metrolink trains (not high-speed rail [HSR] trains).

Draft EIR/EIS Figure 2-67 depicted the proposed relocation to several properties currently in industrial use on Stage Road and Dodds Avenue near Beach Boulevard, just north of the existing railroad tracks. Additional industrial uses are to the west, across Coyote Creek.

Refer to Final EIR/EIS Chapter 16, Section 16.4, which presents a revised Figure 2-67, which removes a proposed pedestrian tunnel that would have provided station access to the neighborhood immediately south of the existing railroad tracks. Accordingly, there would be no direct access between the relocated station and the residential neighborhood along Tulare Avenue. This may address some of the safety concerns cited by the commenter.

Regarding land use compatibility, Buena Park has designated the proposed relocation site primarily for industrial and mixed commercial and public facilities. Permitted uses under Buena Park's light industrial zoning designation include a rail passenger station (City of Buena Park 2025).

The EIR/EIS fully considered all operational impacts, including those of the proposed relocation of the Buena Park Metrolink station and impacts cited by the commenter. Refer to the following discussions for additional detail.

Regarding localized air quality impacts associated with operations, refer to Impacts AQ-11 through AQ-16 in Section 3.3.6.3, Project Impacts. As discussed in therein, the operational impacts on air quality surrounding the Buena Park Metrolink station would be less than significant.

Regarding operational noise and vibration impacts, refer to impacts N&V-4 and N&V-5 in Section 3.4.6.3, Project Impacts. With incorporation of impact avoidance and minimization features and implementation of mitigation measures, there would be no properties in Buena Park expected to experience severe noise impacts. HSR operations (not a relocated Metrolink station) would result in some vibration-related impacts in Buena Park, but not in the area immediately south of the proposed relocated Metrolink station.

Regarding the potential for altered land use patterns as a result of increased noise, light, and glare, including from the proposed relocated Metrolink station, refer to Impact LU-5 in Section 3.13.6.3, Project Impacts. Also in this section, Impact LU-6 considered whether land use impacts might result from parking and traffic access associated with station sites. Given the long pattern of coexisting residential, industrial, and transportation uses along the existing rail corridor, Impact LU-5 concluded that the project would not result in any significant changes in land use patterns. As for potential parking and access impacts on land use at the relocated Buena Park Station, Impact LU-6 concluded no significant impacts would result.

Because the project would not result in changes to the habitability of existing land uses surrounding the relocated Buena Park Metrolink Station, no residential property acquisition would be necessary.

24.134.4 0388

The Draft EIR/EIS evaluates noise and vibration impacts in Section 3.4, Noise and Vibration, and identifies mitigation measures to reduce construction and operational impacts where feasible. Impact N&V-1 in Section 3.4 of the Draft EIR/EIS analyzes the potential noise impacts that would result from station construction, including the relocated Buena Park Metrolink Station. Construction of the relocated Buena Park Metrolink Station could result in a noise impact because noise-sensitive receivers would be within 280 feet of daytime construction activity and within 887 feet of nighttime construction activity. As discussed in the Draft EIR/EIS, the California High-Speed Rail Authority (Authority) will incorporate NV-IAMF#1, Noise and Vibration, which requires the contractor to document how federal guidelines for minimizing noise and vibration would be employed when construction is occurring near sensitive receptors, such as residences. The Authority will also implement N&V-MM#1, Construction Noise Mitigation Measures, to address potential noise impacts during construction, including those during nighttime and off-peak hours. N&V-MM#1 requires the contractor to provide noise control measures as necessary to meet the noise limits and to monitor construction noise to verify compliance with the limits. After implementation of N&V-MM#1, the impact would be less than significant under the California Environmental Quality Act.

Impact N&V-2 discusses potential impacts related to vibration. Table 3.4-14 provides the distances from construction activities at which vibration damage could occur, and Table 3.4-15 provides the distances at which vibration annoyance could occur. The construction activities that would occur at and in the vicinity of the relocated Buena Park Metrolink Station would require lower-intensity equipment. The closest residence would be approximately 80 feet from the edge of the construction footprint. Based on this distance and expected construction equipment, vibration damage would not occur to residences. However, vibration annoyance impacts may occur at residences within 80 feet of the source of construction activity. The Authority would incorporate NV-IAMF#1 to address vibration impacts. There would not be a significant impact related to vibration annoyance.

Impacts related to nighttime lighting during construction are discussed in Section 3.16, Aesthetics and Visual Quality. As described in Impact AVQ-2, nighttime construction activities would temporarily alter the existing visual environment during the period of construction. The Authority will incorporate AVQ-IAMF#1, Aesthetic Options; and AVQ-IAMF#2, Aesthetic Review Process, which would avoid or minimize light and glare impacts on viewers, visual character, and visual quality. Additionally, the Authority will implement AVQ-MM#2, Minimize Light Disturbance During Construction, which requires that the contractor prepare a technical memorandum verifying how the contractor will shield nighttime construction lighting and direct it downward in such a manner to minimize the light that falls outside the construction site boundaries. With mitigation, there would not be a significant impact related to nighttime lighting.

24.134.5 0389

Refer to Standard Response LAA-Response-Section 3.12 SOCIO-01: Relocations, Right-of-Way Process, Eminent Domain, in Chapter 18.

The commenter expressed concern about long-term indirect impacts from construction and operation of the proposed relocated Buena Park Metrolink Station, and requested the acquisition and relocation of their property. The Authority has worked closely with government agencies, businesses, individuals, and nonprofit organizations to design the HSR project to avoid and minimize impacts, including property acquisitions, to the greatest extent feasible. Both Shared Passenger Track Alternatives would displace three residential properties in the neighborhood of West Whittier–Los Nietos (Table 3.12-22). Additional residential acquisitions are not expected at this time. Residential properties are not expected to be severely affected in the long term by the Buena Park Metrolink Station relocation; however, property owners who believe they have suffered a loss caused by implementation of HSR may file a claim with the State of California Government Claims Board.

Construction activities would require the use of heavy equipment and trucks, which would result in temporary, localized air quality impacts and temporary noise and vibration increases, which can cause annoyance and disruption. To reduce these potential impacts, the project design includes measures to address fugitive dust (AQ-IAMF#1, Fugitive Dust Emissions), use of low-volatile-organic-compound architectural coatings (AQ-IAMF#2, Selection of Coatings), use of Tier-4 compliant construction equipment (AQ-IAMF#4, Reduce Criteria Exhaust Emissions from Construction Equipment; and AQ-IAMF#5, Reduce Criteria Exhaust Emissions from On-Road Construction Equipment), and construction-related noise and vibration impacts (NV-IAMF#1). These methods have been proven to be effective in reducing criteria pollutants, greenhouse gas emissions, and toxic air contaminant emissions. The Authority would also implement mitigation measures for impacts that cannot be avoided or minimized by impact avoidance and minimization features. AQ-MM#1, Offset Project Construction Emissions in the South Coast Air Basin through South Coast Air Quality Management District Emissions Offsets Program; AQ-MM#2, Requirements for Use of Zero-Emission or Near-Zero-Emission Vehicles and Off-Road Equipment to Reduce Construction Emissions; AQ-MM#3, Reduce the Potential Impact of Stationary Sources; and AQ-MM#4, Requirement of a Future Operational Health Risk Assessment, further described in Draft EIR/EIS Section 3.3.7, Mitigation Measures. would reduce community impacts related to air quality. N&V-MM#1; N&V-MM#2, Construction Vibration Mitigation Measures; and N&V-MM#3, Implement California High-Speed Rail Project Noise Mitigation Guidelines, further described in Section 3.4.7, Mitigation Measures, would reduce community impacts related to noise and vibration from construction and operations.

The impacts on existing land use patterns from increased noise associated with operation of Shared Passenger Track Alternatives A and B would be less than significant under the California Environmental Quality Act because the changes would result in levels similar to those that already exist and would not affect the habitability of existing land uses.

Los Angeles to Anaheim - RECORD #013651 DETAIL

Status:	Action Pending
Record Date:	01/13/2026
Interest As:	Individual
Full Name:	Arthur Black

Stakeholder Comments/Issues:

0406 It's a money-pit for taxpayers. It was not supposed to be a network project nor the line the pockets of anyone, especially politicians who loved to spend other people's money. Stop it now. In the hemorrhage of taxpayer money! Art Black

24.135 Response to Submission 013651 (Arthur Black, Individual, Jan 13, 2026)

24.135.1 0406

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013654 DETAIL

Status:	Action Pending
Record Date:	01/13/2026
Interest As:	Individual
Full Name:	Melvin Leonard

0353

Stakeholder Comments/Issues:

Hi, it's Monday morning. My name is Melvin Leonard. Yes, I'm a voter, so is my whole family. There are 7 of us here. And we do believe this is a waste of money because the governor is a complete fool. And I don't know where all the money is going, but remember, Washington said no more money. And you have to raise it on your own, and we as taxpayers we say forget it. You probably won't. OK, I get that, but we do believe all 7 of us who are voters, that this is a waste of the taxpayers' money because how long has this been going on? Oh my God, I know, when the voters were very foolish enough to vote for it, but let's get rid of it because this could go on forever. You're not gonna get taxpayers' money, I assure you, so. By all means, I know you won't stop it, but you should, cause it ain't gonna do, or as we say in English, it is not gonna do anyone in this state any good. And ignore the governor. He has no. All he wants to do is be president, so don't even think about this fool that he is. Thank you very much. Oh, I do live in Van Nuys. In LA County, of course.

24.136 Response to Submission 013654 (Melvin Leonard, Individual, Jan 13, 2026)

24.136.1 0353

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013655 DETAIL

Status:	Ready for Delimiting
Record Date:	01/13/2026
Interest As:	Individual
Full Name:	George Daniels

Stakeholder Comments/Issues:

0418

Oh hi there, my name is George Daniels. I live at [redacted]. City of Carson, California. My comment on the high-speed rail, it is a disaster. Boomdoggle that does nothing but suck money and will never be completed and even if it is completed, it won't make enough money to pay for itself. It should just be abandoned and given up for dead. Thank you for listening and good day to you.

24.137 Response to Submission 013655 (George Daniels, Individual, Jan 13, 2026)

24.137.1 0418

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013656 DETAIL

Status:	Action Pending
Record Date:	01/13/2026
Interest As:	Individual
Full Name:	Unknown Unknown

Stakeholder Comments/Issues:

0405

I hope that was the, the beep. I definitely do not want the high-speed rail to continue. Definitely not between Anaheim and LA. But truthfully, not at all.

24.138 Response to Submission 013656 (Unknown, Individual, Jan 13, 2026)

24.138.1 0405

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013657 DETAIL

Status:	Action Pending
Record Date:	01/13/2026
Interest As:	Individual
Full Name:	Ron Unknown

Stakeholder Comments/Issues:

0419

Just calling to see if you're gonna add any more railroad tracks to this system from especially into Anaheim. So that's my question. My name is Ron. Give me a call at . Again, Ron, . It is uh 3 o'clock here on the 13th of January. Bye-bye.

24.139 Response to Submission 013657 (Ron [Surname Unknown], Individual, Jan 13, 2026)

24.139.1 0419

The commenter asks if more railroad tracks would be added to the current system going into Anaheim. The corridor from Fullerton Junction to Anaheim Regional Transportation Intermodal Center in Anaheim will not add any new mainline tracks. Two layover tracks would be added between Ball Road and Katella Avenue. Layover tracks are used to store and restock trains during the day in between service runs, and terminus stations. They also store trains at night when they are not in service. The two existing tracks would be electrified and shared between all operators. No revisions have been made to the Draft Environmental Impact Report/Environmental Impact Statement in response to this comment.

Los Angeles to Anaheim - RECORD #013658 DETAIL

Status:	Action Pending
Record Date:	01/13/2026
Interest As:	Individual
Full Name:	Susan Basball

Stakeholder Comments/Issues:

0363 Hello. Yes, this is Mrs. Susan Basball. My husband and I, my doctor husband and I, we've lived here for 29 years now, and to go ahead and, and, and do this project is just a waste of taxpayers' money once again. So we are adamantly opposed to it. So please put that in your vote column. We would appreciate it because it's just gonna make things even worse. And sometimes the evil of good is better, and this is not gonna be better. All it is, is more cost to the residents of Orange County and to the residents of California and we've just had enough waste in our state and our history, particularly in California. Thank you. Bye.

24.140 Response to Submission 013658 (Susan Basball, Individual, Jan 13, 2026)

24.140.1 0363

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013659 DETAIL

Status:	Action Pending
Record Date:	01/13/2026
Interest As:	Individual
Full Name:	Margaret Flynn

Stakeholder Comments/Issues:

0455 Hi, I attended the meeting in Anaheim last night, but I got there late. I got there at 6:30 for the commentary. I wanted to, I didn't realize it started at 5. My question is, is there any way to view it? Was it taped and I can view it somewhere online? That's the question. . I know this is a comment line, but it's not. I don't know where else to ask the question. Hopefully I can view.

24.141 Response to Submission 013659 (Margaret Flynn, Individual, Jan 13, 2026)

24.141.1 0455

The California High-Speed Rail Authority contacted the commenter on January 14, 2026, and provided the requested information. This comment does not address the sufficiency of the Draft Environmental Impact Report/Environmental Impact Statement, nor does it suggest edits to the document; accordingly, no change has been made to the document in response to this comment.

Los Angeles to Anaheim - RECORD #013662 DETAIL

Status:	Action Pending
Record Date:	01/14/2026
Interest As:	Individual
Full Name:	Arthur Black

Stakeholder Comments/Issues:

0404 Kill it now don't spend another dime of our money! Art Black

24.142 Response to Submission 013662 (Arthur Black, Individual, Jan 14, 2026)

24.142.1 0404

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013663 DETAIL

Status:	Action Pending
Record Date:	01/14/2026
Interest As:	Individual
Full Name:	Unknown Unknown

Stakeholder Comments/Issues:

0364 Yes, it's S in San Diego. I just have a few questions for your people that engineering your supposedly high speed. What can you consider to be high speed in mph then? Where is your hundreds and hundreds of miles of spray crack that you need to run your high-speed train on if you ever get a high-speed train That and however fast your high speed is, how do you expect to stop this thing at the other end of your of your train wreck of your destination? Because I know you all trained have is a Westinghouse air brake system. By the time that the engineer and starts the air brake, it's going to be dozens and dozens and dozens of miles before the breakfast up from either end So I would just kind of appreciate it a little bit about August of what I want to consider MPH per year high speed train. Where are all your hundreds of miles of stay crack that you need to run this high-speed train on that and how are you going to stop this thing on the other end that I would really love to hear how you expect to stop your high-speed train and you figure that out yet the

24.143 Response to Submission 013663 (Unknown, Individual, Jan 14, 2026)

24.143.1 0364

Refer to Standard Response LAA-Response-Section 3.11 S&S-02: Train Derailment, in Chapter 18, Standard Responses.

The high-speed rail trains and systems will be designed and manufactured to operate at 220 miles per hour (mph) and tested to 242 mph (Authority 2023). The alignment is designed up to a maximum operating speed of 220 mph (pursuant to the standards set forth by the California High-Speed Rail Authority's [Authority] Technical Memorandum 2.1.2), but the trains would operate at much lower speeds in urban corridors. Section 3.11, Safety and Security, of the Draft Environmental Impact Report/Environmental Impact Statement describes how the project would be designed to operate safely. SS-IAMF#2, Safety and Security Management Plan, requires the Authority-designated contractor to prepare a safety and security management plan, which includes requirements for compliance with Federal Railroad Administration regulations on safety and security.

Los Angeles to Anaheim - RECORD #013665 DETAIL

Status:	Action Pending
Record Date:	01/14/2026
Interest As:	Individual
Full Name:	James Groom

Stakeholder Comments/Issues:

0342 To Whom It May Concern,I am writing to formally express my strong opposition to any further expansion of the California High-Speed Rail project, particularly any proposed extension reaching as far south as Anaheim.This project has repeatedly demonstrated a failure to meet basic standards of fiscal responsibility, project management, and accountability to taxpayers. Costs have ballooned far beyond original estimates, timelines have been consistently missed, and public trust has been eroded as a result. The loss of federal funding further underscores the seriousness of these failures and reflects widespread concerns about the viability of the project as it is currently managed.California taxpayers are already on the hook for an enormous and ever-growing financial burden, with no clear or credible plan to control costs or deliver the promised results. Continuing to pursue expansion—especially into Southern California—without first addressing these systemic issues is irresponsible and unfair to residents who are being asked to fund a project that cannot stay on schedule or within budget.Before any consideration is given to extending the rail line to Anaheim or elsewhere, the Authority should demonstrate meaningful reform, transparent oversight, and a realistic plan to complete existing segments efficiently and responsibly. Until such changes occur, I strongly oppose any additional taxpayer investment in this project.I urge the California High-Speed Rail Authority to reconsider further expansion and to prioritize fiscal discipline, accountability, and respect for the taxpayers of this state.Sincerely,Jason Groom

24.144 Response to Submission 013665 (James Groom, Individual, Jan 14, 2026)

24.144.1 0342

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013686 DETAIL

Status:	Action Pending
Record Date:	01/16/2026
Interest As:	Individual
Full Name:	Daphne Unknown

Stakeholder Comments/Issues:

0367 Hello, I am at University Gables right next to Buena Park in the condos. And uh it says here, office hours, authority staff members are available to answer questions during the virtual office hours, please visit blah, blah blah to sign up for the appointment where I went there, and there's nowhere to sign up for an appointment. And I even text in the, whatever the subject box. Nothing came up. Anyways, um, I'd like to make an appointment because I have a lot of concerns. My phone number is . I'd like to make a virtual appointment cause I just have too much to talk about. If that would be helpful. Um, thank you. My name is Daphne. Bye-bye.

24.145 Response to Submission 013686 (Daphne [Surname Unknown], Individual, Jan 16, 2026)

24.145.1 0367

The California High-Speed Rail Authority contacted the commenter on January 21, 2026, and provided an internet address for virtual office hours per the commenter's request. This comment does not address the sufficiency of the Draft Environmental Impact Report/Environmental Impact Statement, nor does it suggest edits to the document; accordingly, no change has been made to the document in response to this comment.

Los Angeles to Anaheim - RECORD #013689 DETAIL

Status:	Action Pending
Record Date:	01/16/2026
Interest As:	Individual
Full Name:	Ned Momy

Stakeholder Comments/Issues:

0368 Hi, this is Ned Momy. I wanted to comment on the bullet train, so-called bullet train, which is never gonna be built. The incompetence of this project is mind blowing. If this was a business, it would be considered the ultimate failure. Of all the people involved, and my only hope is with the new government will cancel this horrible project and the very fact you're having an environmental study on a, on a railroad that's never gonna be built is unbelievable. My only hope, again, is that the new government will cancel this whole project. Thank you.

24.146 Response to Submission 013689 (Ned Momy, Individual, Jan 16, 2026)

24.146.1 0368

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013690 DETAIL

Status:	Action Pending
Record Date:	01/16/2026
Interest As:	Individual
Full Name:	Barry Steele

Stakeholder Comments/Issues:

0420 Yes, this is Barry Steele. , Cherry Valley, California 92223. Phone number .
You better just let this high-speed rail drop. We do not need it. You shortened the line, the amount of the line. You short, you raise the price, and it is totally ridiculous. Just you got to eat the bullet, that's all. Thank you.

24.147 Response to Submission 013690 (Barry Steele, Individual, Jan 16, 2026)

24.147.1 0420

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013691 DETAIL

Status:	Action Pending
Record Date:	01/16/2026
Interest As:	Individual
Full Name:	Barbara Stevens

Stakeholder Comments/Issues:

0402 Hi, my name is Barbara Stevens. I'm a resident of Placentia, California, and I just wanted to register my, um, being in favor of the high-speed rail from Anaheim to Los Angeles. I think it would cut down a lot of traffic and wear and tear on the freeways and just be more safe, uh, a safe way to travel. So thank you for your consideration.

24.148 Response to Submission 013691 (Barbara Stevens, Individual, Jan 16, 2026)

24.148.1 0402

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013721 DETAIL

Status:	Action Pending
Record Date:	01/23/2026
Interest As:	Individual
Full Name:	Eve Himmelheber

Stakeholder Comments/Issues:

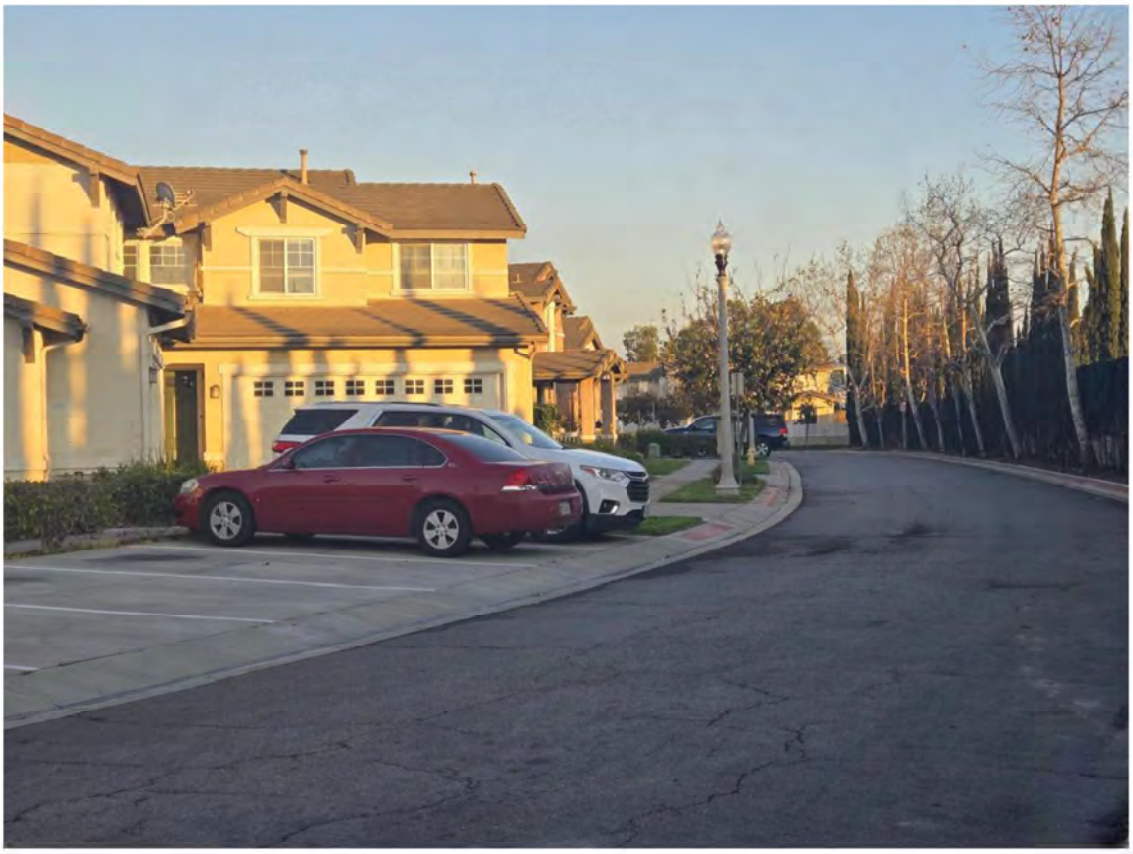
0432 I live immediately adjacent to the Buena Park Metrolink Station and the proposed rail expansion area. I am submitting the following concerns for consideration in the project design and environmental review.1. Emergency Access / Fire Safety Our residential complex is served by a single, extremely narrow fire lane and cul-de-sac with multiple driveways and courtyard entrances. Emergency access is already difficult; fire engines currently struggle to maneuver. The proposal indicates that additional track easements may require removal or inward relocation of an existing retaining wall. Even a reduction of one to two feet would materially compromise emergency access. There is no secondary exit route for our complex other than the main entrance at the front. Request: Confirm that no design alternative will reduce existing fire lane width, turning radius, or emergency access. Require formal review and sign-off by local fire authorities before any retaining wall removal or easement modification. If preserving emergency access requires property acquisition or removal of residential structures, that should be disclosed and evaluated rather than shifting risk onto

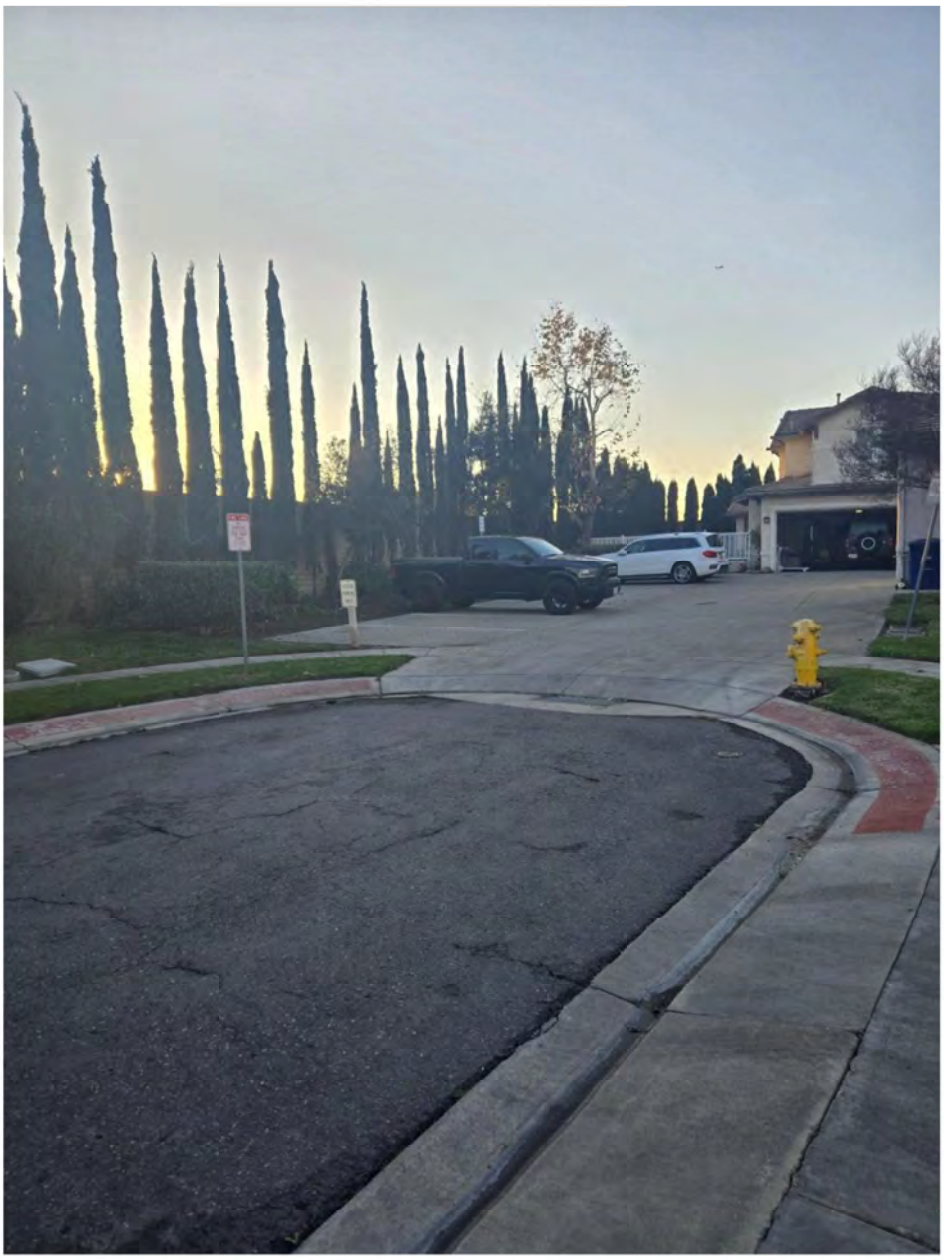
0433 residents.2. Construction Traffic, Noise, and Nighttime Impacts Construction will occur adjacent to occupied residences and an active rail corridor. Residents need clarity on how construction will coexist with ongoing rail operations. Request: Clearly define construction hours, including whether nighttime work is planned. Identify the duration of the most disruptive construction phases near residences. Describe mitigation measures for nighttime noise, vibration, dust, lighting, and construction traffic. Confirm whether residents will experience

0434 extended overnight construction activity outside bedroom windows.3. Electrical Infrastructure and Environmental Health (EMF Exposure) High-speed rail requires high-voltage electrical systems, including overhead power lines and related infrastructure located immediately adjacent to residential properties. There is public concern and ongoing scientific study regarding long-term exposure to electromagnetic fields (EMF). Request: Include a formal EMF analysis in the environmental review. Disclose anticipated EMF levels at nearby residences during operation. Compare those levels to recognized safety guidelines. Identify whether residential proximity influenced routing or design decisions. Describe any mitigation measures planned to

0435 reduce EMF exposure.Summary I am not opposed to rail improvements. However, the project must not compromise emergency access, create unreasonable nighttime construction impacts, or proceed without transparent evaluation of environmental and public health effects for residents living directly adjacent to the corridor.


NO PARKING FIRE LANE







24.149 Response to Submission 013721 (Eve Himmelheber, Individual, Jan 23, 2026)

24.149.1 0432

The commenter expresses concerns about emergency access impacts on their residential complex near the Buena Park Metrolink Station. Based on the information provided by the commenter, the California High-Speed Rail Authority (Authority) assumes the commenter is referring to the University Gables complex, where the project would require a minor partial acquisition. In this area, the existing tracks would not change, but a sliver acquisition may be needed to fit in the overhead catenary structure, walkway, and other elements required for the electrified tracks. Although these elements may be able to fit within the existing railroad right-of-way, at the current level of design, the Authority has conservatively assumed that the existing soundwall abutting the railroad corridor near Sycamore Lane may need to be shifted in toward the residential complex by 2 to 3 feet to accommodate the high-speed rail (HSR) project infrastructure. This is depicted in Draft Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) Volume 3.1, Part 2, on drawing RW-M1583. The sliver area proposed for acquisition falls across two parcels, for a total of approximately 187 square feet, and consists only of landscaping. The soundwall would be able to be rebuilt without any modifications to Sycamore Lane or any other roadways within the complex. Therefore, there would be no impacts on emergency access.

24.149.2 0433

Refer to Standard Response LAA-Response-GENERAL-07: Construction Schedule, in Chapter 18, Standard Responses.

The topics of noise and vibration, air quality, aesthetics, and transportation are addressed in detail in the Draft EIR/EIS in the following sections, respectively: Section 3.4, Noise and Vibration; Section 3.3, Air Quality and Global Climate Change; Section 3.16, Aesthetics and Visual Quality; and Section 3.2, Transportation. These sections also include mitigation measures that would reduce identified impacts during construction and operation of the project.

The exact hours of construction would be determined at a much later phase, but generally nighttime construction would be limited, especially in areas where sensitive receivers (such as residences) are nearby.

24.149.3 0434

As described in Draft EIR/EIS Section 3.5, Electromagnetic Fields and Electromagnetic Interference, the environmental review includes an analysis of electromagnetic fields (EMF) generated by the Shared Passenger Track Alternatives, including evaluation of EMF exposure at sensitive receptors such as nearby residential uses. The resource study area (RSA) for impacts is described in Section 3.5.4.1, Definition of Resource Study Area, which is 500 feet from the track centerline and 500 feet from the perimeter of traction power facilities and the light maintenance facility. This distance is based on worst-case modeling, and outside this RSA electromagnetic interference (EMI) falls to a level of no concern for humans or sensitive equipment. The analysis identifies occupied structures, including some residential uses, near proposed HSR traction power supply system facilities; however, none of the facility locations would be within 100 feet of the nearest building or within 300 feet of the nearest residential site. Impact EMF/EMI-4 explains that the predicted levels of EMF from HSR operations would be less than allowable thresholds for all distances within the RSA, which is also presented in Table 3.5-13. There would be no significant EMF impacts at nearby residential receptors and no mitigation would be required.

24.149.4 0435

Refer to responses to comments #0432, #0433, and #0434 above.

Los Angeles to Anaheim - RECORD #013724 DETAIL

Status:	Unread
Record Date:	01/23/2026
Interest As:	Individual
Full Name:	George Bushala

Stakeholder Comments/Issues:

0440 Hello, I would like to get a copy of the Draft EIR Report and Statement for the Los Angeles to Anaheim section. My phone number is . My name is George Bushala. My email, I would prefer if you could email it to me. My email is . Please call me back. Thank you.

24.150 Response to Submission 013724 (George Bushala, Individual, Jan 23, 2026)

24.150.1 0440

The California High-Speed Rail Authority contacted the commenter on January 24, 2026, and provided the requested materials. This comment does not address the sufficiency of the Draft Environmental Impact Report/Environmental Impact Statement, nor does it suggest edits to the document; accordingly, no change has been made to the document in response to this comment.

Los Angeles to Anaheim - RECORD #013726 DETAIL

Status:	Unread
Record Date:	01/23/2026
Interest As:	Individual
Full Name:	Daniel Moreno

Stakeholder Comments/Issues:

[Please refer to the attached transcript for the demarcation of oral comments delivered by this submitter during the public hearing.]

2319

MR. MORENO: Hello, everyone. My name is Daniel Moreno, and I just want to say it's super exciting to finally see it to start materialize for this segment of California high-speed rail.

I wanted to come and just ask if -- with the construction of these new stations how the designers could think about utilizing more kind of people-friendly design of them. Just so that way we could move away eventually from having to just drive everywhere to get to these stations. Just 'cause I know that a lot of the stations outside of Union Station don't really have a form that is too conducive to a easy kind of transfer to a other kind of method of transportation or just walking out into a more approachable, I guess, like, city fabric.

And I'm hoping that if the California High-Speed Rail Authority would like to, to kind of consider a more people-centered approach when it comes to the entry of these stations or these reconfigured stations, specifically the Beach Boulevard station since it is going to be located on this main, I guess, like, road that kind of runs north-south in the Beach Boulevard.

So just a -- just, like, this -- that's kind of one thing that I look forward seeing the High-

2319

Speed Rail Authority consider as it moves forward to eventually oversee the construction of these stations. Thanks.

MS. ARELLANO: Thank you. Thank you, Daniel.

All right. Next, I'd like to call again James Placek, if he is here. He submitted a card to request to speak.

Mr. Placek, please state your name again for the record.

MR. PLACEK: My name is James Placek, owner of J.A. Placek Construction. We're a railroad contractor in Santa Fe Springs.

MS. ARELLANO: Thank you.

MR. PLACEK: In the presentation for the Santa Fe Springs facility, there was not mention that you were going to be building this on a landfill dump. That the cost of this landfill or this landfill dump, the cost of the -- installing the tracks, as well as the building is going to be astronomical. I suggest that you either build the platform parallel where the main line of the railroad's existing tracks or do away with it completely and let Fullerton support you.

MS. ARELLANO: Thank you for your

CALIFORNIA High-Speed Rail Authority

Speaker Card

NAME: DANIEL MORENO

DATE:

MEETING LOCATION: #SANTA FE SR

AFFILIATION:

ADDRESS:

EMAIL:

PHONE:

CITY:

STATE:

ZIP:

*WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply) ○ STATEWIDE ○ LOS ANGELES TO ANAHEIM

**WOULD YOU LIKE THE AUTHORITY TO CONTACT YOU? ○ YES ○ NO

COMMENTS:

Any information your provide is voluntary. This form, including all the information you may provide, may be posted on the Authority's website and/or may be subject to disclosure pursuant to the California Public Records Act.
*Please complete the email section if you want to be placed on the Authority's email list.
**Please complete the contact information if you want someone from the Authority to contact you. Please only provide your preferred method of contact.

24.151 Response to Submission 013726 (Daniel Moreno, Individual, Jan 23, 2026)

24.151.1 2319

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Pedestrian and bicycle access will be provided to all proposed station facilities, which includes the relocated and modified Metrolink stations as well as high-speed rail station options. Chapter 2, Alternatives, of the Draft Environmental Impact Report/Environmental Impact Statement includes figures depicting the station concepts.

Los Angeles to Anaheim - RECORD #013728 DETAIL

Status:	Unread
Record Date:	01/23/2026
Interest As:	Individual
Full Name:	Richard Lizama

Stakeholder Comments/Issues:

[The following comments were received via a written comment card.]

2321 What provisions are being implemented to reduce noise, vibration and air pollution? Any plans for a sound barrier wall?

CALIFORNIA High-Speed Rail Authority

Speaker Card

NAME: Richard Lizama

DATE: 01/07/26

MEETING LOCATION:

AFFILIATION: Resident

ADDRESS:

EMAIL: gmail.com

PHONE:

CITY: Pico Rivera

STATE: CA

ZIP: 90660

*WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply) ○ STATEWIDE ☑ LOS ANGELES TO ANAHEIM

**WOULD YOU LIKE THE AUTHORITY TO CONTACT YOU? ○ YES ○ NO

COMMENTS:

What provisions are being implemented to reduce noise, vibration and air pollution? Any plans for a sound barrier wall?

Any information your provide is voluntary. This form, including all the information you may provide, may be posted on the Authority's website and/or may be subject to disclosure pursuant to the California Public Records Act.
*Please complete the email section if you want to be placed on the Authority's email list.
**Please complete the contact information if you want someone from the Authority to contact you. Please only provide your preferred method of contact.

24.152 Response to Submission 013728 (Richard Lizama, Individual, Jan 23, 2026)

24.152.1 2321

Refer to Standard Response LAA-Response-Section 3.3 AQ-01: Construction Emission Impacts, in Chapter 18, Standard Responses.

Refer to Standard Response LAA-Response-Section 3.3 AQ-03: Localized Health Risk Assessment from Construction Emissions, in Chapter 18.

Refer to Standard Response LAA-Response-Section 3.3 AQ-04: Greenhouse Gas Impacts, in Chapter 18.

Refer to Standard Response LAA-Response-Section 3.4 N&V-02: Sound Barriers and other Noise Abatement, in Chapter 18.

The topics of noise and vibration and air quality are addressed in detail in the Draft Environmental Impact Report/Environmental Impact Statement in the following sections, respectively: Section 3.4, Noise and Vibration; and Section 3.3, Air Quality and Global Climate Change. These sections also include mitigation measures that would reduce identified impacts during construction and operation of the project.

Los Angeles to Anaheim - RECORD #013738 DETAIL

Status:	Unread
Record Date:	01/26/2026
Interest As:	Individual
Full Name:	Katrina Moseley

Stakeholder Comments/Issues:

0441 This plan sounds excellent. Can’t wait for the train to come to Fullerton!

24.153 Response to Submission 013738 (Katrina Moseley, Individual, Jan 26, 2026)

24.153.1 0441

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013739 DETAIL

Status:	Unread
Record Date:	01/26/2026
Interest As:	Individual
Full Name:	Eryn Trac

Stakeholder Comments/Issues:

0470 I manage the property at , Anaheim, CA 92805. Please keep me updated. Will our structure be demolished or bought Out by CA government?

24.154 Response to Submission 013739 (Eryn Trac, Individual, Jan 26, 2026)

24.154.1 0470

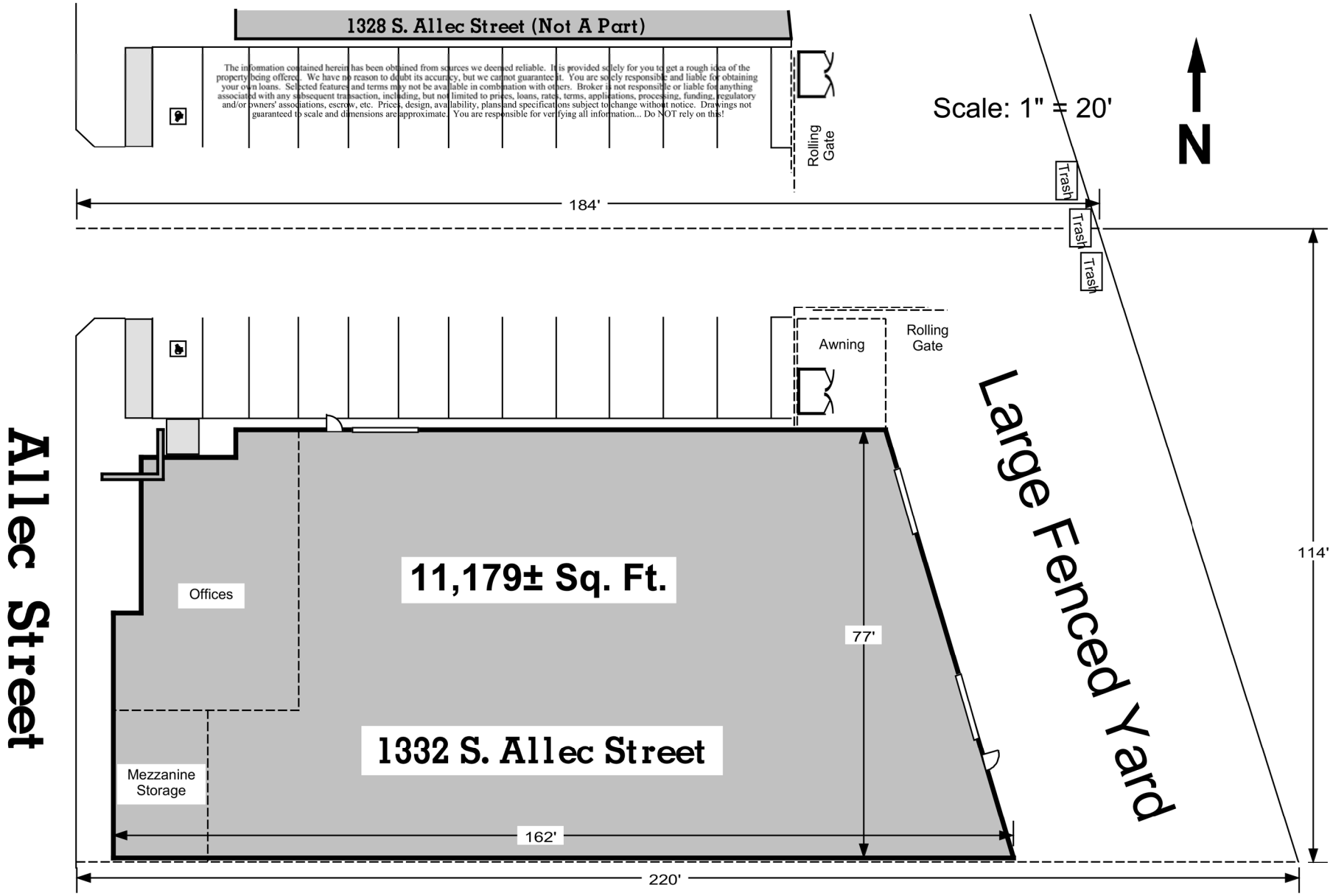
The California High-Speed Rail Authority contacted the commenter on January 27, 2026, and provided information regarding their property in relation to the project. This comment does not address the sufficiency of the Draft Environmental Impact Report/Environmental Impact Statement, nor does it suggest edits to the document; accordingly, no change has been made to the document in response to this comment.

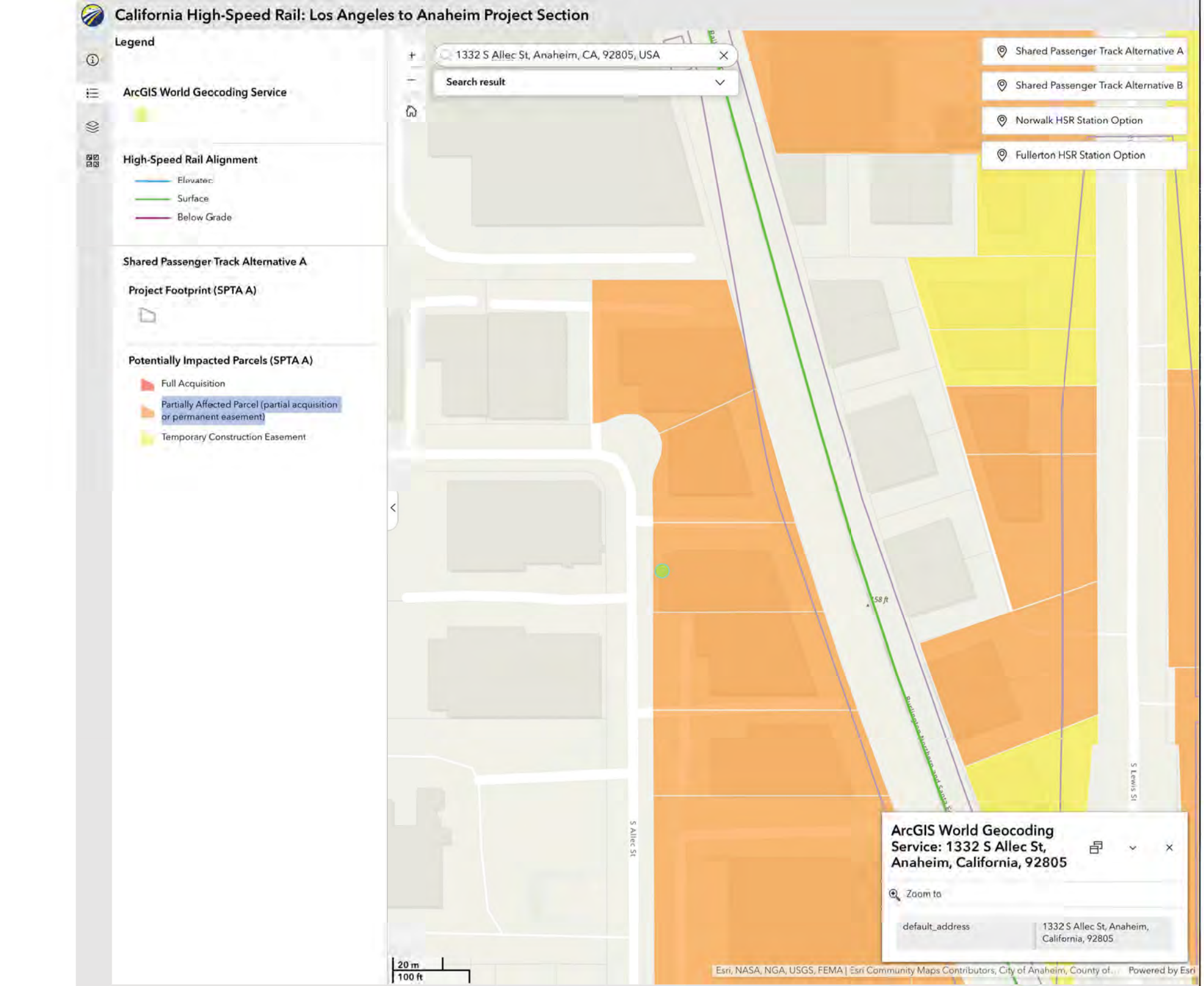
Los Angeles to Anaheim - RECORD #013740 DETAIL

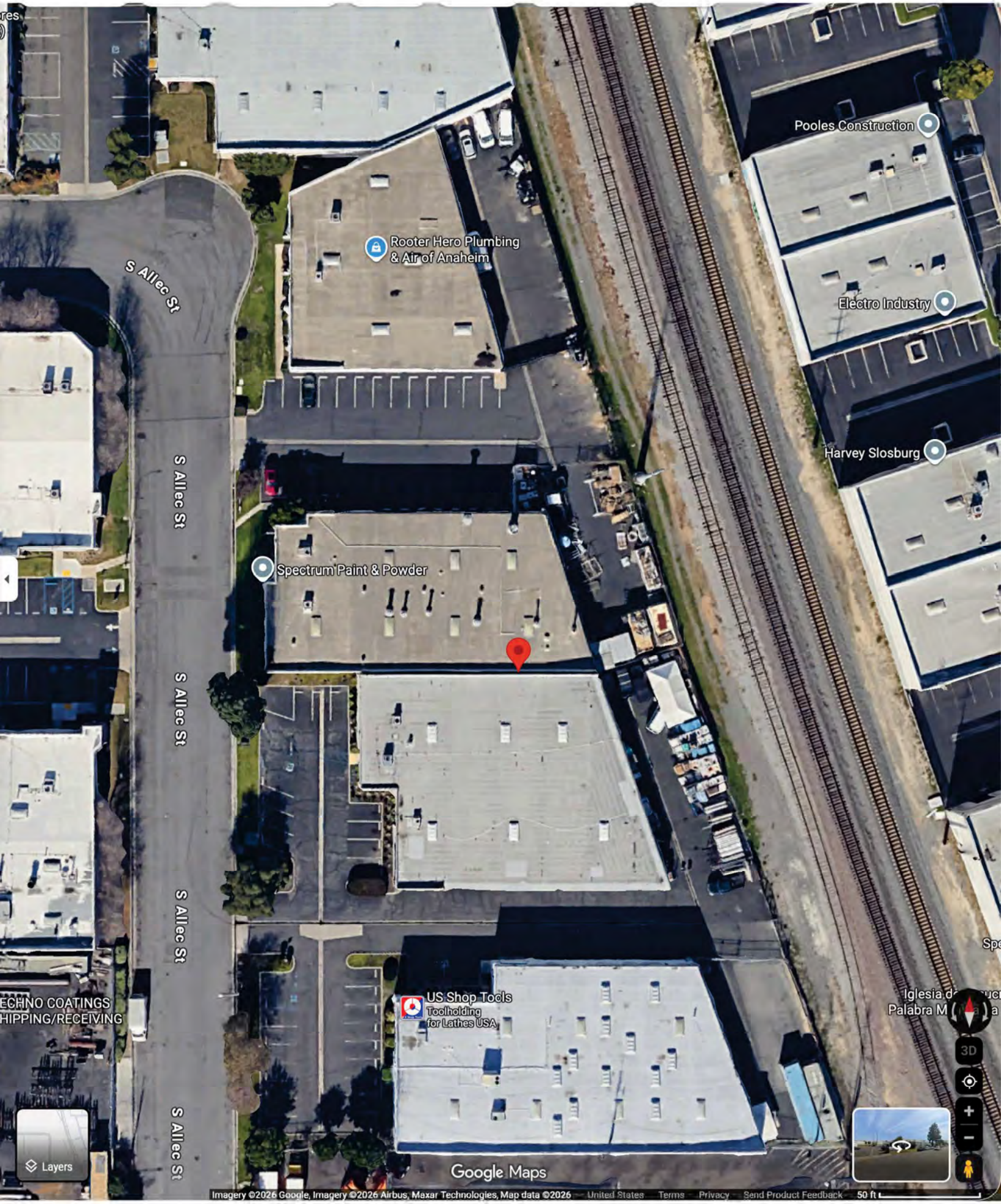
Status:	Unread
Record Date:	01/26/2026
Interest As:	Individual
Full Name:	Don Paul

Stakeholder Comments/Issues:

0443 We've owned our industrial investment property at 1332 S. Allec Street, Anaheim, CA 92805 for 24 years… and had it leased to our tenant Spectrum Paint & Powder the entire time. Your ArcGIS World Geocoding Service map shows our property in Orange will be "Partially Affected Parcel (partial acquisition or permanent easement)" which appears to include losing a portion of our eastern property line to your proposed expanded rail corridor. This will dramatically reduce our property value since the paved yard area is used by our manufacturing tenant for: material and pallet storage LARGE air compressors essential to his business raw and finished product movement to/from trucks vehicle parking truck storage INSIDE our building since trucks left outside are frequently vandalized by the criminals in the neighborhood from the Anaheim homeless shelter. Our tenant's delivery trucks won't be able to turn into the rear 12' side truck door if CA HSR takes ANY portion of our rear property. Please provide more details how CA HSR's "partial acquisition or permanent easement" will be implemented on our property… and the projected time frame when this will happen. https://experience.arcgis.com/experience/568a007b180e40cdbc24c02e1dc8ebd3/page/Page?views=Legend#data_s=id%3Awidget_12_output_config_default_geocode_0_0%3A0 Sincerely, Don Paul, MBA Managing Member Beta Allec Two LLC


1328 S. Allec Street (Not A Part)
The information contained herein has been obtained from sources we deemed reliable. It is provided solely for you to get a rough idea of the property being offered. We have no reason to doubt its accuracy, but we cannot guarantee it. You are solely responsible and liable for obtaining your own loans. Selected features and terms may not be available in combination with others. Broker is not responsible or liable for anything associated with any subsequent transaction, including, but not limited to prices, loans, rates, terms, applications, processing, funding, regulatory and/or owners' associations, escrow, etc. Prices, design, availability, plans and specifications subject to change without notice. Drawings not guaranteed to scale and dimensions are approximate. You are responsible for verifying all information... Do NOT rely on this!
Rolling Gate
Scale: 1" = 20'
N
184'
Trash
Trash
Trash
Awning
Rolling Gate
Large Fenced Yard
114'
Allec Street
11,179± Sq. Ft.
Offices
77'
1332 S. Allec Street
Mezzanine Storage
162'
220'


California High-Speed Rail: Los Angeles to Anaheim Project Section
Legend
ArcGIS World Geocoding Service
High-Speed Rail Alignment
Elevated
Surface
Below Grade
Shared Passenger Track Alternative A
Project Footprint (SPTA A)
Potentially Impacted Parcels (SPTA A)
Full Acquisition
Partially Affected Parcel (partial acquisition or permanent easement)
Temporary Construction Easement
1332 S Allec St, Anaheim, CA, 92805, USA
Search result
Shared Passenger Track Alternative A
Shared Passenger Track Alternative B
Norwalk HSR Station Option
Fullerton HSR Station Option
58 ft
S Allec St
S Lewis St
ArcGIS World Geocoding Service: 1332 S Allec St, Anaheim, California, 92805
Zoom to
default_address
1332 S Allec St, Anaheim, California, 92805
20 m
100 ft
Esri, NASA, NGA, USGS, FEMA | Esri Community Maps Contributors, City of Anaheim, County of...
Powered by Esri


Pooles Construction
Rooter Hero Plumbing & Air of Anaheim
S Allec St
Electro Industry
Harvey Slosburg
Spectrum Paint & Powder
S Allec St
S Allec St
S Allec St
S Allec St
ECHNO COATINGS
HIPPING/RECEIVING
US Shop Tools
Toolholding for Lathes USA
Iglesia
Palabra M
Layers
3D
Google Maps
Imagery ©2026 Google, Imagery ©2026 Airbus, Maxar Technologies, Map data ©2026
United States
Terms
Privacy
Send Product Feedback
50 ft

24.155 Response to Submission 013740 (Don Paul, Individual, Jan 26, 2026)

24.155.1 0443

Refer to Standard Response LAA-Response-GENERAL-07: Construction Schedule, in Chapter 18, Standard Responses.

Refer to Standard Response LAA-Response-Section 3.12 SOCIO-01: Relocations, Right-of-Way Process, Eminent Domain, in Chapter 18.

The California High-Speed Rail Authority (Authority) contacted the commenter on January 27, 2026, and provided information regarding their property in relation to the project. As discussed with the commenter during the meeting, the potential impact on this parcel is depicted in Volume 3.1, Part 2, sheet RW-M1617 of the Draft Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) with details on the proposed partial acquisition.

The Authority met with the commenter during Office Hours on February 2, 2026, regarding the property at 1332 S Allec Street in Anaheim. During this discussion, the commenter requested clarification regarding the project mapping that shows a potential effect at the rear of the property; the purpose discussed for the potential acquisition was a storage track, and the width discussed was approximately 15 feet. The commenter described site-specific operational concerns associated with an industrial use (including parking and loading constraints and associated operational needs). Authority staff noted these concerns would be addressed through the appraisal and negotiation process, including documentation in the appraisal report. The commenter was also informed that property owners may obtain an independent appraisal, with reimbursement up to $5,000, and that tenants would be addressed through a separate process. The Authority can also provide available plans/links referenced during the discussion upon request. Construction sequencing and timing will be refined as design advances and is to be determined.

No revisions have been made to the Draft EIR/EIS in response to this comment.

Los Angeles to Anaheim - RECORD #013746 DETAIL

Status:	Unread
Record Date:	01/26/2026
Interest As:	Individual
Full Name:	Beverly Lehman

Stakeholder Comments/Issues:

0442

Hi, I am signed up for the virtual Zoom public hearing #4 for tonight, and I don't know um how to get the Zoom number so I can join at 4 o'clock this afternoon. Could you please call me back and give me that information? My telephone number is . My name is Beverly Lehman. I am registered for the hearing. Thank you. Bye.

24.156 Response to Submission 013746 (Beverly Lehman, Individual, Jan 26, 2026)

24.156.1 0442

The California High-Speed Rail Authority contacted the commenter on January 26, 2026, and provided the requested information. This comment does not address the sufficiency of the Draft Environmental Impact Report/Environmental Impact Statement, nor does it suggest edits to the document; accordingly, no change has been made to the document in response to this comment.

Los Angeles to Anaheim - RECORD #013748 DETAIL

Status:	Action Pending
Record Date:	01/26/2026
Interest As:	Individual
Full Name:	Roy Poucher

Stakeholder Comments/Issues:

0457 Yes, my name is Roy Poucher. I wanted to attend the Zoom program that starts in 20 minutes on Monday. And I keep getting uh uh, when I try to log in, it says the link is expired. So, I can't really travel to any of these in-person events, um, but I wanted to attend this Zoom attend, uh, uh, program. If you can email me or give me a call on how I can attend the Zoom and get a link that won't be expired, I'd greatly appreciate it. Again, my name is Roy, R O Y, Poucher, P as in Peter, O U C H E R, and my phone is . And my email is . So the email address is Roy Poucher, just without the Y in Roy, at AOL. Thank you.

24.157 Response to Submission 013748 (Roy Poucher, Individual, Jan 26, 2026)

24.157.1 0457

The California High-Speed Rail Authority contacted the commenter on January 26, 2026, and provided the requested information. This comment does not address the sufficiency of the Draft Environmental Impact Report/Environmental Impact Statement, nor does it suggest edits to the document; accordingly, no change has been made to the document in response to this comment.

Los Angeles to Anaheim - RECORD #013760 DETAIL

Status:	Action Pending
Record Date:	01/27/2026
Interest As:	Individual
Full Name:	Yunbae Kim

Stakeholder Comments/Issues:

0465

Public Comment on the Los Angeles–Anaheim Corridor (Draft EIR/EIS) I understand that the LA–Anaheim corridor has been developed in the Draft EIR/EIS based on the use of the existing rail alignment. I also agree that acquiring new right-of-way for a dedicated high-speed rail corridor in this densely developed urban area would present significant challenges related to land acquisition, cost, and community impacts. Based on my understanding, the proposed approach relies on shared use of the existing corridor with commuter rail and freight services, combined with grade-crossing separations and other corridor upgrades. While this approach may be sufficient to support an initial operating plan of approximately two high-speed trains per hour, I am concerned that it may present substantial constraints as corridor utilization increases over time. As service frequency grows and demand increases, the shared-use configuration could introduce operational conflicts, capacity limitations, and long-term reliability risks. These issues may not be fully evident in the early stages of

0466

operation but could become significant as the system matures and expands. If a dedicated high-speed rail alignment—potentially utilizing underground construction—were considered at the outset, the initial capital cost would likely be higher. However, such an approach could reduce long-term risk and may offset some land acquisition challenges by relying on subsurface easements rather than full surface right-of-way acquisition. In addition, if future capacity expansion becomes necessary, the project may ultimately be forced to consider underground construction or similar solutions at a later stage, potentially at higher cost and with greater disruption. I am not aware of whether such alternatives were previously evaluated in detail, but there are relevant international precedents. For example, in Korea's KTX system, more than 30 miles of underground high-speed rail infrastructure were constructed to pass through major metropolitan areas in the Seoul Capital Region and the Busan urban area. These projects demonstrate that extensive underground high-speed rail solutions can be successfully implemented in dense urban environments to address long-term capacity and operational needs. I respectfully encourage the Authority to consider whether a dedicated, potentially underground alignment could provide greater long-term flexibility, capacity, and operational robustness for the LA–Anaheim corridor, particularly as future service levels increase. If additional technical detail or clarification would be helpful, I would welcome the opportunity to provide further input and discuss these considerations in more detail. Thank you for the opportunity to comment.

24.158 Response to Submission 013760 (Yunbae Kim, Individual, Jan 27, 2026)

24.158.1 0465

Refer to Standard Response LAA-Response-Chapter 2 Alt-07: Corridor Capacity, in Chapter 18, Standard Responses.

24.158.2 0466

Refer to Standard Response LAA-Response-Chapter 2 Alt-01: Alternatives Selection and Evaluation Process and Identification of the Preferred Alternative, in Chapter 18.

Refer to Standard Response LAA-Response-Chapter 2 Alt-07: Corridor Capacity, in Chapter 18.

The commenter encourages a dedicated, underground alignment for the Los Angeles to Anaheim Project Section. Although there would be operational efficiencies from having a fully underground alignment, the California High-Speed Rail Authority (Authority) considers many criteria when developing alternatives, including constructability, community impacts, and environmental resources. The Authority has studied multiple alternatives, including a dedicated high-speed train alternative in the 2009 Alternatives Analysis report. Although this alternative would provide the capacity and performance to meet the Authority's Phase 1 Service Plan, which proposed five trains per hour at that time, the Federal Railroad Administration and Authority eliminated this alternative during the 2016 Supplemental Alternative Analysis Report from further consideration because of high capital costs, right-of-way impacts, and potential impacts on sensitive resources.

Los Angeles to Anaheim - RECORD #013761 DETAIL

Status:	Unread
Record Date:	01/27/2026
Interest As:	Individual
Full Name:	Cory Greeson

Stakeholder Comments/Issues:

0471 While I don't live in Southern California (I live in the Bay Area, and I lived in Los Angeles for six years), I have been personally invested in the development of CAHSR for over a decade. I am a firm believer in the importance and benefits of high speed rail infrastructure, and I know this project, when complete, will demonstrate to the rest of the country how much Moore efficient, comfortable, and speedy commuting can be when we don't rely entirely on cars and airplanes. As long as environmental (and social/health) impacts are genuinely being taken into consideration as to the paving and projections for the LA-Anaheim segment, I offer a statement of full support. Let's get this train moving!

24.159 Response to Submission 013761 (Cory Greeson, Individual, Jan 27, 2026)

24.159.1 0471

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013763 DETAIL

Status:	Unread
Record Date:	01/27/2026
Interest As:	Individual
Full Name:	Stephen Goldsmith

Stakeholder Comments/Issues:

0589

To the California High-Speed Rail Authority, I am writing to emphasize the urgent need to prioritize the Los Angeles to Anaheim connection as a transportation project above all else. While job creation is a byproduct of large infrastructure projects, this effort should not be framed primarily as a jobs program. The core mission of the California High-Speed Rail is to deliver fast, efficient, and reliable transportation for the people of California. The public is increasingly frustrated with the delays and the lack of visible progress. Communities along this corridor need to see real results, not just promises. Every year of delay undermines confidence in the project and prolongs the congestion, inefficiency, and environmental impacts of our current transportation system. I urge the Authority to: Focus resources on completing the LA to Anaheim segment as quickly and efficiently as possible. Streamline processes to avoid unnecessary delays and bureaucratic hurdles. Communicate progress in terms of tangible milestones achieved, rather than job numbers created. Ensure that the final product is the best possible transportation solution, built to serve Californians for generations. This is a transportation project first and foremost. The public deserves a system that delivers on its promise of speed, efficiency, and reliability. Please prioritize completion and quality over rhetoric. Respectfully, Stephen Goldsmith

24.160 Response to Submission 013763 (Stephen Goldsmith, Individual, Jan 27, 2026)

24.160.1 0589

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

The California High-Speed Rail Authority (Authority) has developed a sequenced approach to delivering the high-speed rail (HSR) system using financial resources that are available, with construction of the Central Valley sections nearing completion. The Authority continues to evaluate different scenarios for connections to the north and south to determine how to deliver HSR service in cost-effective ways.

Los Angeles to Anaheim - RECORD #013781 DETAIL

Status:	Unread
Record Date:	01/30/2026
Interest As:	Individual
Full Name:	Dolores Storme

Stakeholder Comments/Issues:

0590

As a taxpayer who lives in Orange County, I wish to comment on the subject draft. How much more are the taxpayers of California going to be bilked in the name of a high speed rail system? First, what about a cost analysis...does that mean nothing when considering what the financial impact would also be on the taxpayers of California? Any profit or "break even" point will never be realized for decades down the road, if ever. Taxpayers were sold a bill of goods to pass the bill that was supposed provide the funds to build this high-speed rail system. Yet not one mile of track has been put down, and the cost of building that rail system has ballooned many times over....and you want to continue to add dollars to a "pie in the sky" dream. Has there ever been a truly independent audit to see where the billions of dollars already spent have gone (and to whom)? I suspect the true beneficiaries have been, and will continue to be, the "consultants", "experts", and firms that specialize in feasible studies, environmental impact reports plus the "documentation" that goes along with it. Sorry, this is simply state legalization of theft. I suggest we follow the adage, "When you find yourself in a hole, stop digging." Stop this bureaucratic, virtue signaling, ego project proposed by elected and appointed state officials. Those responsible for the boondoggle and financial fiasco will never be held accountable for the waste they have perpetrated. Instead, years from now more money will be thrown at this thing, no tangible progress will be made, and those responsible will have ridden off to a healthy retirement sunset with the taxpayers holding the bag. Stop this insanity and ill-advised plan that is and will always be nothing but a money pit. Dolores Storme

24.161 Response to Submission 013781 (Dolores Storme, Individual, Jan 30, 2026)

24.161.1 0590

Refer to Standard Response LAA-Response-GENERAL-03: Funding and Project Costs, in Chapter 18, Standard Responses.

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18.

Los Angeles to Anaheim - RECORD #013784 DETAIL

Status:	Unread
Record Date:	01/30/2026
Interest As:	Individual
Full Name:	Jeffrey Pierson

Stakeholder Comments/Issues:

0472

Looking at a cost-benefit analysis for the Los Angeles to Anaheim portion is horrifying. It will cost billions and have little benefit. The "high speed" in that section will be only marginally faster than the commuter trains that currently service the route. It isn't worth the money. My suggestion would be to build the light maintenance yard and extend the electrification that far and no further. If the local operators choose to do grade separations and electrification, service to ARCTIC can be revisited at a later date.

24.162 Response to Submission 013784 (Jeffrey Pierson, Individual, Jan 30, 2026)

24.162.1 0472

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Refer to Standard Response LAA-Response-Chapter 1 P&N-01: Project Benefits, in Chapter 18.

The commenter states that the Los Angeles to Anaheim Project Section electrified tracks should end at the light maintenance facility (LMF) and extension to Anaheim Regional Transportation Intermodal Center can be reconsidered in the future. The connection to Anaheim is a key part of Phase 1 of the high-speed rail system. The Los Angeles to Anaheim Project Section includes the LMF, electrification, and multiple early action projects, and it must be analyzed as a whole of an action to disclose all potential impacts to decision-makers and the public. The California Environmental Quality Act does not allow piecemealing, which is when a larger project is broken into smaller parts that have no independent utility on their own. No revisions have been made to the Draft Environmental Impact Report/Environmental Impact Statement in response to this comment.

Los Angeles to Anaheim - RECORD #013810 DETAIL

Status:	Unread
Record Date:	02/02/2026
Interest As:	Individual
Full Name:	Jesus Ayala

Stakeholder Comments/Issues:

0513

My property at in Buena Park, CA 90621 is being affected by the construction of the Los Angeles to Anaheim line. I will be losing a portion of my front yard. But more concerning is that the high voltage tower appears directly outside my front door in project renderings. There are no homes to the west next to the riverbank, so I ask that you consider placing the tower slightly west of my home, so it is not directly outside my door. Thank you for your consideration. Jesús Ayala (he/him/él) Assistant Professor, Dept. of Journalism & PR Founding Director, Beach TV News California State University Long Beach

24.163 Response to Submission 013810 (Jesus Ayala, Individual, Feb 2, 2026)

24.163.1 0513

The commenter expresses concern that a high-voltage tower would be placed in front of their property. The tower to which they are referring is an overhead contact system (OCS) pole that would support electrical systems that power the high-speed rail. Currently, the project is at 15 percent level of design and the locations of the OCS poles depicted in the drawings are preliminary and were generated based on typical spacing requirements of 250 feet; they do not represent the actual locations where they will be installed. Detailed systems design, including the exact location of the poles, occurs in later phases of design. In the future, every OCS pole location will be reviewed and adjusted to minimize potential impacts on surrounding uses to the greatest extent possible, and they would not be placed directly adjacent to residences. No revisions have been made to the Draft Environmental Impact Report/Environmental Impact Statement in response to this comment.

Los Angeles to Anaheim - RECORD #013812 DETAIL

Status:	Action Pending
Record Date:	02/02/2026
Interest As:	Individual
Full Name:	David Gerkens

Stakeholder Comments/Issues:

0505 Greetings HSRA, I am a resident of the University Gables community that is immediately adjacent to the Buena Park Metrolink Station. While I am in favor of CA having high speed rail, it seems pointless to extend it from LA to Anaheim. First, the cost is ridiculous (requiring tunneling under Fullerton Airport?!). What would be gained? There are 2 passenger rail options to make that trip already and it doesn't take that long. A high speed train would have to reduce speed for much of that segment (or at least I would hope that to be the case going through residential areas) so it wouldn't be much faster and I suspect it would be more expensive for customers. I encourage you to focus on connecting Sacramento and LA BEFORE contemplating this pointless segment from LA to Anaheim. Thanks for your attention. David Gerkens, Ph.D. Professor of Psychology California State University, Fullerton

24.164 Response to Submission 013812 (David Gerkens, Individual, Feb 2, 2026)

24.164.1 0505

Refer to Standard Response LAA-Response-GENERAL-03: Funding and Project Costs, in Chapter 18, Standard Responses.

Although Metrolink and Amtrak provide passenger rail service within this corridor, they serve different markets and fulfill different purposes. As described in Chapter 1, Project Purpose, Need and Objectives, of the Draft Environmental Impact Report (EIR)/Environmental Impact Statement (EIS), the purpose of the high-speed rail (HSR) system is to provide a reliable mode of intercity travel that connects the state's major metropolitan areas. The statewide HSR system would provide an option for a one-seat ride from the Los Angeles/Orange County area to the rest of the state. Although the urban nature of the corridor and Shared Passenger Track Alternatives of the Los Angeles to Anaheim Project Section means that HSR trains would travel at speeds similar to those of the corridor's existing Metrolink and Amtrak trains, the Los Angeles to Anaheim Project Section meets the purpose and need and project objectives related to providing predictable and consistent travel times between major urban centers and connectivity to airports, mass transit, and the highway network in the Los Angeles-Orange Counties metropolitan region, and connects to the rest of the system.

The commenter states the project would require tunneling under Fullerton Municipal Airport. However, the Los Angeles to Anaheim Project Section does not have a tunnel planned but does include a trenched (below ground level) railway alignment that is necessary to avoid conflicts with the surface-level Fullerton Municipal Airport runway protection zone.

No revisions have been made to the Draft EIR/EIS in response to this comment.

Los Angeles to Anaheim - RECORD #013815 DETAIL

Status:	Unread
Record Date:	02/02/2026
Interest As:	Individual
Full Name:	Joe Biolsi

Stakeholder Comments/Issues:

0870 Please do not waste any money on this. Will not be finished and will lose a lot of money. Spend this money on repairing all the potholes Thanks Joe Biolsi

24.165 Response to Submission 013815 (Joe Biolsi, Individual, Feb 2, 2026)

24.165.1 0870

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013816 DETAIL

Status:	Unread
Record Date:	02/02/2026
Interest As:	Individual
Full Name:	Diane Fradkin

Stakeholder Comments/Issues:

0871

Hello: I am highly opposed to tax dollars being spent on this segment (and all of the segments) of the high speed rail in CA. Metro link and Amtrak are able to move passengers by train from Anaheim to LA. I don't understand why you would need to build a separate track for a train that you don't need. If the project ever came to fruition, the DEIR will likely be stale anyway, and would need an update with an amendment if it were approved. From an economical and fiscally feasible stand point, I oppose tax payer dollars being used for a project that isn't needed and will most likely never be built do to being over budget and the fact that the entire project is behind schedule and will never pencil. Thank you for your attention to this matter. Sincerely, Diane Fradkin Santa Ana, CA

24.166 Response to Submission 013816 (Diane Fradkin, Individual, Feb 2, 2026)

24.166.1 0871

Refer to Standard Response LAA-Response-GENERAL-03: Funding and Project Costs, in Chapter 18, Standard Responses.

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18.

Los Angeles to Anaheim - RECORD #013817 DETAIL

Status:	Unread
Record Date:	02/02/2026
Interest As:	Individual
Full Name:	Scott Morchower

Stakeholder Comments/Issues:

0875 An additional HSR station at Norwalk / Santa Fe Springs station will provide a direct, one-seat connection to LAX via Metro's planned extension of the C light rail line. It also will open an additional gateway in south L.A. County to make the HSR system more practical and equitable for a wide variety of residents and businesses in the Gateway Cities, Southeast and South L.A., the South Bay, the Westside, and northern portions of Orange County.

24.167 Response to Submission 013817 (Scott Morchower, Individual, Feb 2, 2026)

24.167.1 0875

Refer to Standard Response LAA-Response-Chapter 2 Alt-03: HSR Station Options, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013818 DETAIL

Status:	Unread
Record Date:	02/03/2026
Interest As:	Individual
Full Name:	Faraz Aqil

Stakeholder Comments/Issues:

0798

Hello CA HSR. My name is Faraz Aqil and I'm a resident of Downey who uses public transit (LA Metro) buses and trains for work on a near daily basis. One of the most important things to have for a successful public transportation system is to have high frequencies. So I was interested while reading the Draft EIR that there are already plans for the frequencies and rail service directions as discussed on page: 2-156 & Appendix 2-E page 12. "In 2040, the service plan concept for Phase 1 estimates that the main HSR line through the Central Valley would have up to six trains per hour in each direction during the peaks, and three trains per hour during the off peaks. Because of capacity constraint coming from the shared-use operations between Caltrain regional rail service and the HSR service, the level of HSR service along the Peninsula Corridor would be limited to four trains per hour in each direction. In the peak periods, the base level of service would include (in each direction): -Three trains per hour between San Francisco and Los Angeles -One train per hour between San Francisco and Anaheim -One train per hour between San Jose and Merced -One train per hour between Merced and Anaheim". (page: 2-156) (Appendix 2-E page 12) I support the idea that there be at least 1 train per an hour that can give rail service to each station (whether intermediary station or major stations). But the frequency of at least 1 hour needs to exist throughout the entire day and night (including late night/early morning hours) so that CA HSR can be a reliable mode of transportation to the public (just like cars & planes but better). And I like the creative idea suggested in Appendix 2-E page: 9 & 12 of having express trains serving stations. But please remember that express trains shouldn't come at the expense of reducing the frequencies at intermediary stations to worse than 1 hour. I understand that due to sharing train corridors with other entities and with the amount of At-Grade crossings, it limits your ability to have higher frequencies. But that's all the more reason why CA HSR needs to continuously find ways to acquire rail properties to either be the sole user of the track or to build a separate line just for CA HSR usage. And CA HSR should build as much grade separated crossings as possible (whether Aerial, Underground, At Trench, or closed off streets to prevent cars and pedestrians from crossing) so that CA HSR trains can have even higher speeds and much better frequencies (meaning less trains will be needed to maintain good frequencies), and avoid having train

0799

accidents with cars/pedestrians that we often have here in LA with At-Grade crossings. Lastly I'll be awaiting to participate in the Inland Empire meetings when Phase 2 meetings are ready (since I have family there & I studied there), But as a preview, I strongly urge that CA HSR pick the rail pathway that's next to the UC Riverside parking lot and make a train station there so that it will allow for the 27,000 + student/staff population (and growing every year) to have access to high speed rail train (which will have much more demand than any other proposed station in Riverside County). But if you reach Phase 2 and are still limited in the amount of stations you can have, then I highly advise that CA HSR ask the State Legislators to pass a Statewide Proposition (for voters to vote on) that will expand the number of CA HSR stations (so that different station locations are not cannibalizing/fighting each other). Thank you for your time. Sincerely, Faraz Aqil

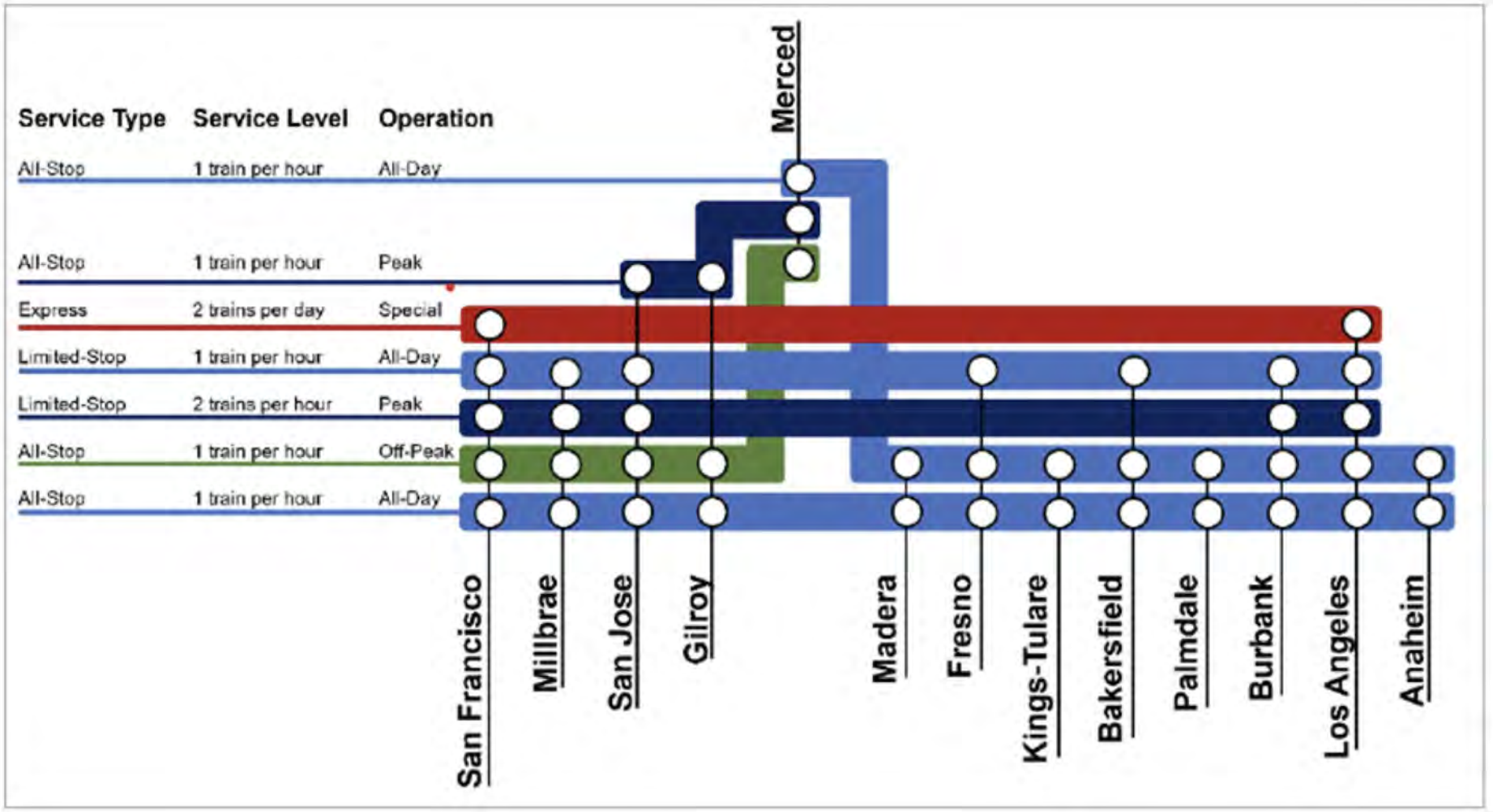


Figure 3 Phase 1 Service Plan Stringline Diagram

24.168 Response to Submission 013818 (Faraz Aqil, Individual, Feb 3, 2026)

24.168.1 0798

Refer to Standard Response LAA-Response-Chapter 2 Alt-05: Grade Separations, in Chapter 18, Standard Responses.

Refer to Standard Response LAA-Response-Section 3.11 S&S-01: At-Grade Crossing Safety, in Chapter 18.

The commenter refers to Appendix 2-E, Operations and Service Plan, of the Draft Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) and expresses support for at least one train per hour. Note that Appendix 2-E provides background information on the intended operations and service plan for the statewide high-speed rail (HSR) system. Recognizing that the HSR system is still at a relatively early stage of the planning process, and that many operational issues remain to be resolved, the appendix summarizes how the system is envisioned to operate at this point in project planning.

The commenter suggests building grade-separated crossings as much as possible for speed and safety benefits. Draft EIR/EIS Section 2.5.2, Range of Potential Alternatives Considered and Findings, summarizes how the California High-Speed Rail Authority (Authority) developed the Shared Passenger Track Alternatives, which maintains eight at-grade crossings in Anaheim. Section 3.11, Safety and Security, of the Draft EIR/EIS analyzes impacts related to rail crossing safety in Impact SS-13. Operation of HSR trains through the at-grade crossings in Anaheim could increase the potential for rail-related incidents involving vehicles, bicycles, or pedestrians crossing the right-of-way at the at-grade crossings. SS-IAMF#2, Safety and Security Management Plan; and SS-IAMF#3, Hazard Analyses, require operational rail design and safety features, including Positive Train Control systems, that will reduce the potential for permanent exposure to rail-related hazards, including incidents and accidents such as derailments and collisions.

No revisions have been made to the Draft EIR/EIS in response to this comment.

24.168.2 0799

The commenter requests consideration of an alignment alternative and station adjacent to University of California, Riverside as part of the HSR Phase 2 extension from Los Angeles to San Diego. The Phase 2 extension from Los Angeles to San Diego currently proposes stations in San Bernadino, Riverside, and San Diego. The commenter suggests the Authority consider a statewide proposition to expand the number of stations, if the Authority is limited by the current legislation with respect to the number of stations allowed.

Additional project-level alternatives development, engineering, and environmental review will be prepared for the HSR Phase 2 extensions in the future, when funding is available. This comment does not address the sufficiency of the Draft EIR/EIS, nor does it suggest edits to the document; accordingly, no revisions have been made to the Draft EIR/EIS in response to this comment.

Los Angeles to Anaheim - RECORD #013820 DETAIL

Status:	Unread
Record Date:	02/03/2026
Interest As:	Individual
Full Name:	William Amsbary

Stakeholder Comments/Issues:

0597 Hi, It makes sense to me to have a stop in Norwalk Santa Fe (especially over Fullerton) assuming the Metro C line extension occurs, which will allow a fairly seamless ride to LAX. Thank you for the opportunity to comment. William Amsbary Orange, CA

24.169 Response to Submission 013820 (William Amsbary, Individual, Feb 3, 2026)

24.169.1 0597

Refer to Standard Response LAA-Response-Chapter 2 Alt-03: HSR Station Options, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013823 DETAIL

Status:	Unread
Record Date:	02/03/2026
Interest As:	Individual
Full Name:	Michael Throne

Stakeholder Comments/Issues:

0598 Is the fasr train coming to salinas Mike Throne Independence Pathways Program Student, HS Diploma "Be yourself everybody else is already taken."- Oscar Wilde

24.170 Response to Submission 013823 (Michael Throne, Individual, Feb 3, 2026)

24.170.1 0598

The California High Speed Rail (HSR) System does not pass through Salinas, California. Refer to Chapter 2, Alternatives, of the Draft Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) for a complete description and map of the proposed HSR alignment. No revisions have been made to the Draft EIR/EIS in response to this comment.

Los Angeles to Anaheim - RECORD #013824 DETAIL

Status:	Unread
Record Date:	02/03/2026
Interest As:	Individual
Full Name:	Steve Cooper

Stakeholder Comments/Issues:

0601 To Whom it Concerns: I just wanted to express my support for this project. As an Orange County native who went to college in San Francisco and once again resides in OC, the prospect of being able to take modern public transit to SF and LA, where I do have frequent business and friends is very exciting. I already know I would frequent those locals more often if the journey to each was more convenient and fast. I look forward to following the progress and can't wait to take my first ride. Sincerely, Steve Cooper

24.171 Response to Submission 013824 (Steve Cooper, Individual, Feb 3, 2026)

24.171.1 0601

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013825 DETAIL

Status:	Unread
Record Date:	02/03/2026
Interest As:	Individual
Full Name:	Michael Throne

Stakeholder Comments/Issues:

1859 High my name is Mike please send me a link Mike Throne Independence Pathways Program Student, HS Diploma "Be yourself everybody else is already taken."- Oscar Wilde

24.172 Response to Submission 013825 (Michael Throne, Individual, Feb 3, 2026)

24.172.1 1859

The California High-Speed Rail Authority contacted the commenter on February 3, 2026, and provided the requested information. This comment does not address the sufficiency of the Draft Environmental Impact Report/Environmental Impact Statement, nor does it suggest edits to the document; accordingly, no change has been made to the document in response to this comment.

Los Angeles to Anaheim - RECORD #013826 DETAIL

Status:	Unread
Record Date:	02/03/2026
Interest As:	Individual
Full Name:	Alexander Walker

Stakeholder Comments/Issues:

0876

I work in the rail industry and for local advocacy groups. While I generally support the vision to connect Los Angeles to San Francisco, I do not understand the segment from Los Angeles to Anaheim. This section will require the leveling of several dozen businesses and cost an additional several billion to build a system that is nearly identical in speed to the current Amtrak connection between Los Angeles and Anaheim. A far more efficient option would be to utilize the existing network and set guarantee transfer options with Amtrak. This allows passengers to reach Anaheim and beyond and preserves billions in funding for other aspects of the project.

24.173 Response to Submission 013826 (Alexander Walker, Individual, Feb 3, 2026)

24.173.1 0876

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Refer to Standard Response LAA-Response-Section 3.12 SOCIO-01: Relocations, Right-of-Way Process, Eminent Domain, in Chapter 18.

Los Angeles to Anaheim - RECORD #013833 DETAIL

Status:	Action Pending
Record Date:	02/03/2026
Interest As:	Individual
Full Name:	Donald Szerlip

Stakeholder Comments/Issues:

1115 I believe the line should have a stop at the existing Norwalk/Santa Fe Springs Metrolink station on its route from Union Station to Anaheim. This station is part of the Measure M plan to be the last stop in the extension of the C-IIne. When all is complete, patrons would have a one seat ride to and from the LAX/Metro station. Donald Szerlip Adwerx Communications 1525 Aviation Blvd #161 Redondo Beach, CA 90278 ASI# 466818 310-938-5344 www.adwerx.net Click Below to see great new ideas for your next event

24.174 Response to Submission 013833 (Donald Szerlip, Individual, Feb 3, 2026)

24.174.1 1115

Refer to Standard Response LAA-Response-Chapter 2 Alt-03: HSR Station Options, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013840 DETAIL

Status:	Action Pending
Record Date:	02/03/2026
Interest As:	Individual
Full Name:	Diane Reiman

Stakeholder Comments/Issues:

0514 My name is Diane Reiman. That's all the information um that I want to give you, but I was born in California. I have lived here 75 years. I am a taxpayer. I am a senior citizen, and I do not want one more penny spent on this awful idea for high-speed rail, especially to Anaheim, um, from Los Angeles, or wherever the heck it is going. This, we've wasted way too much money on this. There is no assurance that more money will not be needed down the line, and I just want to cut the cord, accept all the millions or billions of dollars that we've already spent in vain and stop this project. That's all I have to say. Thank you very much. Goodbye.

24.175 Response to Submission 013840 (Diane Reiman, Individual, Feb 3, 2026)

24.175.1 0514

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013856 DETAIL

Status:	Unread
Record Date:	02/03/2026
Interest As:	Individual
Full Name:	Alexander Cannon

Stakeholder Comments/Issues:

0608 Dear California High-Speed Rail Authority Project Team, I am writing in support of the Los Angeles to Anaheim (LA–A) Project Section and to submit comments on the Draft EIR/EIS. The LA–A segment is exactly the kind of project Southern California needs: high-capacity, electrified rail running largely within an existing corridor that already carries passenger and freight service. Connecting LA Union Station to ARTIC along this alignment is a sensible, cost-conscious approach that prioritizes mobility gains while limiting unnecessary new land impacts. This is one of the most heavily traveled corridors in the state, and continuing to rely on highways alone is neither realisticLos.Angeles_Anaheim@hsr.ca.gov nor sustainable. I support the Authority's Preferred Alternative – Shared Passenger Track Alternative A with the Light Maintenance Facility at 26th Street. Using shared passenger tracks within an established rail corridor is a practical solution that balances operational needs with environmental and community considerations. It reflects a willingness to work within real-world constraints rather than chasing a theoretical "perfect" alignment that would be far more disruptive and expensive. From a broader perspective, this project meaningfully advances several critical goals at once: It provides a real alternative to driving on an increasingly congested I-5 and SR-91 corridor It reduces emissions and improves air quality by shifting trips to electrified rail It strengthens regional rail reliability and connectivity between LA and Orange County It invests in long-term capacity instead of perpetually widening freeways I also appreciate that the Draft EIR/EIS evaluates an intermediate station option at Norwalk/Santa Fe Springs or Fullerton. While I recognize that station placement requires careful technical and operational analysis, I encourage continued consideration of an intermediate stop that meaningfully expands access, integrates well with existing Metrolink and Amtrak service, and serves riders who are currently underserved by fast regional connections. The No Project Alternative does not meaningfully address Southern California's transportation, climate, or quality-of-life challenges. Delay and inaction carry real costs—continued congestion, worsening air quality, and missed economic opportunity. Moving this project forward is both justified and necessary. Thank you for the opportunity to comment and for the work that has gone into the Draft EIR/EIS. I urge the Authority to proceed with the Preferred Alternative and continue advancing this project toward construction. Sincerely, Alexander Cannon Claremont, CA

24.176 Response to Submission 013856 (Alexander Cannon, Individual, Feb 3, 2026)

24.176.1 0608

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Refer to Standard Response LAA-Response-Chapter 2 Alt-03: HSR Station Options, in Chapter 18.

The commenter expresses support for the Los Angeles to Anaheim Project Section and its benefits, as well as for an intermediate high-speed rail (HSR) station option. Chapter 8, Preferred Alternative, of the Draft Environmental Impact Report/Environmental Impact Statement summarizes why the Preferred Alternative, Shared Passenger Track Alternative A, does not include an intermediate HSR station. Including an HSR station would result in additional environmental impacts on surrounding communities, as well as increased project costs.

Los Angeles to Anaheim - RECORD #013860 DETAIL

Status:	Unread
Record Date:	02/03/2026
Interest As:	Individual
Full Name:	Peter Isaacson

Stakeholder Comments/Issues:

0609 Please don't exclude the Norwalk/Santa Fe Springs from this segment of the HSR If ever the Metro C train (Green) is extended Eastward parallel and underground along Imperial Highway, it could connect to this very station creating a greater more versatile hub that already connects Buses, Metrolink, and possibly even Amtrack Peter Isaacson Whittier CA 3.14159265358979323846264

24.177 Response to Submission 013860 (Peter Isaacson, Individual, Feb 3, 2026)

24.177.1 0609

Refer to Standard Response LAA-Response-Chapter 2 Alt-03: HSR Station Options, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013866 DETAIL

Status:	Unread
Record Date:	02/03/2026
Interest As:	Individual
Full Name:	Daphne Maclean

Stakeholder Comments/Issues:

0878

Hello, I called the number given a week or 2 ago and spoke to a women who heard my concerns and she said to send an email as well. I don't see an email address so I am writing here. She had told me that on a map she was looking at, the HSR would be moving the wall 120 feet north which is basically all of our townhomes in our neighborhood. I live in one of them. Maybe she meant 120 inches which would be 10 feet. Either way, the wall moving that far in would effect the only road to all of our homes. We need to know what the intention of the HSR is with respect to our homes which are referred to as "Condos" in AI with a mention of possible demolishing approximately 25 of them. We have been told that HSR doesn't have plans to demolish our neighborhood yet moving the wall North into our Neighborhood would effect it in some manner. Can you please explain and give us a better estimate of a timeline. Thank you, Daphne

24.178 Response to Submission 013866 (Daphne MacLean, Individual, Feb 3, 2026)

24.178.1 0878

The California High-Speed Rail Authority acknowledges the commenter's concern regarding potential effects on residential access near the area adjacent to the relocated Buena Park Metrolink Station. The Los Angeles to Anaheim Project Section does not propose residential displacement or demolition of townhomes in this area.

The commenter's reference to "120 feet" may be a description of an approximate square-foot area associated with right-of-way or access modifications, not linear feet of residential frontage. Any right-of-way impacts in this location would be limited and would not result in the removal of residences.

No revisions have been made to the Draft Environmental Impact Report/Environmental Impact Statement in response to this comment.

Los Angeles to Anaheim - RECORD #013869 DETAIL

Status:	Unread
Record Date:	02/03/2026
Interest As:	Individual
Full Name:	Julian Leon

Stakeholder Comments/Issues:

0849

0850

Thank you for making this project come to life. I recently attended the public hearing in Anaheim at the Brookhurst community center. I am 100 percent for HSR and public transportation, primarily via train and light rail. My main concern is for the public safety specifically in the Anaheim area, starting with the La Palma crossing / Sycamore St. / Broadway Ave / Santa Ana St. / South St. / Vermont / Ball Rd. I feel like these street/rail crossings are being overlooked as many pedestrians and local commuters do cross these train tracks. I did not see or hear of any mention of these train crossings at the public hearing. Is their an alternative to possibly build an underpass or overpass for commuters. I live closer to the Sycamore corridor pass and daily kids cross these tracks to get to and from school (Sycamore Jr High, Anaheim High School) i feel like their is a big risk being taken here by not providing alternatives for local public traffic. I have family member that has been struck by a train and killed here. Maybe he wasn't in the right state of mind but, how can we prevent this from happening in the future and not have to deal with accidents as they come and go back to the drawing board. Please consider alternatives for this area. thank you for your time, and i look forward to traveling on HSR CA.

24.179 Response to Submission 013869 (Julian Leon, Individual, Feb 3, 2026)

24.179.1 0849

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

24.179.2 0850

Refer to Standard Response LAA-Response-Chapter 2 Alt-05: Grade Separations, in Chapter 18.

Refer to Standard Response LAA-Response-Section 3.11 S&S-01: At-Grade Crossing Safety, in Chapter 18.

Los Angeles to Anaheim - RECORD #013872 DETAIL

Status:	Unread
Record Date:	02/03/2026
Interest As:	Individual
Full Name:	Patrick Kelly

Stakeholder Comments/Issues:

0885
0886

Hi, my name is Patrick Kelly. My address is Okoboji, Iowa 51355. My phone number is . I no longer live in California, but I still travel by train in California and I travel all over the United States by train. It's my preferred method of transportation. And I strongly urge a location in Fullerton for the stop for high-speed rail. Fullerton, where the Amtrak stops is a much better location than the other ones. So I wanna put that in and strongly support what you're doing and I'm involved in expanding the passenger service, through an ad hoc committee. In the Midwest and uh appreciate very much what California is doing. It's a very wonderful state and I'll always treasure the 35 years that I lived in California. I'm a retired Teamster and truck driver, and I'm a strong supporter of high-speed rail, and I wanna thank all the electeds and the other people, uh, particularly the people from the Railroad Brotherhoods and the other labor organizations that support high-speed rail. Again, thank you. It's Patrick . Viva passenger service.

24.180 Response to Submission 013872 (Patrick Kelly, Individual, Feb 3, 2026)

24.180.1 0885

Refer to Standard Response LAA-Response-Chapter 2 Alt-03: HSR Station Options, in Chapter 18, Standard Responses.

24.180.2 0886

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18.

Los Angeles to Anaheim - RECORD #013874 DETAIL

Status:	Unread
Record Date:	02/03/2026
Interest As:	Individual
Full Name:	Benjamin Hanpeter

Stakeholder Comments/Issues:

0866

Happy to see the continued progress, don't slow down! Alternative A seems reasonable given the extra flexibility offered by the double-sided LMF, so that is my preference. CA HSR is such an important project for our state, for high speed rail to work anywhere in America, is has to work here. Keep up the good work!

24.181 Response to Submission 013874 (Benjamin Hanpeter, Individual, Feb 3, 2026)

24.181.1 0866

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Refer to Standard Response LAA-Response-Chapter 2 Alt-01: Alternatives Selection and Evaluation Process and Identification of the Preferred Alternative, in Chapter 18.

Los Angeles to Anaheim - RECORD #013875 DETAIL

Status:	Unread
Record Date:	02/03/2026
Interest As:	Individual
Full Name:	Bob Wolfe

Stakeholder Comments/Issues:

Please see attachment for an explanation why I support an intermediate HSR station at Norwalk / Santa Fe Springs to provide a direct one-seat light rail link between HSR and LAX. Such a direct light rail connection is not provided between LAUS and LAX.

ROBERT S. WOLFE

February 3, 2026

Calif. High Speed Rail Authority
355 So. Grand Ave.,
Los Angeles, CA 90071
Attn: LA-Anaheim Draft EIR/EIS comment
email: Los.Angeles_Anaheim@hsr.ca.gov

Re: Los Angeles to Anaheim Draft EIR/EIS Comment

1114

I write in support of an intermediate HSR transit station at Norwalk/Santa Fe Springs to connect with the L.A. Metro's C Line to provide one-seat light rail service directly to LAX via the LAX/Metro Transit Center and the LAX Automated People Mover (APM) electric train station.

The Draft EIR/EIS cogently details some of HSR's project objectives:

- link all major forms of transportation;
- improve public transportation systems and services;
- provide better access to airports and seaports;
- enhance efficient operation of transportation facilities and service.

An intermediate station at Norwalk / Santa Fe Springs directly promotes these HSR project objectives, particularly access to airports and the regional transportation grid. Without a Norwalk Santa Fe Springs intermediate HSR station, there would be no one seat rail connection between HSR and LAX.

Here's why. L.A. Metro's C Line, now operational, provides a 17.8 mile one-seat "train to plane" light rail ride between LAX and Norwalk, through the existing C (Green) Line and the APM. Under Metro's Measure M, the C Line will be expanded an additional 2.8 miles to the east to provide a direct light rail connection to the Norwalk / Santa Fe Springs Metrolink station. The project completion date for this relatively short C Line expansion can be coordinated with the opening of an intermediate HSR station at Norwalk / Santa Fe Springs.

Metro's rail link between Union Station and LAX currently requires some two-to-three light and heavy rail transfers. For many passengers from Orange County, the Inland Empire, San Diego, or from the Bay Area on HSR, Union Station is out of the way geographically relative to an east-to-west trip to the airport. A Norwalk HSR stop plus Metro C Line transfer cuts out backtracking, and reduces traffic and congestion at Union Station.

An intermediate HSR station at Norwalk / Santa Fe Springs opens an additional gateway in south L.A. County to make the HSR system more practical and equitable for a wide variety of residents and businesses in the Gateway Cities, South L.A., the South Bay, and Riverside County.

Thank you for your consideration of these matters.

Very truly yours,



Writer's background: For informational purposes, I am an appellate attorney in Southern California, and an engaged and active public transit rider and transit advocate. I am a board member of the L.A. Metro Community Advisory Council and the Metro South Bay Service Council. I also am a board member of Public Counsel, the largest pro bono organization in the U.S., and one of the recipients of Public Counsel's Pro Bono Award in 2022. I also am a board member of the Calif. Supreme Court Historical Society and serve as a Civil Service Commissioner for the City of Hermosa Beach. I write purely in my individual capacity, and do not purport to represent the views or opinions of any of the above-mentioned organizations.

24.182 Response to Submission 013875 (Bob Wolfe, Individual, Feb 3, 2026)

24.182.1 1114

Refer to Standard Response LAA-Response-Chapter 2 Alt-03: HSR Station Options, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013880 DETAIL

Status:	Action Pending
Record Date:	02/03/2026
Interest As:	Individual
Full Name:	David Maraszek

Stakeholder Comments/Issues:

0883
0884

Is there a plan to install a sound wall near residential zones between LA and Anaheim? The proposed path is very close to some neighborhoods. I would support an additional high speed rail stop at either Norwalk or Fullerton. Thank you for providing this draft report.

24.183 Response to Submission 013880 (David Maraszek, Individual, Feb 3, 2026)

24.183.1 0883

The Draft Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) evaluates noise mitigation for areas with potential severe noise impacts under the National Environmental Policy Act and significant impacts under the California Environmental Quality Act pursuant to the noise and vibration mitigation measure described in Section 3.4.7.3, N&V-MM#3: Implement California High-Speed Rail Project Noise Mitigation Guidelines, of the Draft EIR/EIS. Sound barriers are considered reasonable and feasible only if they meet specific criteria set forth in the California High-Speed Rail Authority's (Authority) Noise and Vibration Mitigation Guidelines, including achieving a minimum 5-decibel noise reduction, benefiting at least 10 sites, being at least 800 feet in length, and meeting cost-effectiveness thresholds. These criteria are intended to ensure meaningful noise reduction while minimizing visual impacts and controlling costs (refer to Draft EIR/EIS Appendix 3.4-A, Noise & Vibration Mitigation Guidelines).

Based on application of these criteria, the Authority proposes a sound barrier at one location in Anaheim where the mitigation meets the guidelines' requirements. The location of the proposed sound barrier is depicted on Figure 3.4-10. Where sound barriers are not feasible or where residual severe noise impacts remain, the Authority would consider additional mitigation measures, including building-specific treatments such as acoustically treated windows, added insulation, or mechanical ventilation, as described in Section 3.4.7.3. These measures would be refined on a case-by-case basis and are intended to reduce interior noise levels.

Upon project approval, the Authority would commit to and implement all adopted mitigation measures. Mitigation addressing operational noise would be implemented closer to the commencement of operations and in consultation with affected property owners.

24.183.2 0884

Refer to Standard Response LAA-Response-Chapter 2 Alt-03: HSR Station Options, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013882 DETAIL

Status:	Action Pending
Record Date:	02/03/2026
Interest As:	Individual
Full Name:	Greg Westin

Stakeholder Comments/Issues:

0865 To the government of California: I think it's important to get a train down from Sacramento to Anaheim as soon as possible. I have a girlfriend at least she says she's in Santa ana. I would like to see her from Portland and right now I cant get the right plane work real ID to do that. But I think you guys are going to have the your work cut out for you finding something to climb the grapevine near I 5 soon. Good luck with that. Maybe I'm better off taking the bus. I don't know. It's a long way down there. I suppose this could take half a trillion dollars to complete. I wonder if I would ever enjoy it really just the first 500 miles from portland to Sacramento or Merced. Good luck Lots of concrete They say it takes vision Greg Westin Former Palmdale CA resident

24.184 Response to Submission 013882 (Greg Westin, Individual, Feb 3, 2026)

24.184.1 0865

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013883 DETAIL

Status:	Unread
Record Date:	02/03/2026
Interest As:	Individual
Full Name:	Nick De La Torre

Stakeholder Comments/Issues:

0881

I am writing to express my strong support for the Los Angeles to Anaheim Project Section. While I want to see this project move forward as quickly as possible, I urge the Authority to ensure that the current designs for the Anaheim terminus do not limit our future options. Specifically, I hope the project is built in a way that allows for an eventual extension to Irvine. Irvine is a major growth center for Orange County, and extending the line there would significantly increase ridership and provide better access for everyone in the southern part of the county. Furthermore, I am a strong advocate for accelerating the double-tracking and electrification of the Metrolink/LOSSAN corridor. Coordinating High-Speed Rail with these regional rail improvements will create a faster, more reliable, and cleaner transit system for all of us. Please ensure the design at Anaheim is "future-proof" so that we can easily extend service to Irvine and beyond when the time comes. Thank you

24.185 Response to Submission 013883 (Nick De La Torre, Individual, Feb 3, 2026)

24.185.1 0881

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

The commenter expresses their support for the Los Angeles to Anaheim Project Section and a future extension to Irvine.

High-speed rail (HSR) service south of Anaheim would be evaluated as part of Phase 2 of the HSR system. The 2005 *Final Program Environmental Impact Report/Environmental Impact Statement for the Proposed California High-Speed Train System* eliminated a route between Anaheim and Irvine because of potential high costs and complexities with construction and right-of-way. However, additional studies would be prepared for Phase 2 in the future when funding is available, which could include studies for an extension to Irvine. No revisions have been made to the Draft Environmental Impact Report/Environmental Impact Statement in response to this comment.

Los Angeles to Anaheim - RECORD #013884 DETAIL

Status:	Action Pending
Record Date:	02/03/2026
Interest As:	Individual
Full Name:	Grady Yu

Stakeholder Comments/Issues:

Comment in attachment

0969 With the main focus of the EIR being the impacts to HSR, this report does not adequately address some impacts to the Metrolink/Amtrak rail service in LA to Anaheim project area. The proposed station designs leave room for improvements and mitigations in ADA disability access, connectivity to public transportation, and other areas of concern.

0970 The EIR has failed to analyze how existing and planned passenger rail that will share the project area could integrate with HSR service. The existing Rail-2-Rail program permits riders with monthly passes to take either Amtrak Pacific Surfliner or Metrolink trains between Los Angeles Union Station and Anaheim. CAHSR could enter into a similar agreement with these agencies. In the event the CAHSR Board selects a No Build Alternative, some HSR service on this project section could be provided via a transfer to commuter rail. In the event the CAHSR Board selects a Build Alternative, commuter rail could still serve as a transit connection to HSR. According to Appendix 2-E, only two trains per hour will serve Anaheim in the Phase 1 service plan. Amtrak Pacific Surfliner and/or Metrolink trains with fare integration and coordinated scheduling could provide HSR passengers along the project section with access to HSR services that terminate at Union Station. Although the Phase 1 service plan limits HSR passengers boarding at Anaheim to only the All-Stop service pattern, passengers along this project section could transfer from commuter rail at Los Angeles Union Station to the Limited-Stop and Express services. Since this EIR has not analyzed the impact of these connections, the report likely undercounts the true ridership of each of the alternatives.

0971

The station designs in this EIR reproduce the existing imperfect level of disability access and miss the opportunity to make a generational improvement in guaranteed equal access to public transportation. The Department of Transportation has recently highlighted the difficulty that passengers in wheelchairs face when taking air travel in the United States. https://www.transportation.gov/briefing-room/secretary-buttigieg-announces-sweeping-protections-airline-passengers-disabilities CAHSR will provide disabled passengers with a dignified alternative to flying but only if the train stations do not pose an accessibility barrier. The preliminary designs do not maximize station accessibility.

The project design relies too heavily upon elevators, which are reliable day-to-day but not on the timescale of the project. Elevators require annual inspections and maintenance, frequently experience unscheduled outages, and can experience extended outages due to a shortage in qualified repair personnel. When a station design depends upon elevators only to provide ADA access, an elevator failure effectively closes the station to disabled passengers. Although the project plan includes a pair of elevators to prevent a single point of failure, both elevators in the pair are still subject to common failure modes.

By contrast, ramps are a reliable and fail-safe feature for providing disability access. Unlike elevators, ramps do not become disabled by power outages and typically do not suffer from mechanical failures. Unlike staff assistance, ramps typically do not get removed due to a lapse in funding. Furthermore, ramps provide universal access: passengers with rolling luggage and/or strollers also receive a benefit. A well designed station may incorporate a ramp to leave passengers in front of the car with mobility assistance. Ramps can also improve the fire safety of stations by providing a high volume means of egress.

The proposed Norwalk/Santa Fe Springs station should be designed with ramps to all platforms in addition to elevators. The proposed elevated station would impact ADA access because disabled passengers could, in principle, cross to the other side of the existing station via the Imperial Hwy undercrossing. The additional ramps will make the station design not depend only on the elevators to provide ADA access, which mitigates the disparate disability access impacts. The preliminary station drawings do not appear to show any physical incompatibilities that would prevent ramps from being added to this station design.

The proposed new pedestrian bridge at the Anaheim ARTIC station has potentially disparate accessibility impacts. The existing and planned ARTIC station provides an example of platforms that have both elevator access and ramp access. In the event of

0971

an elevator outage, one or both platforms may become inaccessible to ADA passengers from the existing pedestrian bridge. The backup accessibility path requires disabled passengers to instead head to ground level. The existing station provides a single natural point to inform passengers to take a different route: a notice can be posted at the elevators inside the ARTIC building. However, the new pedestrian bridge would require an additional element to inform passengers of elevator outages. Providing this information in advance ensures dignified treatment of disabled passengers.

The preliminary designs in the EIR appear to be incompatible with accessibility improvements to the Metrolink/Amtrak passenger platforms. The engineering drawings do not include allowances for accessibility solutions that exist in other rail agencies in the state: high and low level doors by Caltrain in the Bay Area, retractable platforms by SPRINTER in San Diego, or gauntlet tracks by SMART in Sonoma-Marin. The preliminary designs thus appear to constrain disability access to Metrolink/Amtrak.

0972

This EIR has unsoundly assumed that an increase in rail passengers will not lead to an associated increase in smoking at and near train stations. Section 3.3 does not even include the words "tobacco" or "smoking" in its analysis of Air Quality impacts. Although smoking is legally prohibited at the existing train stations in the project area, in practice no agency enforces this rule. This report makes no claim of a relationship between increased passenger rail service and decreased propensity for tobacco usage. As such, this project will lead to a foreseeable increase in known carcinogens affecting the local air quality near the stations. This EIR has failed to consider mitigations such as funding smoking cessation programs, funding no smoking enforcement at stations, or acquiring property from impacted residents or businesses.

0973

The designs in the EIR reflect a very car-centric mindset in the production of this report. For a project that has a nominal goal of reducing VMTs, having to guarantee no loss of parking at any station seems to be an inappropriate requirement. Simultaneously, the project designs have disparate impacts on passengers arriving by public transportation or walking.

The relocated Commerce Station design does not justify the need to reproduce every parking space at the existing station. This requirement to not reduce parking by even one space appears to be inappropriate because building parking spaces that will remain unused would not be an effective use of project resources and the parking requirements may be forcing the selection of a larger than necessary site.

0974

The proposed Norwalk/Santa Fe Springs Metrolink only station has a clear design bias towards ease of access to parking that comes at the expense of worse connections to transit. The station entrance appears to be at the center of the platform, which provides short and quick access from the proposed new surface parking. However, this entrance location increases the walking distance to and from the proposed transit plaza near Imperial Hwy. This design disparately impacts public transportation riders: 100 extra feet can make the difference between catching and missing a transfer. In fact, the location of this proposed station favors access by private car; since the existing freight rail blocks pedestrian access to the south, all pedestrian and transit access will be from the north via Imperial Hwy. Although platforms and tracks may be in that location due to engineering reasons, the entrance appears to be located at the middle of the platform solely to reduce the distance to the parking lots. Relocating the whole station nearer to Imperial Hwy to facilitate transit connections does not appear to have any additional property impacts, since the properties to the north of Imperial Hwy are already impacted by the current preliminary design.

0975

The proposed Norwalk/Santa Fe Springs station appears to be incompatible with a future extension of the LA Metro C line. Although no project to extend service is currently planned, connecting transit across the gap between the LA Metro C line Norwalk Station and the Norwalk/Santa Fe Springs Metrolink station would significantly increase transit connectivity. However, the preliminary station design appears to be incompatible with both a ground level and an elevated LA Metro extension. The design does not leave a cross-section available for a future project. Combined with the existing freight rail bridge over Imperial Hwy, this proposed station may pose an impassable barrier to LA Metro expanding into Norwalk. To mitigate this impact, this station could be redesigned with a safeguarded cross section near Imperial Hwy or the presumed route of the LA Metro extension, knockout panels to facilitate future connections, and a station stairway design with consideration for future transfers.

0975 The proposed Norwalk/Santa Fe Springs Metrolink only station design is unwilling to sacrifice even a single parking space for a street side bus bay on Imperial Hwy. This element would support transit routes that do not terminate at the station.

0976 In October, 2025 OCTA made changes that improved bus service to the existing Buena Park station. Route 29/A was redesigned to terminate at Buena Park station, route 129 provides new service through the City of La Habra to Brea Mall. The impact analysis in this EIR may no longer be valid for the new service pattern.

0977 The relocation of the Buena Park Metrolink station may have an adverse community impact. The City of Buena Park recently renamed the station in honor of former Mayor Art Brown. https://www.buenapark.com/_T2_R466.php The proposed demolition and relocation of the station which has a connection to Mayor Brown could prompt negative community feedback.

The relocation of the Buena Park Metrolink station may cause legal uncertainty for nearby property owners. SB 79, a bill enacted in October 2025, provides certain development rights on properties near transit stations. Property owners who are near the existing station but not the relocated station may face legal uncertainty as to whether or not their properties continue to enjoy the additional development rights.

The proposed station plans in this EIR may conflict with the legislative goals of the California State Legislature. SB 79 expresses a legislative intent to reduce parking requirements near rail stations. However, the proposed station designs in the EIR include identical or increased parking availability.

0978 The Fullerton Station HSR option has potential impacts on current commuter rail passengers. With the Metrolink/Amtrak platform in an island configuration, the platforms at Fullerton will no longer be accessible directly from the street but require entering an underpass or crossing a pedestrian bridge. Combined with the proposed faregates, these changes could significantly increase the time necessary to reach the platform. The proposed faregates would also create a closed station that contrasts with the other stations on the Metrolink system, which could lead to passenger confusion. The design should be carefully studied to ensure that it does not worsen the experience of Metrolink/Amtrak passengers.

24.186 Response to Submission 013884 (Grady Yu, Individual, Feb 3, 2026)

24.186.1 0969

Refer to Standard Response LAA-Response-Chapter 2 Alt-02: Changes to Passenger Rail Station Facilities, in Chapter 18, Standard Responses.

The commenter asserts that the station designs do not adequately address Americans with Disabilities Act access and transit connectivity. The station plans in the Draft Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) are conceptual; at this phase of design, they are meant to depict the overall station programming and access. The station concepts would be refined in later phases of design, in coordination with the cities and stakeholders. The design of all stations will adhere to applicable engineering design standards and would meet or exceed national platform and Americans with Disabilities Act standards. Additionally, Section 3.2, Transportation, of the Draft EIR/EIS evaluates the potential for the project to result in continuous permanent impacts on pedestrian, bicycle, and transit facilities during operations under Impact TR-13. As discussed therein, the California High-Speed Rail Authority (Authority) would work closely with all agencies to prevent design, construction, and operation of the Los Angeles to Anaheim Project Section (project section) from adversely affecting existing and planned bus and train routes within the project corridor. No revisions have been made to the Draft EIR/EIS in response to this comment.

24.186.2 0970

The commenter states that the EIR has not analyzed how existing rail passengers from Metrolink and Amtrak could transfer to the high-speed rail (HSR), and therefore the ridership numbers are not accurate. The Authority's ridership modeling includes connections from different modes, including intercity rail. Therefore, ridership has not been undercounted. Please refer to Appendix 2-D, Station Access Methodology Report, for a description of the methodology. No revisions have been made to the Draft EIR/EIS in response to this comment.

24.186.3 0971

The commenter expresses concerns regarding disability access at proposed stations, with a suggestion to provide ramps instead of elevators. The station plans in the Draft EIR/EIS are conceptual; at this phase of design, they are meant to depict the overall station programming and access. The station concepts would be refined in later phases of design, in coordination with the cities and stakeholders. The design of all stations will adhere to applicable engineering design standards and would meet or exceed national platform and Americans with Disabilities Act standards. The commenter suggests adding ramps in addition to elevators. The relocated Metrolink station platform would be approximately 30 feet high, and the length of ramp required to comply with Americans with Disabilities Act standards would be impractical.

The commenter appears to be referring to the new pedestrian bridge that connects the proposed parking structure with Anaheim Regional Transportation Intermodal Center. This new bridge connects the proposed multistory parking structure with the existing pedestrian bridge, which does not affect any existing disability access features. Disability access for the proposed parking structure would be designed and handled the same way as for existing structures.

No revisions have been made to the Draft EIR/EIS in response to this comment.

24.186.4 0972

As noted by the commenter, smoking is legally prohibited at the existing train stations and, consistent with California law, the HSR trains will also prohibit smoking. Because future passengers would have to comply with California Government Code Section 7597, the project would not increase smoking at and near train stations. No revisions have been made to the Draft EIR/EIS in response to this comment.

24.186.5 0973

Stations will be designed and built to enhance pedestrian, bicycle, and other shared ride access. Mobility features such as walking paths, bicycle lockers, and drop-off zones will be encouraged to improve access. Incorporation of LU-IAMF#2, Station Area Planning and Local Agency Coordination, would require coordination with local agencies to prepare station area plans that encourage multimodal hubs, promote value capture at and around stations, and advance transit-oriented development strategies to support station areas that are mixed use and pedestrian accessible, and have HSR-supportive development.

For relocated or modified Metrolink/Amtrak stations, the Authority's policy is to provide the same amount of parking that would be lost, because these stations are owned and operated by other agencies and cities and serve other rail operators' passengers.

No revisions have been made to the Draft EIR/EIS in response to this comment.

24.186.6 0974

Refer to Standard Response LAA-Response-Chapter 2 Alt-02: Changes to Passenger Rail Station Facilities, in Chapter 18.

The commenter states the modified Norwalk/Santa Fe Springs Metrolink Station is biased toward private automobile users because of the entrance of the Metrolink plaza entrance. The location of the station platforms was determined based on engineering requirements, not on distance from the parking lots. The platform needs to be on a straight segment of track, and therefore cannot be shifted north toward Imperial Highway.

The station plans in the Draft EIR/EIS are conceptual; at this phase of design, they are meant to depict the overall station programming and access. The station concepts would be refined in later phases of design, in coordination with the cities and stakeholders. No revisions have been made to the Draft EIR/EIS in response to this comment.

24.186.7 0975

Refer to Standard Response LAA-Response-Chapter 2 Alt-03: HSR Station Options, in Chapter 18.

24.186.8 0976

The Authority acknowledges the commenter's statement regarding the Orange County Transportation Authority's updated bus service. The most current bus service routes were used at the time of preparation of the report. As described in Section 3.2 of the Draft EIR, the Authority would incorporate TR-IAMF#13, Stakeholder Coordination with Transportation Agencies, and would work closely with all agencies to prevent design, construction, and operation of the project section from adversely affecting existing and planned bus and train routes within the project corridor.

24.186.9 0977

The commenter noted the recent renaming of the Buena Park Metrolink Station to the Art Brown Metrolink Station in honor of former Mayor Brown. The Authority would not object to the City of Buena Park choosing to name the relocated Buena Park Metrolink Station. As described in Chapter 2, Alternatives, the Authority developed construction assumptions for the purposes of assessing potential environmental impacts; the earliest that construction of the relocated Buena Park Metrolink Station could occur would be early 2034, but there is no date set for demolition and construction of the current Metrolink Station. Please refer to Section 2.6.3.5, Freight or Passenger Railroad Modifications, of the Draft EIR/EIS for additional information on the proposed relocation and refer to Chapter 5, Community Analysis, of the Draft EIR/EIS for community impacts.

Senate Bill (SB) 79 incentivizes higher-density development near high-quality transit stations. SB 79 does not set parking requirements near rail stations. However, as part of the project design, LU-IAMF#2, Station Area Planning and Local Agency Coordination, is expected to minimize the overall demand and additional need for parking and traffic access at stations by facilitating alternative

methods of station access and improving connections to HSR stations. Construction of the project would not override or preclude the incentives included in SB 79.

This comment does not address the sufficiency of the Draft EIR/EIS, nor does it suggest edits to the document. No change has been made to the document in response to this comment.

24.186.10 0978

The commenter expresses concerns about the time it would take to reach the new platform and states that the station redesign should not worsen Metrolink and Amtrak passengers' experiences. Regarding walk time, the Authority conducted walk-time analysis of existing conditions and conditions with implementation of the Shared Passenger Track Alternatives. The Authority determined that proposed conditions would result in an approximately 30-second increase in the time to walk from the existing parking structure or Pomona Avenue to the new center platform, as compared to the existing conditions of walking from these locations to the station's existing platform. For those requiring Americans with Disabilities Act facilities, the Shared Passenger Track Alternatives would result in a 20-second decrease from the existing parking structure and a 10-second decrease from Pomona Avenue, as compared to existing conditions. Therefore, proposed modifications at the Fullerton Metrolink/Amtrak Station would not compromise pedestrian access.

Refer to response to comment #0971 above for more information on how the station would be designed to be accessible. No revisions have been made to the Draft EIR/EIS in response to this comment.

Los Angeles to Anaheim - RECORD #013885 DETAIL

Status:	Action Pending
Record Date:	02/03/2026
Interest As:	Individual
Full Name:	Oliver Mather

Stakeholder Comments/Issues:

0864 Hello to CAHSR, Though I am disappointed by the slower speed and lack of Norwalk (and the future LA Metro to the south connection it will eventually provide) and Fullerton station, and wish either of these could be addressed at some point in the future, from what little else I know of this section I would like to do what I can to encourage the project to speed this section and this project up to bring High Speed Rail to Southern California, so let us certify this section to have 100% certification. Thank you so much for your time and consideration, Oliver Mather

24.187 Response to Submission 013885 (Oliver Mather, Individual, Feb 3, 2026)

24.187.1 0864

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Refer to Standard Response LAA-Response-Chapter 2 Alt-03: HSR Station Options, in Chapter 18.

Los Angeles to Anaheim - RECORD #013925 DETAIL

Status:	Action Pending
Record Date:	02/09/2026
Interest As:	Individual
Full Name:	Jens Kiesel

Stakeholder Comments/Issues:

1581 To Ms. La Donna Di Camillo, ... or to whom it may concern, You guys must be totally nuts to propose a project as refered to above. High Speed rail has wasted billions of dollars and not laid a mile of operable track between San Francisco and Los Angeles. Now you want to sell the voters more of your inability to cash in on dumb ideas and pay your salaries. Metrolink and Amtrak just do fine. To Mr. Galvez, You are a Director of Environmental Services and send us/signed this HSR proposal on a stack of papers for which our trees were felled. You are a waste manager but not EPA. You must be thinking the California voter is really stupid. They will agree to anything proposed by the Newsome Government handlers. You should be ashamed of yourself. People, the voters have to pay for your moronic ideas with their hard earned money, whereas you propose this crap, cash in and sit in your suite on the 20th floor.God have mercy and hopefully will you into common sense.Best,J. Kiesel

Jens F.M. Kiesel

Anaheim, CA. 92815(mail)
, Anaheim, CA. 92805

Phone: ***E-mail:***

Ms. LaDonna Di Camillo & Stafan Galvez
California High Speed Rail Authority
355 S. Grand Ave. Suit 20250
Los Angeles, CA. 90071

December 4th, 2025

Re.: L.A. – Anaheim Rail project

To Ms. La Donna Di Camillo, … or to whom it may concern,

You guys must be totally nuts to propose a project as refered to above.

High Speed rail has wasted billions of dollars and not laid a mile of operable track between San Francisco and Los Angeles. Now you want to sell the voters more of your inability to cash in on dumb ideas and pay your salaries. Metrolink and Amtrak just do fine.

To Mr. Galvez,

You are a Director of Environmental Services and send us/signed this HSR proposal on a stack of papers for which our trees were felled. You are a waste manager but not EPA.

You must be thinking the California voter is really stupid. They will agree to anything proposed by the Newsome Government handlers. You should be ashamed of yourself.

People, the voters have to pay for your moronic ideas with their hard earned money, whereas you propose this crap, cash in and sit in your suite on the 20th floor.

God have mercy and hopefully will you into common sense.

Best,

J. Kiesel

Mr. Jens Kiesel
Anaheim, CA 92815-1177

SANTA ANA CA 926
6 DEC 2025 PM 7 L





Ms. LaDonna Di Camillo & Stafan Galvez
California High Speed Rail Authority
355 S. Grand Ave. Suit 20250
Los Angeles, CA. 90071

90071-156099

24.188 Response to Submission 013925 (Jens Kiesel, Individual, Feb 9, 2026)

24.188.1 1581

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013935 DETAIL

Status:	Unread
Record Date:	02/10/2026
Interest As:	Individual
Full Name:	Unknown Unknown

Stakeholder Comments/Issues:

1582 What a joke Newsom Destroyed Calif. We paid for this years ago Where did all our money go? Dump Newsom - Looser/Cheat Are you going to charge us again?

24.189 Response to Submission 013935 (Unknown, Individual, Feb 10, 2026)

24.189.1 1582

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013940 DETAIL

Status:	Action Pending
Record Date:	02/10/2026
Interest As:	Individual
Full Name:	Mike Weyhrich

Stakeholder Comments/Issues:

1809 I am very much in favor of this project an anxious to see it completed. It will be a huge benefit to this region

CALIFORNIA High-Speed Rail Authority

Los Angeles to Anaheim Project Section
Draft Environmental Impact Report/Environmental Impact Statement
Comment Form

NAME: MIKE WEYHRICH | DATE: 1/12/26

AFFILIATION:

ADDRESS: | EMAIL: | PHONE:

CITY: Orange | STATE: CA | ZIP CODE: 92866

*WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply)

- [X] STATEWIDE
- [X] LOS ANGELES TO ANAHEIM

COMMENTS:

I am very much in favor of this project. am anxious to see it completed. It will be a huge benefit to this region

Any information you provide is voluntary. This form, including all the information you may provide, may be posted on the Authority's website and/or may be subject to disclosure pursuant to the California Public Records Act.
*Please complete the email section if you want to be placed on the Authority's email list.

COMMENTS MAY BE SUBMITTED IN THE FOLLOWING WAYS:
BY MAIL TO ATTN: LOS ANGELES TO ANAHEIM PROJECT SECTION DRAFT EIR/EIS COMMENT, CALIFORNIA HIGH-SPEED RAIL AUTHORITY, 355 S GRAND AVE, SUITE 2050, LOS ANGELES, CA 90071, THROUGH THE AUTHORITY'S WEBSITE WWW.HSR.CA.GOV, BY EMAIL TO LOS.ANGELES_ANAHEIM@HSR.CA.GOV WITH THE SUBJECT LINE "LOS ANGELES TO ANAHEIM DRAFT EIR/EIS COMMENT," ORAL COMMENT ON THE DIRECT LINE FOR THE LOS ANGELES TO ANAHEIM PROJECT SECTION BY CALLING (877) 669-0494, OR ORAL AND WRITTEN COMMENT AT PUBLIC HEARINGS.
COMMENTS MUST BE RECEIVED ORALLY, ELECTRONICALLY, OR WRITTEN AND BY MAIL POSTMARKED ON OR BEFORE 11:59 PM PST FEBRUARY 3, 2026.

24.190 Response to Submission 013940 (Mike Weyhrich, Individual, Feb 10, 2026)

24.190.1 1809

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013943 DETAIL

Status:	Action Pending
Record Date:	02/10/2026
Interest As:	Individual
Full Name:	Jordan Turner

Stakeholder Comments/Issues:

[Please refer to the attached transcript for the demarcation of oral comments delivered by this submitter during the public hearing.]

CALIFORNIA High-Speed Rail Authority

Speaker Card

NAME: Jordann Turner

DATE: 1-22-26

MEETING LOCATION: Commerce

AFFILIATION:

ADDRESS:

EMAIL:

PHONE:

CITY:

STATE:

ZIP:

*WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply) ☑ STATEWIDE ☑ LOS ANGELES TO ANAHEIM

**WOULD YOU LIKE THE AUTHORITY TO CONTACT YOU? ○ YES ☒ NO

COMMENTS:

Any information your provide is voluntary. This form, including all the information you may provide, may be posted on the Authority's website and/or may be subject to disclosure pursuant to the California Public Records Act.
*Please complete the email section if you want to be placed on the Authority's email list.
**Please complete the contact information if you want someone from the Authority to contact you. Please only provide your preferred method of contact.

this is yet another transit project coming through our city that proposes to add thousands of feet of rail within our boundaries.

We heard even in today's presentation how the project alone proposes to add a hundred and one thousand, nine -- ninety-four feet of replacement tracks within Vernon to replace BNSF track removal occurring all along the project route, meaning Vernon is bearing the greatest impact.

This being the case, the additional BNSF rail being added at Malabar Yard in Vernon as part of the Link US modification should also be incorporated into the changes at 26th.

All that being said, if this project moves forward, High-Speed Rail should utilize electricity drawn from Vernon Public Utility to power its passenger trains coming through Vernon. Thank you.

MS. ARELLANO: Again, thank you very much.

Next, we have Jordann Turner.

1680

MR. TURNER: Good afternoon -- good evening, everybody. First of all, I'm supportive of the project. It's a wonderful project, literally a long time in the making.

1681

My comments are kind of more just, I guess, advisory in terms of just as -- not a concerned citizen, a supportive citizen of it. I know this is not the first section to be built, but I think kind of marketing and branding is very important.

If you can get a section done just for people to see that high-speed rail is coming to the state, this seems like a perfect corridor for that. Yes, there's existing transit already, but with the improvements that are being proposed, I think this would be a great place for it to kick off.

Similar to the Caltrain up north, you know, people see pieces coming together; they didn't realize there is a project. And as I mentioned, I think previously, and also, it'd be great if the project was sort of talked about as a parallel to our road system that we had.

Way back when, we just used to have roads, you know, going from point A to point B, and then there was a US highway system, and now there's the interstate system; and to me this seems like the interstate system. It's really something revolutionary, but it gets people quicker to point A to point B, but obviously it wasn't done all at the same time.

1681

I mean the 5 wasn't completed in one fell swoop, neither the freeways around here. In fact, you know, 105 was still, you know, completed 20 years ago, but still it was in the making.

And I think the one thing that's probably the hardest job for you guys is to realize, convince people this is a real project. You know, there's, you know, stuff going on north -- up north in Central Valley, but I think a lot of folks can't just see what's going on.

And so as you guys embark on building hopefully soon, I think kind of marketing and showing folks that this is the future of our state, kind of parallel to what the freeway system was, would help, I think, carry the message and carry the project to its completion.

So thank you all for your hard work. I know putting on a road show also is a lot of work for folks. So thank you guys for coming out and best of luck.

MS. ARELLANO: Excellent. Thank you very much.

Next speaker we have, Jessica Serrano.

MS. SERRANO: Good evening, everyone. My name is Jessica Serrano. I'm the Director of

24.191 Response to Submission 013943 (Jordan Turner, Individual, Feb 10, 2026)

24.191.1 1680

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

24.191.2 1681

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18.

Los Angeles to Anaheim - RECORD #013945 DETAIL

Status:	Action Pending
Record Date:	02/10/2026
Interest As:	Individual
Full Name:	Faraz Aqil

Stakeholder Comments/Issues:

1845 [The following comments were received via a written comment card, which accompanied the commenter's oral comments during the public hearing. Please refer to the attached transcript for the demarcation of oral comments delivered by this submitter during the public hearing.]I support CA HSR picking a station at either Norwalk Station or Fullerton Station. My preferred station is the Norwalk Station.

CALIFORNIA High-Speed Rail Authority

Speaker Card

NAME: Faraz Aqil

DATE: Jan. 22, 2026

MEETING LOCATION: Commerce

AFFILIATION: --

ADDRESS:

EMAIL:

PHONE:

CITY: ~~Downey~~ Downey

STATE: CA

ZIP: 90242

*WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply) ○ STATEWIDE ● LOS ANGELES TO ANAHEIM

**WOULD YOU LIKE THE AUTHORITY TO CONTACT YOU? ● YES ○ NO

COMMENTS: I support CA HSR picking a Station at either Norwalk Station or Fullerton Station. My prefferel Station is the Norwalk Station.

Any information your provide is voluntary. This form, including all the information you may provide, may be posted on the Authority's website and/or may be subject to disclosure pursuant to the California Public Records Act.
*Please complete the email section if you want to be placed on the Authority's email list.
**Please complete the contact information if you want someone from the Authority to contact you. Please only provide your preferred method of contact.

Again, we are in our public hearing this evening. If there's any additional individuals who would like to come forward to provide oral comments, please fill our speaker card or come forward.

We are -- oh, we have one additional speaker if I am pronouncing this correctly, please, Faraz Aqil, if you can please come forward.

MR. AQIL: Yes, good evening. My name is --

MS. ARELLANO: Can you speak a little bit more closely into the mic? Thank you very much.

MR. AQIL: Yes. Good evening. My name is Faraz Aqil. I'm a resident of Downey. I just wanted to first think the High-Speed Rail Authority for coming to -- here to Commerce. I --

MS. ARELLANO: Can you hear okay? Okay. I just need you to speak -- just maybe project your voice a little louder.

MR. AQIL: Is this better?

MS. ARELLANO: That is better. Keep that tone. Go right ahead.

1846 MR. AQIL: So good evening. My name is Faraz Aqil. I'm a resident of Downey. I just want to first thank the High-speed Rail Authority for coming

1846

to Commerce.

I just want to say that I do support a station at either the Norwalk or Fullerton stations with a preference for Norwalk. And I'm against a no station choice as there is a much needed -- a demand for fast and frequent transit in both areas.

1847

So I do have a question regarding a section of the Draft EIR. In the summary section, page S-16, it does talk about the annual vehicles' miles traveled that will be reduced with the inclusion of either the Norwalk station or Fullerton station.

It did, however, list the Fullerton station with a greater amount of vehicle reductions by about, I believe, 40 million.

But my -- my question would be is, does that also include the Amtrak trains? Because what's unique about Norwalk is it only -- it currently only serves the Metrolink trains, whereas the Fullerton serves both Metrolink and Amtrak. So does that also, that information, the Draft EIR, include Amtrak data as well?

1848

And I just also want to say, since I do have some time, that a huge benefit to having a station at Norwalk would be the direct connection to the LAX.

1848

Recently, Metrolink just built a train station at LAX, and it will soon have a direct train connection with the People Mover into it. So it'd be a huge benefit for people of both Orange County and LA County to be able to take the high-speed rail train into Norwalk station, and then be able to take a connection to the Norwalk Green Line C Station to LAX.

However, I do understand there is a current gap from Norwalk Metrolink to the Norwalk Green Line Station, but it is planned by LA Metro to eventually close that gap. So by the time high-speed rail is built in -- from Los Angeles to Anaheim, I hope that both train lines can be ready and have a seamless connection.

Let me see. And, also, LAX is the most busiest airport in California as mentioned in page 1-26, the second busiest in the country, and having more direct access for residents from Antelope Valley to Orange County to reach LAX by taking a high-speed rail into LAX.

With that, I thank you for your time.

MS. ARELLANO: Thank you very much. Appreciate your comments.

I have another request from Jessica Serrano. Please come forward. I see that you have

24.192 Response to Submission 013945 (Faraz Aqil, Individual, Feb 10, 2026)

24.192.1 1845

Refer to Standard Response LAA-Response-Chapter 2 Alt-03: HSR Station Options, in Chapter 18, Standard Responses.

24.192.2 1846

Refer to Standard Response LAA-Response-Chapter 2 Alt-03: HSR Station Options, in Chapter 18.

24.192.3 1847

The commenter refers to Section S.8.1, High-Speed Rail Benefits, in the Draft Environmental Impact Report (EIR)/Environmental Impact Statement (EIS). The vehicle miles traveled (VMT) reduction numbers only include the impact of the high-speed rail (HSR) on VMT. It does not include Amtrak's impact on VMT.

Section 3.2.4.3, Vehicle Miles Traveled Calculation, explains that VMT was derived from the statewide travel demand model estimate of daily VMT using medium and high ridership forecasts, as defined in the California High-Speed Rail Authority's 2024 Business Plan. Metrolink and Amtrak's reduction in VMT would be distinct from that of HSR because they are existing rail and are considered the baseline against which the HSR scenario is evaluated. No revisions have been made to the Draft EIR/EIS in response to this comment.

24.192.4 1848

Refer to Standard Response LAA-Response-Chapter 2 Alt-03: HSR Station Options, in Chapter 18.

Los Angeles to Anaheim - RECORD #013946 DETAIL

Status:	Action Pending
Record Date:	02/10/2026
Interest As:	Individual
Full Name:	Faraz Aqil

Stakeholder Comments/Issues:

1849 [The following comments were received via a written comment card during the public hearing.] Hello CA HSR, my name is Faraz, I'm a resident of Downey, and I use public transit buses and trains for work every day. Regarding the topic of At-Grade crossings, I understand there's a criteria to determine whether a rail crossing will be At-Grade or Grade Separated. And I understand that CA HSR has recently increased the amount of At-Grade crossings between Downtown LA and Anaheim Stations (thus reducing the amount of Grade Separated crossings).But this comment card is to say that I strongly support Grade Separated crossings for all rail crossings between Downtown LA and Anaheim (whether it's aerial, underground, trench, or even having the street closed to cars and pedestrians from crossing through). No matter how many signs, how many lights are put to warn drivers and pedestrians about the train, there will always be accidents hitting the train. In fact here in LA County and the LA metro area, there have been monthly/weekly train accidents with LA Metro and Metrolink trains versus cars and pedestrians. If you allow for At-Grade crossings, you will always

1850 have that risk of a CA HSR train accident (no matter how many safety precautions are taken). Plus, it's much cheaper and easier to build Grade Separated crossings before it is built, then it is to build one when the CA HSR is already in service.Please reconsider your decision to reduce the amount of Grade Separated crossings along Downtown LA to Anaheim rail line, and please make all the rail crossings Grade Separated (or as many Grade Separated crossings as possible).Thank you for your time in reading this.Sincerely,Faraz Aqil

CALIFORNIA High-Speed Rail Authority

Los Angeles to Anaheim Project Section
Draft Environmental Impact Report/Environmental Impact Statement
Comment Form

NAME: Faraz Aqil | DATE: Jan 22, 2026

AFFILIATION: --

ADDRESS: [redacted] | EMAIL: [redacted] | PHONE: [redacted]

CITY: Downey | STATE: CA | ZIP CODE: 90242

*WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply)

- ○ STATEWIDE
- ● LOS ANGELES TO ANAHEIM

COMMENTS: Hello CA HSR, my name is Faraz, I'm a resident of Downey, and I use public transit buses and trains for work everyday. Regarding the topic of At-Grade crossings, I understand there's a criteria to determine whether a rail crossing will be At-Grade or Grade Seperated. And I understand that CA HSR has recently increased the amount of At-Grade crossings between Downtown LA and Anaheim Stations (thus reducing the amount of Grade Seperated crossings).

But this comment card is to say that I strongly support Grade Seperated crossings for all rail crossings between Downtown LA and Anaheim (whether it's Aerial, Underground, Trench, or even having the street closed to cars & pedestrians from crossing through). No matter how many signs, how many lights are put to warn drivers & pedestrians about the train, there will always be accidents hitting the train. In fact here in LA County & the LA Metro area, there have been monthly/weekly train accidents with LA Metro & Metrolink trains versus cars & pedestrians. If you ~~either~~ allow for At-Grade crossings, you will always have that risk of a CA HSR train accident (no matter how many safety precautions are taken). Plus, it's much cheaper & easier to build Grade Seperated crossings before it is built, then it is to build one when the CA HSR is already in service.

Please reconsider your decision to reduce the amount of Grade Seperated Crossings along the Downtown LA to Anaheim rail line, and please make all the rail crossings Grade Seperated (or as many Grade Seperated crossings as possible).

Thank you for your time in [redacted] reading this.

Sincerely, Faraz Aqil

Any information you provide is voluntary. This form, including all the information you may provide, may be posted on the Authority's website and/or may be subject to disclosure pursuant to the California Public Records Act.
*Please complete the email section if you want to be placed on the Authority's email list.

COMMENTS MAY BE SUBMITTED IN THE FOLLOWING WAYS:
BY MAIL TO ATTN: LOS ANGELES TO ANAHEIM PROJECT SECTION DRAFT EIR/EIS COMMENT, CALIFORNIA HIGH-SPEED RAIL AUTHORITY, 355 S GRAND AVE, SUITE 2050, LOS ANGELES, CA 90071, THROUGH THE AUTHORITY'S WEBSITE WWW.HSR.CA.GOV, BY EMAIL TO LOS.ANGELES_ANAHEIM@HSR.CA.GOV WITH THE SUBJECT LINE "LOS ANGELES TO ANAHEIM DRAFT EIR/EIS COMMENT," ORAL COMMENT ON THE DIRECT LINE FOR THE LOS ANGELES TO ANAHEIM PROJECT SECTION BY CALLING (877) 669-0494, OR ORAL AND WRITTEN COMMENT AT PUBLIC HEARINGS.
COMMENTS MUST BE RECEIVED ORALLY, ELECTRONICALLY, OR WRITTEN AND BY MAIL POSTMARKED ON OR BEFORE 11:59 PM PST FEBRUARY 3, 2026.

CALIFORNIA High-Speed Rail Authority

Speaker Card

NAME: Faraz Aqil

DATE: Jan. 22, 2026

MEETING LOCATION: Commerce

AFFILIATION: --

ADDRESS:

EMAIL:

PHONE:

CITY: ~~Downey~~ Downey

STATE: CA

ZIP: 90242

*WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply) ○ STATEWIDE ● LOS ANGELES TO ANAHEIM

**WOULD YOU LIKE THE AUTHORITY TO CONTACT YOU? ● YES ○ NO

COMMENTS: I support CA HSR picking a Station at either Norwalk Station or Fullerton Station. My prefferel Station is the Norwalk Station.

Any information your provide is voluntary. This form, including all the information you may provide, may be posted on the Authority's website and/or may be subject to disclosure pursuant to the California Public Records Act.
*Please complete the email section if you want to be placed on the Authority's email list.
**Please complete the contact information if you want someone from the Authority to contact you. Please only provide your preferred method of contact.

24.193 Response to Submission 013946 (Faraz Aqil, Individual, Feb 10, 2026)

24.193.1 1849

Refer to Standard Response LAA-Response-Chapter 2 Alt-05: Grade Separations, in Chapter 18, Standard Responses.

Refer to Standard Response LAA-Response-Section 3.11 S&S-01: At-Grade Crossing Safety, in Chapter 18.

24.193.2 1850

Refer to Standard Response LAA-Response-Chapter 2 Alt-05: Grade Separations, in Chapter 18.

Los Angeles to Anaheim - RECORD #013948 DETAIL

Status:	Action Pending
Record Date:	02/11/2026
Interest As:	Individual
Full Name:	Miguel Gaston

Stakeholder Comments/Issues:

1866 [The following comments were received via a written comment card, which accompanied the commenter's oral comments during the public hearing. Please refer to the attached transcript for the demarcation of oral comments delivered by this submitter during the public hearing.] Noise disruptions around Fullerton need to be addressed in CEQA

crying in the audience, and I thought that child is the one that's probably going to benefit the most from this thing. And right now I recruit people to go to Sacramento often, so we'd have a voice in Sacramento. I'm looking forward to now having a much easier time to get them to go to Sacramento with me because right now it's pretty hard to get them up there.

A thought is just to educate us about other places that have done something similar. I think Japan and there's just other places. This gentleman mentioned the northeast. It's just nice to know that we're not doing this fresh. We have other people that have been successful. I would say we're doing it late, and -- but better -- sooner the better. And I look forward to using it myself and having more of a voice in Sacramento as we get people up there. So thank you for both having a short-term and a long-term perspective.

MS. LABRADO: Thank you.

Okay, we have Miguel, who's up next, followed by Adrian Stephen.

1867

MR. GASTON: Hello, my name is Miguel. I live in the Fullerton area, and I try to use the Fullerton Station as much as I can to commute to LA.

I really appreciate what you guys are

1867

trying to do in terms of building out this entire project. I understand there's a lot of conflicts going around right now, so I appreciate you guys coming down here and at least talking to the folks locally.

I do have -- I am a supporter, but I understand that at least locally in Fullerton it's not so much the case. I'd say it's pretty much 50/50.

1868

And from what I hear, a lot of it is because of the potential noise concerns, one, not only because it's already happening in terms of freight and all the Metrolinks that's already down there, but also just because of the fact that potentially there could be increase -- an increase in noise pollution in the area.

So I was just wondering and -- or just asking to fully address the noise concerns in the CEQA just so that there'd be a lot of transparency and, I guess, alleviate the concerns of the public.

That's it. I yield my time. Thank you.

MS. LABRADO: Thank you.

And just a reminder, the panel's taking in your input and your questions and that'll be addressed in the environmental document. Or if you

CALIFORNIA High-Speed Rail Authority

Speaker Card

NAME: Miguel Gaston

DATE: 1/12/20

MEETING LOCATION: Anaheim

AFFILIATION:

ADDRESS:

EMAIL:

PHONE:

CITY: Fullerton

STATE: CA

ZIP: 92832

*WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply) ○ STATEWIDE ☒ LOS ANGELES TO ANAHEIM

**WOULD YOU LIKE THE AUTHORITY TO CONTACT YOU? ☒ YES ○ NO

COMMENTS: Noise disruptions around Fullerton need to be addressed in CEQA

Any information your provide is voluntary. This form, including all the information you may provide, may be posted on the Authority's website and/or may be subject to disclosure pursuant to the California Public Records Act.
*Please complete the email section if you want to be placed on the Authority's email list.
**Please complete the contact information if you want someone from the Authority to contact you. Please only provide your preferred method of contact.

24.194 Response to Submission 013948 (Miguel Gaston, Individual, Feb 11, 2026)

24.194.1 1866

Section 3.4, Noise and Vibration, of the Draft Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) assesses potential noise impacts in Fullerton during both construction and operation. Refer to Impact N&V-1 for assessment of construction-period noise impacts. Residences that fall within the distances from construction activities listed in Table 3.4-13 would experience construction noise impacts. The California High-Speed Rail Authority (Authority) will incorporate NV-IAMF#1, Noise and Vibration, which requires the contractor to document how federal guidelines for minimizing noise and vibration would be employed when construction is occurring near sensitive receivers. The Authority will also implement N&V-MM#1, Construction Noise Mitigation Measures, which requires the contractor to provide noise control measures as necessary to meet the noise limits and to monitor construction noise to verify compliance with the limits. The impacts would be less than significant under the California Environmental Quality Act for construction noise. For assessment of operational-period impacts, refer to Impact N&V-4. As listed in Table 3.4-16 and Table 3.4-18 of the Draft EIR/EIS, sensitive receptors were considered in Fullerton, with moderate noise impacts projected at four residences between Euclid Street and Richman Avenue. Section 3.4.4, Methods for Evaluating Impacts, describes the Authority's significance criteria, with only severe noise impacts considered to be significant or adverse and requiring mitigation. Because only moderate noise impacts are projected in Fullerton, no mitigation measures are required. No revisions to the Draft EIR/EIS have been made in response to this comment.

24.194.2 1867

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

24.194.3 1868

Refer to response to comment #1866 above.

Los Angeles to Anaheim - RECORD #013949 DETAIL

Status:	Action Pending
Record Date:	02/11/2026
Interest As:	Individual
Full Name:	Thomas Dorsey

Stakeholder Comments/Issues:

1860 [The following comments were received via a written comment card, which accompanied the commenter's oral comments during the public hearing. Please refer to the attached transcript for the demarcation of oral comments delivered by this submitter during the public hearing.] Why no Grade Separations for Orangethorpe, La Palma and Ball Road?

Okay, we'll move on. Thomas Dorsey, followed by Craig Preston.

MR. DORSEY: Hello, I'm Thomas Dorsey. I'm a high-speed rail advocate since 2009. I'm also a graduate of Mineta Transportation Institute where I studied high-speed rail. I've rode on high-speed rail in the northeast corridor of France, and hopefully one day I'll be riding it here in California.

But I have a comment about that based on my studies and my contacts in this field, many of who have PhDs in studying intercity passenger rail from high-speed rail, regional rail, commuter rail -- world class versions of it, France, Germany, Spain, et cetera, and Japan.

1861 When I look at that, I see this project not as what the traffic volume is today or what we even, say, planned for by 2035. But 2040 and beyond, this corridor, particularly through Anaheim, is going to have well over a hundred train movements -- passenger train movements. And if you think about the number of streets that will have quad gate systems rather than grade separations, that's going to be a whole lot of gateways.

And many people in Orange County should be familiar with the impacts of gateways because of

1861 the seven grade separations that it built going towards, I guess, the Anaheim Hills area and so forth, over that part of it. And today those residents are celebrating that they have those grade separations built. I believe there were seven of them.

But when I look at this corridor, which is going to be shared by California High-Speed Rail, Amtrak Pacific Surfliner, Metrolink, which plans to increase their frequency, and Pacific Surfliner, when you get well over a hundred, that's a whole lot of gateways.

1862 And I'm not sure that the public fully appreciates or has enough vision to look forward and consider that you really should press your local officials for Anaheim and for OCTA to really think hard about co-funding that and asking for federal funds, federal support.

I know that California High-Speed Rail wants to build a world-class system. There's no question about that. But they're also a good partner and means they're going to listen to Anaheim; they're going to listen to the LOSSAN people who control Amtrak Pacific Surfliner within OCTA.

I encourage you all, please do it right. You won't want to be in a situation that the

1862

City of Burlingame is in up in the Bay Area. They knew years ago that they needed a great separation. And they have like the number one risky crossing in the state. It's going to cost them billions of dollars to fix this thing when they could have done it for hundreds of millions.

That's all.

MS. LABRADO: Thank you.

Next up we have Craig Preston, followed by Miguel Gaston. I apologize if I got your last name wrong.

MR. PRESTON: Hello, I'm Craig Preston. I live in Costa Mesa; I work in Anaheim. I live right near the tracks and so see the trains coming by all the time, but glad to see this proposal moving forward.

Thank you for the last speakers mentioning about "gateways." That's a new term for me to even to learn about that. And I used to live in Anaheim near one of those gateways that honked every time. And I remember the neighbors say, "You'll get used to it." I never got used to it. But now they've built a way over it and how -- what a relief. So I think we'll benefit in many different ways.

So thank you for your presentation

CALIFORNIA High-Speed Rail Authority

Speaker Card

NAME: Thomas Dorsey

DATE: 01-12-2026

MEETING LOCATION: Anaheim

AFFILIATION: HSR Advocate

ADDRESS: [redacted]

EMAIL: [redacted].com

PHONE: [redacted]

CITY: Torrance

STATE: CA

ZIP: 90503

*WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply) ○ STATEWIDE ○ LOS ANGELES TO ANAHEIM

**WOULD YOU LIKE THE AUTHORITY TO CONTACT YOU? ● YES ○ NO

COMMENTS: Why no Grade Separations for Orangethorpe, La Palma and Bo11 Road?

Any information your provide is voluntary. This form, including all the information you may provide, may be posted on the Authority's website and/or may be subject to disclosure pursuant to the California Public Records Act.
*Please complete the email section if you want to be placed on the Authority's email list.
**Please complete the contact information if you want someone from the Authority to contact you. Please only provide your preferred method of contact.

24.195 Response to Submission 013949 (Thomas Dorsey, Individual, Feb 11, 2026)

24.195.1 1860

Refer to Standard Response LAA-Response-Chapter 2 Alt-05: Grade Separations, in Chapter 18, Standard Responses.

24.195.2 1861

Refer to Standard Response LAA-Response-Chapter 2 Alt-05: Grade Separations, in Chapter 18.

24.195.3 1862

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18.

Refer to Standard Response LAA-Response-Chapter 2 Alt-05: Grade Separations, in Chapter 18.

Los Angeles to Anaheim - RECORD #013950 DETAIL

Status:	Action Pending
Record Date:	02/11/2026
Interest As:	Individual
Full Name:	Adrian Stephen

Stakeholder Comments/Issues:

1802 [The following comments were received via a written comment card, which accompanied the commenter's oral comments during the public hearing. Please refer to the attached transcript for the demarcation of oral comments delivered by this submitter during the public hearing.] include possible future transit plans, maintain Fullerton Station aesthetic anticipate east and south electrification pedestrian connections to beach and harbor

CALIFORNIA High-Speed Rail Authority

Speaker Card

NAME: Adrian Stephen

DATE: 1/12/26

MEETING LOCATION: Brookhurst Community

AFFILIATION: Anaheim Resident

ADDRESS:

EMAIL: a[illegible]@gmail.com

PHONE:

CITY: Anaheim

STATE: CA

ZIP: 92805

*WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply) ✓ STATEWIDE ○ ~~LOS~~ ANGELES TO ANAHEIM

**WOULD YOU LIKE THE AUTHORITY TO CONTACT YOU? ✓ YES ○ NO

COMMENTS: include possible future transit plans, maintain fullerton station aesthetic, anticipate coli and south electrification, pedestrian connections to beach + harbor

Any information your provide is voluntary. This form, including all the information you may provide, may be posted on the Authority's website and/or may be subject to disclosure pursuant to the California Public Records Act.

*Please complete the email section if you want to be placed on the Authority's email list.

**Please complete the contact information if you want someone from the Authority to contact you. Please only provide your preferred method of contact.

want to speak to station staff tonight outside of the public hearing, you're welcome to do so.

Okay, next up we have Adrian Stephen followed by Nathan Biornstad.

1803

MR. STEPHEN: Hello. My name is Adrian Stephen. I'm a resident in Anaheim 92805. Yeah, thank you guys for being here. I support the project. I've been following it. I do live near the LOSSAN Corridor, so I'm familiar with it.

My comments are, I would like to see incorporated into the design, but not necessarily the construction of the project, future east and south electrification. So if Metrolink and the like agencies decide to electrify in the future, to incorporate elements at that site so that there's less impacts to the service in that area.

And then also to -- like similar up north with Caltrain, to expand the electrification to the other two platforms at ARTIC so that if they decide to electrify them in the future, those impacts can be avoided by doing it now with this construction that's planned.

1804

And also to maintain the Fullerton station aesthetic -- when I go there, it's really charming. It has the adobe, the terracotta. I don't

1804

think, considering the already great cost, it would be that much more just so that you aren't going from, you know, this nice charming little station into this like concrete tunnel, but kind of making it more familiar so that existing users and residents in the area also feel like it's something they want to use.

1805

I'd like to see -- I know there's kind of non-ADA-compliant pedestrian connections to Harbor at the current station. But possibly with -- if you're building a pedestrian-under crossing, to integrate pedestrian connections to Harper Boulevard at Fullerton and then doing the same as well at Beach Boulevard so that if there's bus service there and people just want to walk there, they don't have to take this long circuitous route to get all the way to the station from where they are.

1806

And I know there's already designs that the Authority produced for a lot of the grade separations that weren't -- currently aren't planned as part of this project. But to also consider pedestrian-under crossings at these grade separations such as Broadway, Vermont, South Santa Ana, not necessarily constructing them but having those designs ready if the City or the County or the State want to move forward with them. Compared to over-crossing, I

1806

think the community might be more receptive to it because there's a big skateboarding culture and such in addition to the current design. It's not necessarily a construction but just the design of it.

1807

And then similar to the integrations with transit in Norwalk with the C Line, to consider in the station designs at -- at Beach Boulevard and Harbor in Fullerton, future north, south transit lines. So if you have, an example, a transit line where from Azusa all the way to Newport Beach that stops at Fullerton, integrating and planning for those kind of circulation needs with those stations I think would be important. So that, again, we don't have to do this work in the future; and it's not going to be a bigger disruption in the future if that happens at all.

1808

And I know it's not necessarily within the scope of this project, but more publicization, getting people excited about it. These things, this document, can kind of be droll and boring, but I think there's a lot of potential for this project, especially in the coming decades.

Thank you.

MS. LABRADO: Thank you.

Next up we have Nathan Biornstad. And

24.196 Response to Submission 013950 (Adrian Stephen, Individual, Feb 11, 2026)

24.196.1 1802

Refer to responses to comments #1803 to #1807 below.

24.196.2 1803

The commenter expresses support for expanding track electrification for other rail operators in the Los Angeles – San Diego – San Luis Obispo Rail Corridor. Electrification of other passenger rail and freight operators' service and operations is beyond the scope of the high-speed rail (HSR) project and not within the purview of the California High-Speed Rail Authority's (Authority) delegated roles and responsibilities. No revisions to the Draft Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) have been made in response to this comment.

24.196.3 1804

The commenter requests that the new HSR facilities and infrastructure be designed to reflect the aesthetic character of the existing Fullerton Station, including features such as adobe forms and terracotta materials.

As discussed in Draft EIR/EIS Section 3.16.6.3, Project Impacts, AVQ-MM#3, Incorporate Design Aesthetic Preferences into Final Design and Construction of Nonstation Structures, requires the Authority to prioritize the design of nonstation structures in a manner that is consistent with local context, which includes the Fullerton Station area. This measure would be implemented during project design to ensure that architectural treatments, materials, and finishes are compatible with surrounding station features and community character.

No revisions to the Draft EIR/EIS have been made in response to this comment.

24.196.4 1805

The commenter requests that the proposed modifications to the Fullerton Metrolink/Amtrak Station include a pedestrian connection to Harbor Boulevard to facilitate pedestrian connections to bus stops. The proposed Fullerton Metrolink/Amtrak Station modifications would remove the existing pedestrian bridge east of Harbor Boulevard that connects the two side platforms and install a new pedestrian underpass that connects the existing northern platform to the new center platform and Walnut Avenue to the south, with ramps and stairs providing access. The modifications would maintain the existing pedestrian connection to Harbor Boulevard north of the tracks. In addition, the modifications to the station would include sidewalk improvements and crosswalks east of Harbor Boulevard to improve station connectivity to the neighborhood.

The commenter also requests that the proposed Buena Park Metrolink Station relocation include a pedestrian connection to Beach Boulevard to facilitate pedestrian connections to bus services. The relocated Buena Park Metrolink Station would be bounded by Beach Boulevard to the east; however, the relocated station would include a transit plaza for buses, which would be accessible to pedestrians from the relocated station's new pedestrian tunnel. Currently, the project is at 15 percent level of design. The station plans in the Draft EIR/EIS are conceptual; at this phase of design, they are meant to show the overall station programming and access. The station concepts would be refined in later phases of design, in coordination with the cities and stakeholders. No revisions have been made to the Draft EIR/EIS in response to this comment.

24.196.5 1806

Refer to Standard Response LAA-Response-Chapter 2 Alt-05: Grade Separations, in Chapter 18, Standard Responses.

24.196.6 1807

The commenter states that integration with other transit options should be considered now rather than in the future. As stated in the 2025 Project Update Report, the Authority is committed to ensuring the

HSR project provides seamless integration and connections with existing transportation networks. The Authority will incorporate LU-IAMF#2, Station Area Planning and Local Agency Coordination, to ensure that station area development principles and guidelines have been applied to station area planning through local agency coordination prior to HSR operations. The Authority will also incorporate TR-IAMF#13, Stakeholder Coordination with Transportation Agencies, which requires the Authority to work closely with all agencies that provide freight and passenger rail services or bus services, or maintain operating rights within the corridor, to ensure that the design, construction, and operation of the Los Angeles to Anaheim Project Section do not adversely affect existing and planned rail service. No revisions have been made to the Draft EIR/EIS in response to this comment.

24.196.7 1808

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18.

Los Angeles to Anaheim - RECORD #013951 DETAIL

Status:	Action Pending
Record Date:	02/11/2026
Interest As:	Individual
Full Name:	Nathan Biornstad

Stakeholder Comments/Issues:

[The following comments were received via a written comment card, which accompanied the commenter's oral comments during the public hearing. Please refer to the attached transcript for the demarcation of oral comments delivered by this submitter during the public hearing.] Build it

1842

if Lisa Driscoll has returned to the room, you're up after Nathan.

1843

MR. BIORNSTAD: Hi. Hi, my name's Nathan Biornstad, and I live in Anaheim. And I wanted to thank you for holding these forums.

My thought is several. But mostly I am -- I don't think I'm alone in supporting, of course, high-speed rail, but I'm disappointed in, like, how long it's taking, the cost. All I hear among my circle of friends and network of professionals is complaints about how long it's taking and the costs.

I'm sure you hear them too. But I don't know, I just -- it's frustrating because other parts of the world can build it so much faster. And I think we have the tech and the people to get the job done.

1844

So anyway, I wanted to echo the sentiments of the speaker before me about mastering the aesthetics like at Fullerton so the -- so you don't have like a -- so it all looks very homogeneous, like it's planned well together, like it was all part of one grand plan. Although it's not the case, but to have something like a charming -- like the Fullerton Station, I find very charming. And so to have whatever the high-speed rail, I think that should

1844

match the aesthetic there too.

I do live at , which is right near State College, right where you're going to probably have a grade separation. I mean I kind of know that's expected when I knew the high speed-rail was going to go by there, so it's not really a surprise. I just feel that's just how it goes. But nevertheless, my hope is that things will progress quickly and so things can -- you know, I don't want to be 80 when I'm traveling on this thing. I'd like to still be in working age. So that is my thought. Thank you.

MS. LABRADO: Thank you.

Okay, Lisa Driscoll.

Seeing none, if you would like to fill out a speaker card and provide a public comment, you're welcome to do so at any time. We will have the public hearing open until 8:00 p.m. this evening. And if something comes to mind, we'll have the panel available. If, in the meantime, you'd like to return to the information stations or to the written area, you're welcome to do so. And thank you for joining us.

Okay, we have another comment for our public hearing.

CALIFORNIA High-Speed Rail Authority

Speaker Card

NAME: NATHAN BJORNSTAD

DATE: 1/12/26

MEETING LOCATION: ANAHEIM

AFFILIATION: SELF

ADDRESS:

EMAIL: T[illegible]OM

PHONE: 215 [illegible]

CITY: ANAHEIM

STATE: CA

ZIP: 92805

*WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply)

- [x] STATEWIDE
- [ ] LOS ANGELES TO ANAHEIM

**WOULD YOU LIKE THE AUTHORITY TO CONTACT YOU?

- [ ] YES
- [x] NO

COMMENTS: BUILD IT

Any information your provide is voluntary. This form, including all the information you may provide, may be posted on the Authority's website and/or may be subject to disclosure pursuant to the California Public Records Act.

*Please complete the email section if you want to be placed on the Authority's email list.

**Please complete the contact information if you want someone from the Authority to contact you. Please only provide your preferred method of contact.

24.197 Response to Submission 013951 (Nathan Biornstad, Individual, Feb 11, 2026)

24.197.1 1842

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

24.197.2 1843

Refer to Standard Response LAA-Response-GENERAL-03: Funding and Project Costs, in Chapter 18.

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18.

24.197.3 1844

The commenter requests that high-speed rail facilities and infrastructure be designed to match the surrounding aesthetic and architectural character, similar to the design of the Fullerton Station area. As discussed in Draft Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) Section 3.16.6.3, Project Impacts, the California High-Speed Rail Authority has considered community context in determining impacts and has incorporated adherence to design standards intended to promote visual cohesion with surrounding land uses.

Visual analysis of the Fullerton/Anaheim Landscape Unit indicates that project operations would result in minor changes to existing views. Although station platforms, fencing, overhead contact system, and related infrastructure would increase the visibility of rail elements in some locations, these features would generally be compatible with the existing visual setting and would not substantially degrade visual quality.

In addition, design measures AVQ-IAMF#1, Aesthetic Options; and AVQ-IAMF#2, Aesthetic Review Process, will be incorporated and mitigation measures AVQ-MM#3, Incorporate Design Aesthetic Preferences into Final Design and Construction of Nonstation Structures; and AVQ-MM#4, Provide Vegetation Screening Along At-Grade and Elevated Guideways Adjacent to Residential Areas, will be implemented to further reduce operational visual effects and ensure that new infrastructure is visually integrated with the surrounding environment in coordination with local jurisdictions.

No revisions to the Draft EIR/EIS have been made in response to this comment.

Los Angeles to Anaheim - RECORD #013952 DETAIL

Status:	Action Pending
Record Date:	02/11/2026
Interest As:	Individual
Full Name:	Robert Kearns

Stakeholder Comments/Issues:

1618

1619

Dear California High Speed Rail Authority, I'm writing as a frequent transit user and a supporter of Southern California's growing rail network. On recent visits to see family in Orange County, LA County and San Bernardino County I've often relied on the FlyAway Bus, LA Metro and Metrolink to get around without a car. While reading the Draft EIR/EIS I noticed a missing information and consideration of the authority in respect to the proposed Norwalk/ Santa Fe Springs Station. The plans did not account for the proposed short but critical gap between the Metro C Line's eastern terminus at Norwalk and the Norwalk/Santa Fe Springs Metrolink Station. This Metrolink station lies just over two miles east of the C Line terminus, yet there is no direct rail connection between them. That disconnect is surprising given the importance of this station—it sits on the LOSSAN Corridor, one of the busiest rail corridors in the U.S., serving Metrolink's Orange County and 91/Perris Valley Lines, as well as Amtrak's Pacific Surfliner, thesecond-busiest Amtrak route after the Northeast Corridor. I understand this extension is currently included in Metro's long-range Measure M plan, with funding scheduled for the 2050s. However, given its regional and statewide significance, I urge you to consider working with the proper authorities at Metro to accelerate this project. A completed C Line extension would allow passengers to travel from the new LAX/Metro Transit Center to the Norwalk/Santa Fe Springs Metrolink Station in just 39–41 minutes, with a single-seat ride. That's faster and more reliable than current options—including the LAX FlyAway Bus with a transfer at Union Station, Metro K-E lines, Metro C-A lines, or driving during peak hours, which can often take over 90 minutes due to congestion. The current bus transfer between Norwalk Station and the Metrolink station only runs every 20-30 minutes can add 25-30 minutes to a trip, not including wait times or missed connections. These benefits will be even more greatly seen with the soon to be completed LAX people mover. This 2.8-mile Metro C Line extension may be modest in distance, but the connectivity and impact would be enormous. It would provide a seamless, high-capacity rail link between Los Angeles Metro Rail, Metrolink, Amtrak, and future high-speed rail, serving tens of thousands of potential riders across county lines. I respectfully ask Metro and the High Speed Rail Authority to reevaluate the timeline and prioritization of this Metro project. Additionally I request the authority consider this project in the EIR/EIS evaluations for ridership, GHG emissions savings, positive economic development, housing production and other considerations. Much is lost by not fully evalutating this in the proposed EIR/EIS. This should be in the EIR/EIS as it is in Metro's long range plans. Connecting these two stations would transform how people move across Southern California and create one of the most strategically important rail hubs in the state. Additionally, in the short term, adding frequency to the 4 bus or by adding another shuttle bus with a shorter, more frequent route would be important. Whether or not in the end there is a High Speed Rail station at Norwalk/Santa Fe Springs, I want to write my support for the Metro C Line Extension for the important Metrolink and Amtrak connections. Thank you for your leadership and commitment to better mobility in the region. Best, Robert Kearns Sent from my mobile device Email:

24.198 Response to Submission 013952 (Robert Kearns, Individual, Feb 11, 2026)

24.198.1 1618

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

24.198.2 1619

Refer to Standard Response LAA-Response-Chapter 2 Alt-03: HSR Station Options, in Chapter 18.

Los Angeles to Anaheim - RECORD #013955 DETAIL

Status:	Action Pending
Record Date:	02/11/2026
Interest As:	Individual
Full Name:	Victoria Aguilera

Stakeholder Comments/Issues:

1895 1896

[The following comments were received via a written comment card, which accompanied the commenter's oral comments during the public hearing. Please refer to the attached transcript for the demarcation of oral comments delivered by this submitter during the public hearing.] I live in the North, West corner of SFS int where the trains pass. Families and owners suffer toxic from surrounding area. 1. Time limit to be extended, further study of environmental sound and air area, I have 4 hr sleep right now, and trains run 24 hr a day, sound pollution by 3 trains now with 4 trains? Cases and 3 old engines? 2. Children in area, senior housing health issues, heart, breathing, noise problems, learning disabilities with all the noise.

CALIFORNIA High-Speed Rail Authority

Speaker Card

NAME: Victoria Aguilera

DATE: 1/12/26

MEETING LOCATION: SFS, Anaheim

AFFILIATION: Community

ADDRESS: [illegible]

EMAIL: [illegible]@Gmail.com

PHONE: [illegible]

CITY: Santa Fe Springs

STATE: CA

ZIP: 90670

*WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply) ○ STATEWIDE ○ LOS ANGELES TO ANAHEIM

**WOULD YOU LIKE THE AUTHORITY TO CONTACT YOU? ☒ YES ○ NO

COMMENTS: I live in the North, west corner of SFS. Families right where the train passes and owners suffer toxicon from surrounding area
1. Time Limit to be extented, Further Study of Environmental Sound I&AIR
1. area, I have 4 hr sleep right now, Btrains run 24 hr a day,
Sound pollution by 3 trains now with 4 trains? Cases w 3 old engins?
2. Children in area, Senior house health issue, hart, breating, noise problems
learning Disabilities with all the noise

Any information your provide is voluntary. This form, including all the information you may provide, may be posted on the Authority's website and/or may be subject to disclosure pursuant to the California Public Records Act.
*Please complete the email section if you want to be placed on the Authority's email list.
**Please complete the contact information if you want someone from the Authority to contact you. Please only provide your preferred method of contact.

CALIFORNIA High-Speed Rail Authority

Speaker Card

NAME: Victoria Aguilera

DATE: 1/12/2026.

MEETING LOCATION:

AFFILIATION:

ADDRESS:

EMAIL:

PHONE:

CITY:

STATE:

ZIP:

*WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply) ○ STATEWIDE ○ LOS ANGELES TO ANAHEIM

**WOULD YOU LIKE THE AUTHORITY TO CONTACT YOU? ○ YES ○ NO

COMMENTS:

Any information your provide is voluntary. This form, including all the information you may provide, may be posted on the Authority's website and/or may be subject to disclosure pursuant to the California Public Records Act.
*Please complete the email section if you want to be placed on the Authority's email list.
**Please complete the contact information if you want someone from the Authority to contact you. Please only provide your preferred method of contact.

Victoria, if you wouldn't mind coming up.

1897

MS. AGUILERA: Good evening. My name is Victoria Aguilera. I'm actually from Santa Fe Springs. I live on the northwest corner of Santa Fe Springs right by where the trains pass; and we are encased by the -- by the west. We have the 605 Freeway running, which is a lot of noise. We are on the north -- the trains -- three of the trains that run 24 hours constantly. I go to bed at ten o'clock, and I'm awakened for like four hours -- a couple hours later at two o'clock. And they run, and you can hear them screeching and making noise for the rest of the day, constantly, every day. That's three trains. So if there were four trains and a high speeder that's going faster that's making more noise, it's going to be heavy for the community there.

To the east we have industry and some of the oil wells that are left. And to the south we have more of the transportations on the regular street that go -- and the trucks and everything that go onto the 605.

So we are totally encased by either cars, trains, oil industry, paper companies giving us the pollution, which is right next to the train. And

1897

this is constantly.

In that little square there are several housing units that are across the street. There are two senior centers located there, and the third center that will be constructed within the next year or so, also for senior citizens.

So we are in that little corner, in that little box. We are people that have lived there for generations and are the children. We know that the pollution -- the sound pollution, the air pollution for all of us. The children, who will not learn -- have the clear mind because they're waking up all night by the noises of the trains, by the noises of the cars, by the pollution from the city, won't have the ability to have that great education that they should have because they're too busy, they're too tired.

We have seniors who will die a early death of heart attacks and stress, and that because they don't have the sleep that they need.

And yes, there will be a lot of people that will get new jobs. Yes, I will die a early death and one of those employees will come and live in my house, and their children will be going to the schools. There are two schools, elementary schools.

1897

And a mile away, there are two high schools. So those children of those employees that will have that wonderful job will die an early death like myself.

MS. LABRADO: Ms. Aguilera, that's three minutes.

MS. AGUILERA: Oh, that's --

MS. LABRADO: Okay. Thank you for your comments. I encourage you -- if there's more that you'd like to go on the record, if you'd like to fill out a written comment or sit with our court reporter.

MS. AGUILERA: Well, can I just say -- if they can extend --

MS. LABRADO: Come up to the --

1898

MS. AGUILERA: What I would like to say, if they can extend the time. You started in December -- you started in December. And it's January, and it's now -- it's going to end in February. And I would appreciate it or ask that the project be extended more -- the environmental project, of what it is that will be affecting the areas.

And that's only on the Santa Fe Spring side because on the next door, on the other side of the tracks, is the Los Santos community. And to the west is Pico Rivera area. And then on the other side, the east side, is Whittier area. And then the south

1898

side is Norwalk. So all that area is being affected, and it needs to -- I think if you could extend the project, the study -- the environmental study for that area because it's affecting a lot of people.

Thank you.

MS. LABRADO: Thank you.

Our public hearing is continuing until eight o'clock. If there is more public comment, we're happy to take it. If you'd like to fill out a speaker card, if you're carrying one, they're also available at the front desk or the back table.

Brief time check to remind you that the public hearing is still open. It is 7:23. We're happy to take your public comment at the microphone or in any of the other ways we've talked about this evening.

As a reminder, it's in writing, via mail, email, through our online website link, as well as through our project phone hotline. So feel free to let us know if you'd like to comment tonight. Thank you.

Good evening. Just one more time check. It is 7:45. We have 15 minutes left for our public hearing tonight. Feel free to make public comment by filling out a speaker card, leaving a

24.199 Response to Submission 013955 (Victoria Aguilera, Individual, Feb 11, 2026)

24.199.1 1895

Refer to Standard Response LAA-Response-GENERAL-08: Requests for Extension of the Comment Period, in Chapter 18, Standard Responses.

The commenter expresses concerns regarding the impacts of noise on health. The Draft Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) evaluates noise and vibration impacts in Section 3.4, Noise and Vibration. The criteria used in the Draft EIR/EIS are based on Federal Railroad Administration and Federal Transit Administration guidelines, which include well-established research into human responses to community noise. These criteria are designed to limit exposure to levels that prevent significant interference with normal activities, such as communication and sleep, and to reduce the likelihood of long-term annoyance. While the criteria are not explicitly health based, they are generally considered protective of public health because annoyance typically occurs at lower levels than those associated with physiological harm. Therefore, compliance with the criteria is sufficient to prevent adverse health effects. Section 3.4 identifies mitigation measures to reduce construction and operational impacts where feasible.

24.199.2 1896

Refer to response to comment #1895 above.

24.199.3 1897

Refer to response to comment #1895 above. The commenter refers to trains operating 24 hours a day. The high-speed rail (HSR) project would introduce up to four additional passenger rail trains each hour. Because of the urban constraints of the corridor, the HSR trains would operate at similar speeds as the existing Metrolink and Amtrak speeds. The operating schedule has not yet been determined, but HSR trains would likely run on a similar schedule to that of the other passenger rail operators, which does not include overnight service.

24.199.4 1898

Refer to Standard Response LAA-Response-GENERAL-08: Requests for Extension of the Comment Period, in Chapter 18.

The commenter requests that the project study area be extended into the cities of Santa Fe Springs, Pico Rivera, Whittier, and Norwalk. The HSR alignment traverses the cities of Los Angeles, Vernon, Bell, Commerce, Montebello, Pico Rivera, Santa Fe Springs, Norwalk, La Mirada, Buena Park, Fullerton, and Anaheim and the unincorporated area of Los Angeles County known as West Whittier–Los Nietos. Project impacts in these cities are evaluated as part of the environmental analysis in the Draft EIR/EIS. For each environmental topic, impacts are identified using the applicable resource study area for that topic in Chapter 3, Affected Environment, Environmental Consequences, and Mitigation Measures, of the Draft EIR/EIS.

No revisions have been made to the Draft EIR/EIS in response to this comment.

Los Angeles to Anaheim - RECORD #013961 DETAIL

Status:	Action Pending
Record Date:	02/11/2026
Interest As:	Individual
Full Name:	Jane Rands

Stakeholder Comments/Issues:

2329

2330

[The following comments were received via a written comment card.] I support the option to not extend the HSR between LA & Anaheim. Since the HSR would be slow-HSR and there are existing connections from LA to Anaheim via Amtrak and Metrolink. It's not worth the inconvenience to Fullerton commuters, or commuters using the Fullerton station.

Current plans, with no HSR stop at Fullerton creates inconveniences without sufficient benefits. While I recognize that the ped/bike undercrossing would be better than the current overcrossing, with elevators & stairs, the circuitous route for commuters from parking to train is still a problem (or opportunity for improvement).

- Commuters lose the preferred parking on Walnut.
- Commuter will walk from parking west of Harbor to the undercrossing and then back to the new platform to board.
- Fullerton's historic train station will be underutilized due to trains moving to the new platform.
- Recommend adding direct access from parking on west side of Harbor to new platform via new overcrossing even if there is no HSR stop in Fullerton.

CALIFORNIA High-Speed Rail Authority

Los Angeles to Anaheim Project Section
Draft Environmental Impact Report/Environmental Impact Statement
Comment Form

NAME: Jane Rands

DATE: 1/12/26

AFFILIATION:

ADDRESS:

EMAIL:

PHONE:

CITY: Fullerton

STATE: CA

ZIP CODE: 92832

*WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply)

- ○ STATEWIDE
- ✓ LOS ANGELES TO ANAHEIM (already on, I think)

COMMENTS:

I support the option to not extend the HSR between LAZ Anaheim. Since the HSR would be slow-HSR and there are existing connections from LA to Anaheim via Amtrack and MetroLink, It's not worth the inconvenience to Fullerton Commuters, or commuters using the Fullerton station.

Current plans, with no HSR stop at Fullerton creates inconveniences without sufficient benefits. While I recognize that the ped/bike undercrossing would be better than the current overcrossing, w/ elevators & stairs the circuitous route for commuters from parking to train is a still a problem (or opportunity for improvement).

- Commuters lose the preferred parking on Walnut.
- Commuter will walk from parking west of Harbor to the undercrossing and then back to the new platform to board.
- Fullerton's historic train station will be underutilized due to trains moving to the new platform
- Recommend adding direct access from parking on west side of Harbor to new platform via new overcrossing even if there is no HSR stop in Fullerton

Any information you provide is voluntary. This form, including all the information you may provide, may be posted on the Authority's website and/or may be subject to disclosure pursuant to the California Public Records Act.
*Please complete the email section if you want to be placed on the Authority's email list.

COMMENTS MAY BE SUBMITTED IN THE FOLLOWING WAYS:
BY MAIL TO ATTN: LOS ANGELES TO ANAHEIM PROJECT SECTION DRAFT EIR/EIS COMMENT, CALIFORNIA HIGH-SPEED RAIL AUTHORITY, 355 S GRAND AVE, SUITE 2050, LOS ANGELES, CA 90071, THROUGH THE AUTHORITY'S WEBSITE WWW.HSR.CA.GOV, BY EMAIL TO LOS.ANGELES_ANAHEIM@HSR.CA.GOV WITH THE SUBJECT LINE "LOS ANGELES TO ANAHEIM DRAFT EIR/EIS COMMENT," ORAL COMMENT ON THE DIRECT LINE FOR THE LOS ANGELES TO ANAHEIM PROJECT SECTION BY CALLING (877) 669-0494, OR ORAL AND WRITTEN COMMENT AT PUBLIC HEARINGS.
COMMENTS MUST BE RECEIVED ORALLY, ELECTRONICALLY, OR WRITTEN AND BY MAIL POSTMARKED ON OR BEFORE 11:59 PM PST FEBRUARY 3, 2026.

24.200 Response to Submission 013961 (Jane Rands, Individual, Feb 11, 2026)

24.200.1 2329

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Refer to Standard Response LAA-Response-Chapter 1 P&N-01: Project Benefits, in Chapter 18.

24.200.2 2330

As discussed under Impact TR-8 in Section 3.2.6.3, Project Impacts, of the Draft Environmental Impact Report (EIR)/Environmental Impact Statement (EIS), the proposed Fullerton Metrolink/Amtrak Station modifications would require removal of approximately 27 parking spaces along the southern side of the project corridor, as well as a small number of on-street parking spaces. However, the Draft EIR/EIS concludes that the 1,321 parking spaces in the existing parking structure on the northern side of the corridor should be sufficient to accommodate passengers. The Draft EIR/EIS additionally notes that there are multiple paid parking structures nearby in downtown Fullerton and free parking options. The California High-Speed Rail Authority (Authority) conducted walk-time analysis of existing conditions and conditions with implementation of the Shared Passenger Track Alternatives. The Authority shared the results of this analysis as part of a meeting with the City of Fullerton in May 2025. According to the results of the Authority's walk-time analysis, the proposed conditions would result in an approximately 30-second increase in the time to walk from the existing parking structure or Pomona Avenue to the new center platform, as compared to the existing conditions of walking from these locations to the station's existing platform. For those requiring Americans with Disabilities Act facilities, the Shared Passenger Track Alternatives would result in a 20-second decrease from the existing parking structure and a 10-second decrease from Pomona Avenue, as compared to existing conditions.

Los Angeles to Anaheim - RECORD #013962 DETAIL

Status:	Action Pending
Record Date:	02/11/2026
Interest As:	Individual
Full Name:	Walt Stringer

Stakeholder Comments/Issues:

1903

[The following comments were received via a written comment card.] Please hold meeting at or near RAIL STATIONS, this location had no transit access and was distant from SCRRA and Amtrak stops. Thanks

CALIFORNIA High-Speed Rail Authority

Comment ~~Speaker Card~~

NAME: WALT		DATE: 1-12-26
MEETING LOCATION: ANAHEIM Crescent Ave	AFFILIATION:	
ADDRESS:	EMAIL:	PHONE:
CITY: CARLSBAD	STATE: CA	ZIP:

*WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply) ○ STATEWIDE ○ LOS ANGELES TO ANAHEIM

**WOULD YOU LIKE THE AUTHORITY TO CONTACT YOU? ○ YES ○ NO

COMMENTS:

Please hold meeting at or near RAIL STATIONS, this location had no transit access - was distant from SERRA - AMTRAK stops. Thanks

Any information your provide is voluntary. This form, including all the information you may provide, may be posted on the Authority's website and/or may be subject to disclosure pursuant to the California Public Records Act.
*Please complete the email section if you want to be placed on the Authority's email list.
**Please complete the contact information if you want someone from the Authority to contact you. Please only provide your preferred method of contact.

24.201 Response to Submission 013962 (Walt Stringer, Individual, Feb 11, 2026)

24.201.1 1903

The commenter's preference for meeting locations is noted. The California High-Speed Rail Authority works with the local jurisdictions to select meeting locations that are as accessible as possible to interested parties within the area. In addition to the in-person meetings, two virtual opportunities were provided to ensure participants with travel constraints could attend.

Los Angeles to Anaheim - RECORD #013963 DETAIL

Status:	Action Pending
Record Date:	02/11/2026
Interest As:	Individual
Full Name:	Lolita Kumar

Stakeholder Comments/Issues:

1904 **[The following comments were received via a written comment card.]** Thank you for providing more services to LA and improving stations.

CALIFORNIA High-Speed Rail Authority

~~Speaker Card~~ Comment

NAME: Lalita Kumar

DATE: 1/11/2024

MEETING LOCATION: Brookhurst Comm. Room

AFFILIATION: public

ADDRESS: Crescent Ave

EMAIL:

PHONE:

CITY: Anaheim

STATE: CA

ZIP: 92804

*WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply) ○ STATEWIDE ✓ LOS ANGELES TO ANAHEIM

**WOULD YOU LIKE THE AUTHORITY TO CONTACT YOU? ○ YES ✓ ○ NO

COMMENTS: Thank for providing more services to LA and improving station

Any information your provide is voluntary. This form, including all the information you may provide, may be posted on the Authority's website and/or may be subject to disclosure pursuant to the California Public Records Act.
*Please complete the email section if you want to be placed on the Authority's email list.
**Please complete the contact information if you want someone from the Authority to contact you. Please only provide your preferred method of contact.

24.202 Response to Submission 013963 (Lolita Kumar, Individual, Feb 11, 2026)

24.202.1 1904

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013964 DETAIL

Status:	Action Pending
Record Date:	02/11/2026
Interest As:	Individual
Full Name:	Janet Carll

Stakeholder Comments/Issues:

1905
1906

[The following comments were received via a written comment card.] I'm concerned of precautions planned for how speed and smell affect us. We are very close to train track and have many cracks in here already from the fast pm trains. Also lung issues from polluted diesel trains (ALL DT). I'm not sure if this is a planned improvement or not—hopeful I need a ph # to ask questions

COMMENT CARD

CALIFORNIA High-Speed Rail Authority

~~Speaker Card~~

NAME: JANET CARLL		DATE: 1-12-26
MEETING LOCATION: Anaheim	AFFILIATION:	
ADDRESS:	EMAIL:	PHONE:
CITY: Fullerton	STATE: CA	ZIP: 92833

*WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply) ○ STATEWIDE ✓ LOS ANGELES TO ANAHEIM

**WOULD YOU LIKE THE AUTHORITY TO CONTACT YOU? ✓ YES ○ NO

COMMENTS: IM concerned of pre-cautions planned for how speed a smell affect us. We are very close to train track & have many cracks in home already from the fast pas trains. Also dang issues from parked diesel trains (all day). IM not sure if this is A planned improvement or not. Im here to ask questions I need a ph #

Any information your provide is voluntary. This form, including all the information you may provide, may be posted on the Authority's website and/or may be subject to disclosure pursuant to the California Public Records Act.
*Please complete the email section if you want to be placed on the Authority's email list.
**Please complete the contact information if you want someone from the Authority to contact you. Please only provide your preferred method of contact.

24.203 Response to Submission 013964 (Janet Carll, Individual, Feb 11, 2026)

24.203.1 1905

Refer to Standard Response LAA-Response-Section 3.3 AQ-02: Operational Emission Impacts, in Chapter 18, Standard Responses.

Refer to Standard Response LAA-Response-Section 3.4 N&V-01: Noise Impacts During Operation, in Chapter 18.

24.203.2 1906

The commenter inquired about whether the project is a planned improvement. High-speed rail is a planned infrastructure improvement that will connect San Francisco and Los Angeles, as part of Phase 1. Phase 2 will eventually extend the system to Sacramento and to San Diego. The Los Angeles to Anaheim Project Section Team can be contacted via phone ((877) 669-0494) or email (Los.Angeles_Anaheim@hsr.ca.gov) for any additional questions. Additional information on the Los Angeles to Anaheim Project Section can be found via the project website: https://hsr.ca.gov/program-areas/environmental-planning/environmental-documents/project-section-environmental-documents-tier-2/los-angeles-to-anaheim-project-section-environmental-documents/.

Los Angeles to Anaheim - RECORD #013965 DETAIL

Status:	Action Pending
Record Date:	02/11/2026
Interest As:	Individual
Full Name:	Reuben Arias

Stakeholder Comments/Issues:

1907 **[The following comment was received via a written comment card.]** Excited resident looking forward to its completion.

CALIFORNIA High-Speed Rail Authority

Comment ~~Speaker Card~~

NAME: Reuben Arigs

DATE: 01/12/2026

MEETING LOCATION: Brookhurst community

AFFILIATION: Anaheim resident

ADDRESS:

EMAIL:

PHONE:

CITY: Anaheim

STATE: California

ZIP: 92801

*WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply) ○ STATEWIDE ○ LOS ANGELES TO ANAHEIM

**WOULD YOU LIKE THE AUTHORITY TO CONTACT YOU? ○ YES ● NO

COMMENTS: Excited resident looking forward to its completion,

Any information your provide is voluntary. This form, including all the information you may provide, may be posted on the Authority's website and/or may be subject to disclosure pursuant to the California Public Records Act.
*Please complete the email section if you want to be placed on the Authority's email list.
**Please complete the contact information if you want someone from the Authority to contact you. Please only provide your preferred method of contact.

24.204 Response to Submission 013965 (Reuben Arias, Individual, Feb 11, 2026)

24.204.1 1907

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013966 DETAIL

Status:	Action Pending
Record Date:	02/11/2026
Interest As:	Individual
Full Name:	Stefanie Pepper

Stakeholder Comments/Issues:

[Please refer to the attached transcript for the demarcation of oral comments delivered by this submitter during the public hearing.]

will prompt you to unmute and provide your comment.

When it's your turn, please clearly state your first and last name for the record before providing your comment. Each speaker will have three minutes to provide their comment. If you prefer to submit a written comment, you may do so through the online comment form shown on screen by following the link. Or you can also scan the QR code using your mobile device and access the virtual comment form through there.

All right. So let's see if we have any hands raised at the moment. I currently see a few there. We're going to start off with Stefanie Pepper. Stefanie, I will allow you to unmute yourself now, and please provide your first and last name and your comment. Thank you.

2326

MS. PEPPER: Good afternoon. My name is Stefanie Pepper, and I live at [redacted] in Buena Park directly across the street from homes adjacent to the proposed relocated Buena Park Metrolink Station. I am providing public comment on the Draft EIR/EIS for the LA to Anaheim Project Section.

I'm concerned about the environmental safety and security impacts this project may have on nearby residents. The relocated station would

2326

increase rail activity, vehicle traffic, pedestrian circulation, and nighttime operations within a residential area. I am particularly concerned about the proposed pedestrian tunnel providing direct access from the residential streets into the station area.

This creates potential security and safety issues, including loitering, trespassing, and nighttime activity in close proximity to homes. I request that the project fully evaluate these security risks and identify specific design and operational measures to address them.

2327

In addition, I respectfully request that the Authority evaluate the feasibility of establishing a rail quiet zone and include stronger mitigation measures to address noise, vibrations, nighttime lighting, air quality impacts, and pedestrian and traffic safety.

2328

I want to note existing safety conditions in this area. Trespassing onto the tracks already occurs on a daily basis, and fencing and gates intended to restrict access are frequently cut or breached within hours of being secured. These are ongoing documented conditions, not theatrical concerns.

I respectfully request -- I'm sorry. I

2328

ask that these concerns be fully addressed and mitigated in the final EIR/EIS. Thank you for the opportunity to provide public comment.

MS. HERNANDEZ: Thank you, Stefanie, for your comment.

All right. Next up, we have Tony Bushala. Tony, we will allow you to unmute yourself, and please provide your first name, last name, and your comment. Thank you.

MR. BUSHALA: Okay. There we go. I think I've unmuted. Can you hear me?

MS. HERNANDEZ: Yes, we can hear you, Tony.

MR. BUSHALA: Oh, great. My name is Tony Bushala. I'm a Fullerton resident, and I actually strongly oppose the high-speed rail segment from Los Angeles to Anaheim due to its devastating impact on the city of Fullerton and surrounding communities. This project would severely disrupt the commuting patterns of thousands of Fullerton and North Orange County residents who currently rely on Metrolink and Amtrak services to travel to Los Angeles and South County destinations.

The economic consequences for Fullerton would be significant and potentially irreversible.

24.205 Response to Submission 013966 (Stefanie Pepper, Individual, Feb 11, 2026)

24.205.1 2326

The California High-Speed Rail Authority (Authority) acknowledges the commenter's concern regarding the security of the proposed pedestrian tunnel providing access from nearby residential streets to the relocated Buena Park Metrolink Station, and the potential for safety and security issues affecting nearby residential areas. The potential future pedestrian connection to Tulare Street has been removed from the drawings per outreach with the City of Buena Park. The station concept was revised on Figure 2-67 and Volume 3.5 of the Final Environmental Impact Report (EIR)/ Environmental Impact Statement (EIS) to update the environmental footprint to remove this pedestrian connection. Please refer to Section 16.4, Chapter 2: Alternatives; and Section 16.56.6, Volume 3.5: General and Stations, in Chapter 16, Corrections and Additions to the Draft Report, of the Final EIR/EIS for this revision.

Section 3.11, Safety and Security, of the Draft EIR/EIS evaluates potential safety and security issues associated with construction and operation of the proposed project, including unauthorized access to rail facilities and related security considerations. The project would be designed as a generally access-controlled system, and the Authority requires preparation and implementation of a Safety and Security Management Plan (SS-IAMF#2, Safety and Security Management Plan) to specify how applicable requirements, plans, programs, and design guidelines would be considered to protect safety and security during construction and operation.

During final design, the Authority would conduct threat and vulnerability assessments to identify security risks associated with project facilities. The results of these assessments would inform the development of a System Security Plan and a Security and Emergency Preparedness Plan prior to operations, which would establish design features, standards, and procedures to address security within the track right-of-way, at stations, and on trains.

24.205.2 2327

As discussed in Draft EIR/EIS Section 3.1.1, Federal and State Regulatory Context, the Authority focused on avoiding and minimizing potential impacts through rigorous planning and thoughtful design, informed by the decisions it made at the conclusion of the first-tier EIR/EIS process, including the adopted mitigation strategies. The project alternatives described in Draft EIR/EIS Chapter 2, Alternatives, and analyzed in Draft EIR/EIS Chapter 3, Affected Environment, Environmental Consequences, and Mitigation Measures, incorporate measures known as impact avoidance and minimization features (IAMF). IAMFs are means to avoid and minimize impacts through design, compliance with applicable laws and regulations, and compliance with established industry standards. The project-level environmental analysis conducted for the EIR/EIS includes consideration of means to avoid, minimize, and mitigate potential adverse environmental impacts. Pursuant to Public Resources Code Section 21002.1(a), a mitigation measure is a measure designed to minimize a project's significant environmental impacts. The California Environmental Quality Act (CEQA) defines these measures as avoiding the impact altogether; minimizing impacts by limiting the degree of magnitude; rectifying the impact by repairing, rehabilitating, or restoring the affected environment; reducing or eliminating the impact over time through preservation or maintenance; and lastly compensating for an impact by replacing or providing substitute resources or environments. Consistent with Public Resources Code Section 21003(c), the EIR/EIS emphasizes feasible mitigation measures and project alternatives. The methods for evaluating impacts under the National Environmental Policy Act (NEPA) and CEQA are defined in Draft EIR/EIS Section 3.1.5.4, Methods for Evaluating Impacts. In accordance with the State CEQA Guidelines, if a threshold is exceeded, the impact is considered significant under CEQA. For significant impacts, feasible mitigation measures are identified. If mitigation does not reduce an impact below the threshold, the impact remains significant and unavoidable after mitigation.

The Draft EIR/EIS evaluates noise and vibration impacts in Section 3.4, Noise and Vibration, and identifies mitigation measures to reduce construction and operational impacts where feasible. Significant and unavoidable impacts are reported under Impacts N&V-4 and N&V-5. The impact

under CEQA related to permanent exposure of sensitive receivers to noise generated during project operation would be potentially significant before mitigation (Impact N&V-4). Implementation of N&V-MM#3, Implement California High-Speed Rail Project Noise Mitigation Guidelines, involving installation of an impervious sound barrier, would provide effective noise mitigation for 36 of the 59 affected residences. Even with implementation of other mitigation strategies listed under N&V-MM#3, no feasible mitigation measures exist for the remaining 23 residences, resulting in a significant and unavoidable impact. Similarly, the impact under CEQA related to permanent exposure of sensitive receivers and buildings to vibration generated during project operation would be potentially significant before mitigation (Impact N&V-5). The Authority would implement N&V-MM#4, Implement Operational Vibration Mitigation Measures, which includes vehicle suspension enhancements, special track support systems, building modifications, and other measures to reduce impacts. However, the effectiveness of the vibration-reduction measures requires further evaluation, which would occur during project design when the details of the trainset and track design are known, and cannot currently be confirmed. Therefore, the impact under CEQA on sensitive receivers from operational vibration is conservatively concluded to be significant and unavoidable. Quiet zones are implemented in areas where there are at-grade crossings, because they allow trains to not sound their horns at the crossings. Because there are no at-grade crossings in Buena Park, this does not apply. For the eight at-grade crossings that would be maintained in Anaheim, a quiet zone already exists.

Impacts related to nighttime lighting during construction and corresponding mitigation measures are discussed in Section 3.16, Aesthetics and Visual Quality. As reported in Section 3.16.6, Project Impacts, the impact on viewers, visual character, and visual quality under CEQA from temporary light and glare during project construction would be potentially significant before mitigation. Adherence to AVQ-IAMF#1, Aesthetic Options; and AVQ-IAMF#2, Aesthetic Review Process, will lessen nighttime lighting impacts, but AVQ-MM#2, Minimize Light Disturbance During Construction, would be implemented to reduce potentially invasive sources of light and glare associated with nighttime construction. This mitigation requires that the contractor shield nighttime construction lighting, minimize light spill outside the construction site boundaries, and document its compliance in a technical memorandum, effectively mitigating the impact and reducing impacts from temporary light and glare during construction to less-than-significant levels. Given this, no additional mitigation is required under CEQA/NEPA. The impact under CEQA related to nighttime lighting during project operation would be less than significant (Impact AVQ-4). AVQ-IAMF#1 and AVQ-IAMF#2 are included as a part of the Shared Passenger Track Alternatives during operation to effectively minimize nighttime lighting impacts. CEQA does not require mitigation.

Air quality impacts and identified mitigation measures are discussed in Section 3.3, Air Quality and Global Climate Change. As demonstrated in Table 3.3-50, air quality impacts analyzed under Impacts AQ-1, AQ-2, and AQ-15 are significant and unavoidable under CEQA. During construction, emissions of nitrogen oxides (NO_X) would exceed the South Coast Air Quality Management District (SCAQMD) daily regional significance threshold (Impact AQ-1). The temporary impact under CEQA on regional air quality during construction of the project would therefore be significant before mitigation. Consequently, mitigation measures AQ-MM#1, Offset Project Construction Emissions in the South Coast Air Basin through SCAQMD Emissions Offsets Program; AQ-MM#2, Requirements for Use of Zero-Emission or Near-Zero-Emission Vehicles and Off-Road Equipment to Reduce Construction Emissions; and AQ-MM#3, Reduce the Potential Impact of Stationary Sources, would be implemented. Implementation of AQ-MM#1 will address these threshold exceedances because emissions of NO_X from construction equipment and vehicles will be offset. AQ-MM#2 will reduce the impact of construction emissions from project-related on-road vehicles and off-road equipment. AQ-MM#3 requires best industry practices for large stationary equipment (e.g., combustion equipment, paint booths, wastewater treatment), or alternative equipment would be used, to the extent practicable, to reduce emissions of criteria pollutants. However, until the contractual agreements between the Authority and SCAQMD called for in AQ-MM#1 are in place, and the purchase of emission offsets is secured, this represents a significant and unavoidable impact because emissions of NO_X from construction equipment and vehicles would continue to exceed SCAQMD daily significance thresholds and the project would contribute a significant level of regional air pollution in the South Coast Air Basin. During construction, NO_X emissions would exceed the SCAQMD regional project-level threshold even with incorporation of all feasible on-site controls, as required by AQ-

IAMF#1, Fugitive Dust Emissions; AQ-IAMF#2, Selection of Coatings; AQ-IAMF#3, Renewable Diesel; AQ-IAMF#4, Reduce Criteria Exhaust Emissions from Construction Equipment; and AQ-IAMF#5, Reduce Criteria Exhaust Emissions from On-Road Construction Equipment (Impact AQ-2). Because construction emissions of NO_X would exceed the SCAQMD regional project-level threshold, the project would potentially result in an increase in the frequency or severity of existing air quality violations, cause or contribute to new violations, or delay the timely attainment of air quality standards specified in the Air Quality Management Plan (AQMP), resulting in a significant impact before mitigation. Exceedances of this adopted threshold could conflict with the applicable SCAQMD 2022 AQMP. Implementation of AQ-MM#1 will address these threshold exceedances by offsetting emissions from construction equipment and vehicles. AQ-MM#2 will reduce the impact of construction emissions from project-related on-road vehicles and off-road equipment, and AQ-MM#3 requires best industry practices or alternative equipment, to the extent practicable, to reduce emissions of criteria pollutants. However, even with implementation of mitigation measures, the impact under CEQA would be significant and unavoidable, because the emission exceedances would delay SCAQMD from achieving its attainment goals listed in the 2022 AQMP. The net change in health risks would decrease with operation of the Shared Passenger Track Alternatives compared to existing conditions and would not contribute to an incremental increase in project-level health risk impacts that would exceed the SCAQMD project-level threshold (Impact AQ-15). However, the existing cancer risk from Hobart Yard exceeds the SCAQMD health risk threshold of 10 in a million. Furthermore, the staging and storage tracks at Hobart Yard may expose sensitive receptors to additional diesel particulate matter (DPM) emissions as part of the project. Because future activity is unknown for this project component, this could result in a potentially significant impact. To reduce this potential impact, the Authority would implement AQ-MM#4, Requirement of a Future Operational Health Risk Assessment. AQ-MM#4 requires that a supplemental operational health risk assessment for Hobart Yard be conducted prior to the commencement of project operations and requires that additional feasible on- and off-site mitigation be analyzed and incorporated to reduce risks to the greatest extent practicable prior to project operations. However, because the level of activity for the 101,094 feet of storage and support track at Hobart Yard is unknown, there is still the potential that nearby sensitive receptors would be exposed to DPM emissions that would result in a health risk impact exceeding the SCAQMD project-level thresholds, even with incorporation of AQ-MM#4. Therefore, the impact under CEQA related to permanent exposure of sensitive receptors to DPM generated during project operations would be significant and unavoidable.

Lastly, pedestrian and traffic safety is analyzed in Section 3.11. As reported in Section 3.11.6.3, Project Impacts, the impact under CEQA related to accidents associated with construction-related detours and traffic hazards during project construction would be less than significant (Impact SS-5). SS-IAMF#1, Construction Safety Transportation Management Plan; TR-IAMF#2, Construction Transportation Plan; TR-IAMF#4, Maintenance of Pedestrian Access; TR-IAMF#5, Maintenance of Bicycle Access; and TR-IAMF#11, Maintenance of Transit Access, are included as a part of the project during construction to effectively minimize impacts from exposure to temporary safety hazards associated with traffic. These IAMFs will maintain pedestrian (TR-IAMF#4), bicycle (TR-IAMF#5), and transit (TR-IAMF#11) access during the construction period and require development and application of a Construction Safety Transportation Management Plan (SS-IAMF#1). These IAMFs will reduce or avoid impacts on pedestrians, bicycles, and vehicle traffic. The impact from temporary road closures and detours would be less than significant under CEQA and therefore does not require mitigation. Similarly, the impact under CEQA related to accidents associated with permanent detours and traffic hazards from implementation of project roadway improvements would be less than significant (Impact SS-6). TR-IAMF#12, Pedestrian and Bicycle Safety, is included as a part of the project during construction to effectively minimize impacts of traffic hazards. The impact from permanent traffic detours would be less than significant under CEQA and therefore does not require mitigation.

As demonstrated above, the environmental analysis in the Draft EIR/EIS conforms with applicable guidance and regulations pertaining to impact conclusions, avoidance and minimization measures, and the application of mitigation measures. Where no feasible mitigation exists or where the effectiveness of the mitigation strategies cannot be verified, impacts are conservatively determined to be significant and unavoidable. No revisions have been made to the Draft EIR/EIS in response to this comment.

24.205.3 2328

The Authority acknowledges the commenter's concern regarding existing trespassing conditions and the effectiveness of access controls along the rail corridor. Section 3.11 of the Draft EIR/EIS evaluates potential safety and security issues associated with construction and operation of the proposed project, including unauthorized access to rail facilities and related security considerations.

Section 3.11 identifies Impact SS-16, which addresses potential security risks affecting rail facilities, including trespassing and unauthorized access. As discussed in this section, the project would be designed as a generally access-controlled system, and the Authority requires preparation and implementation of a Safety and Security Management Plan (SS-IAMF#2) to specify how applicable requirements, plans, programs, and design guidelines would be considered to protect safety and security during construction and operation.

During final design, the Authority would conduct threat and vulnerability assessments to identify security risks associated with project facilities. The results of these assessments would inform the development of a System Security Plan and a Security and Emergency Preparedness Plan prior to operations, which would establish design features, standards, and procedures to address security within the track right-of-way, at stations, and on trains.

It should be noted that Impact SS-16 in Section 3.11.6.3 of the Draft EIR/EIS has been revised to correct a typographical error, clarifying that a threat and vulnerability assessment would be performed as part of SS-IAMF#3 and not SS-IAMF#2. Refer to Section 16.5.11, Section 3.11: Safety and Security, in Chapter 16 of the Final EIR/EIS for this revision.

Los Angeles to Anaheim - RECORD #013967 DETAIL

Status:	Action Pending
Record Date:	02/11/2026
Interest As:	Individual
Full Name:	Tony Bushala

Stakeholder Comments/Issues:

[Please refer to the attached transcript for the demarcation of oral comments delivered by this submitter during the public hearing.]

ask that these concerns be fully addressed and mitigated in the final EIR/EIS. Thank you for the opportunity to provide public comment.

MS. HERNANDEZ: Thank you, Stefanie, for your comment.

All right. Next up, we have Tony Bushala. Tony, we will allow you to unmute yourself, and please provide your first name, last name, and your comment. Thank you.

MR. BUSHALA: Okay. There we go. I think I've unmuted. Can you hear me?

MS. HERNANDEZ: Yes, we can hear you, Tony.

1917 MR. BUSHALA: Oh, great. My name is Tony Bushala. I'm a Fullerton resident, and I actually strongly oppose the high-speed rail segment from Los Angeles to Anaheim due to its devastating impact on the city of Fullerton and surrounding communities. This project would severely disrupt the commuting patterns of thousands of Fullerton and North Orange County residents who currently rely on Metrolink and Amtrak services to travel to Los Angeles and South County destinations.

1918 The economic consequences for Fullerton would be significant and potentially irreversible.

1918

Our local infrastructure cannot accommodate the construction and operational changes this would require. This -- the disruption to existing transit services would negatively impact businesses, property values, and quality of life for Fullerton residents.

1919

Furthermore, this segment offers questionable benefits in terms of travel time. The high-speed rail between Los Angeles and Anaheim would not provide any meaningful time savings compared to existing Metrolink or Amtrak services as speed restrictions in this urban corridor would prevent the train from reaching true high speeds.

1920

As you mentioned earlier, I urge project planners to reconsider this segment entirely. A more practical solution would be to enhance the existing connectivity at Union Station, allowing passengers to transfer seamlessly between high-speed rail for longer distances and Metrolink services for regional travel to Anaheim and other Orange County destinations. This approach would achieve similar -- similar travel times without the disruptive impact on Fullerton.

Please listen to the concerns of the affected communities and abandon the current plan for this segment. Thank you.

MS. HERNANDEZ: Thank you, Tony, for your comment.

All right. Looks like we have another raised hand. Edgar Machado, you are up next. Please provide your first name, last name, and proceed with your comment.

MR. MACHADO: Hello. Good afternoon. My name's Edgar Machado. I live in San Diego, California, and I travel very often to this area and Los Angeles. I just want to say I'm a big fan of High-Speed Rail, and I wish it was already here.

And I know it's going, and I've been hearing these public meetings. And it's going slow, but I just want to say please continue working and listen to the community. I know it's impossible to please everybody, but this is important work, and it's already been decided, so yes, please continue. And I just wanted to say that. Thank you so much.

MS. HERNANDEZ: Thank you, Edgar, for your comment.

All right. Up next, we have Jessica Serrano. Jessica, please provide your full name and your comment.

MS. SERRANO: Hi, everyone. Can you hear me?

24.206 Response to Submission 013967 (Tony Bushala, Bushala Brothers, Inc., Feb 11, 2026)

24.206.1 1917

Refer to Standard Response LAA-Response-Chapter 2 Alt-02: Changes to Passenger Rail Station Facilities, in Chapter 18, Standard Responses.

Refer to Standard Response LAA-Response-Section 3.2 TRAN-01: Freight and Passenger Rail Operations During Construction, in Chapter 18.

24.206.2 1918

Refer to Standard Response LAA-Response-Section 3.12 SOCIO-02: Impacts on Businesses, in Chapter 18.

Refer to Standard Response LAA-Response-Section 3.12 SOCIO-03: Property Values, in Chapter 18.

Draft Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) Section 3.12, Socioeconomics and Communities, evaluates potential socioeconomic effects, including potential project impacts on businesses, property values, county and city sales tax, community access and cohesion, job creation, and unplanned growth. As discussed in Section 3.12.6.3, Project Impacts, construction and operation of the project could result in temporary or permanent disruptions to communities and economic activity in certain locations.

Both Section 3.2, Transportation, and Section 3.12 also consider potential effects related to temporary access constraints and disruption to existing transportation services. These sections include measures to avoid or minimize these effects, as well as mitigation measures where feasible.

Additionally, Section 3.18, Regional Growth, considers potential project effects on regional employment and population.

Although this comment expresses general concern regarding economic effects of the project on the City of Fullerton, it does not identify deficiencies in the analysis or request specific revisions to the Draft EIR/EIS. No revisions have been made to the Draft EIR/EIS in response to this comment.

24.206.3 1919

Refer to Standard Response LAA-Response-Chapter 1 P&N-01: Project Benefits, in Chapter 18.

24.206.4 1920

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18.

Refer to Standard Response LAA-Response-Chapter 1 P&N-01: Project Benefits, in Chapter 18.

Los Angeles to Anaheim - RECORD #013968 DETAIL

Status:	Action Pending
Record Date:	02/11/2026
Interest As:	Individual
Full Name:	Edgar Machado

Stakeholder Comments/Issues:

[Please refer to the attached transcript for the demarcation of oral comments delivered by this submitter during the public hearing.]

MS. HERNANDEZ: Thank you, Tony, for your comment.

All right. Looks like we have another raised hand. Edgar Machado, you are up next. Please provide your first name, last name, and proceed with your comment.

1923

MR. MACHADO: Hello. Good afternoon. My name's Edgar Machado. I live in San Diego, California, and I travel very often to this area and Los Angeles. I just want to say I'm a big fan of High-Speed Rail, and I wish it was already here.

And I know it's going, and I've been hearing these public meetings. And it's going slow, but I just want to say please continue working and listen to the community. I know it's impossible to please everybody, but this is important work, and it's already been decided, so yes, please continue. And I just wanted to say that. Thank you so much.

MS. HERNANDEZ: Thank you, Edgar, for your comment.

All right. Up next, we have Jessica Serrano. Jessica, please provide your full name and your comment.

MS. SERRANO: Hi, everyone. Can you hear me?

24.207 Response to Submission 013968 (Edgar Machado, Individual, Feb 11, 2026)

24.207.1 1923

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #013970 DETAIL

Status:	Action Pending
Record Date:	02/11/2026
Interest As:	Individual
Full Name:	Grady Yu

Stakeholder Comments/Issues:

[Please refer to the attached transcript for the demarcation of oral comments delivered by this submitter during the public hearing.]

concerns in writing. So I'd like to request that once again. I -- I would also like to have a special -- or not a special -- a follow-up meeting with the -- with the -- the technical team here to ask more specific questions on -- on the project.

And once again, we're -- you know, our community is already heavily impacted by heavy industrial uses, railroads, truck traffic, and more, and manufacturing uses here in the city, and so we want to make sure that our community, our residents are kept safe and that they're not further impacted by the impacts of -- of potential impacts of the high-speed rail coming through our city.

And we also want to preserve our -- our local economy, and so we think this might be negative impact on our -- on our community. Thank you very much.

MS. HERNANDEZ: Thank you, Jessica, for your comment.

All right. Looks like we have another raised hand. Grady Yu, you're up next. Please provide your first name, last name, and you'll have three minutes to provide your comment.

MR. YU: Can you hear me?

MS. HERNANDEZ: Yes, we can hear you.

MR. YU: All right. So Grady Yu, a
1908 resident of East Orange County. My comments are going to be mostly on the proposed station designs of this EIR. I think the no-build alternative is highly inaccurate, but it would not be under consideration unless it was legal to do so under Prop 1A.

1909 So there is no indication in this EIR of a potential for a Rail to Rail agreement with Metrolink and Amtrak Pacific Surfliner. That would probably be a -- if not the final -- in the final project, at least in term service until the build alternative is complete. For that, that would require a -- a cross-platform transfer probably as part of the Link US project. I don't see anything in the EIR suggesting scheduling improvements at Union Station.

1910 So there are -- I see an opportunity to make accessibility improvements to the proposed changes to Metrolink stations. At Fullerton Station, for example, the elevators have a history of unreliability where our local bus agency, OCTA, has had to provide buses so that wheelchair users can access the other platforms.

What I see of the aerial platform at Norwalk/Santa Fe Springs and the new platform with Fullerton, I see there's the opportunity to add ramps

1910

to both platforms because ramps are reliable. They don't break down. They don't exclude wheelchair users disproportionately. However, I don't see anything in the EIR plans for this -- for ramps. But if not now, then when would this be added into the project?

So I would be strongly in favor of -- of adding that to the station design because ramps make the stations more accessible not only to users in wheelchairs, but also to Californians with rolling luggage who will be a significant segment of the population that is served by High-Speed Rail. So Anaheim Station itself is an example of a station that is designed with both ramps and elevators so that access is available no matter what.

1911

Also, on the Commerce station at the proposed location, I see that in the plans the design is to build equivalent amount of parking spaces to the current station, but that might not be necessary. The agency should study what's the actual parking demand. Like, I contrast it with Buena Park where the lot is always full. Maybe the Commerce lot -- more of it should be designed to be flexible. Could be usable for bus spaces instead of cars.

I see that this is a very car-centric design outlook. I feel that it's counterproductive to

1911

this HSR's goal of reducing vehicle miles traveled. All right. Thank you.

MS. HERNANDEZ: Thank you, Grady Yu, for your comment.

All right. Okay. Looks like we have another raised hand. Sally, you're up next. Please provide your first name, last name, and you'll have three minutes to provide your comment. Please go ahead, Sally. Okay. We cannot hear you, Sally. Let's try that again, and we'll restart the timer once you're ready. Let's try that again.

MS. NGUYEN: Can you hear me okay now?

MS. HERNANDEZ: Yes, we can hear you now.

MS. NGUYEN: Good evening. My name is Sally Nguyen. I'm a resident at in Beuna Park. I'm here to provide public comments on the Draft EIR/EIS specifically regarding the proposed relocation of the Buena Park Metrolink station as described in the Section 2.6.3.1 and as shown in the Figure 2-61.

My home is located immediately directly adjacent to the proposed station access area, including the proposed pedestrian tunnel that will be constructed directly along my property boundary.

All right. Looks like we have another person in queue. Grady Yu, you're up next. Please provide first name, last name, and proceed with your comment.

1912

MR. YU: Okay. Grady Yu. Thank you for allowing me to comment again. So I'm concerned that, well, because there's a lack of the Rail to Rail in the EIR, it's kind of presuming that California HSR won't enter into an agreement with commuter rail after the project's built up, but that doesn't seem like it's going to be a very likely outcome because Rail to Rail is likely to be more beneficial to High-Speed Rail than it is to the commuter agency.

So I'm assuming that the commuter agencies will continue with diesel service for this comment. So it's not clear that commuter rail can stop HR platforms, but every HR station will have a commuter platform, so passive duration would be able -- from HSR would be able to use commuter service during disruptions, But it is probably not possible the other way around.

So mutual aid is one of the biggest but most underrated benefits of Rail to Rail. Because the corridor is not going to be fully grade separated, there will be accidents involving vehicle strikes that

1912

cause service disruptions. For example, in Florida, Brightline is known to have a lot of problem with vehicle strikes.

Allowing Rail to Rail with integrated ticketing will let HSR passengers get some service recovery during disruptions where commuter rail can run while HSR might be disruptive, including during power outages.

Rail to Rail has always been on a space available basis. It does provide riders with more flexible ticketing. It's not tied to a single train. But if the operator is ever at capacity, they are allowed to refuse Rail to Rail passengers, prioritize their -- people who are ticketed on their own agency.

Currently, there only -- there are only a few blackout periods where rail demand is in such high capacity. So for most of the year, Rail to Rail helps fill unused capacity on the Surfliner on -- on the Metrolink.

So I would strongly urge that California High-Speed Rail include or study Rail to Rail because I think integrated -- the integrated ticketing and shared service should be considered as part of -- as part of the no build alternative or even in the build alternative because of the mutual aid

1912

during disruptions. All right. Thank you.

MS. HERNANDEZ: Thank you, Grady Yu, for your comment.

All right. We are still open for public comment for the Los Angeles to Anaheim Draft Environmental Document. We will be here until 7 p.m. tonight. If you're interested in providing a public comment today, a verbal public comment, please raise your hand, and we will call on your name.

All right. I do not see any other speakers in the queue, so let's go back to the MeetHSRSoCal site, and we will continue exploring the different contents that the site has to offer.

All right. So we went over the office hours. Again, a reminder for those who are interested in meeting one-on-one with the project team members to ask specific questions or, you know, ask for any guidance that you might need in order to formulate your comment before the close on February 3rd, we welcome you to use this resource. You can sign up by clicking on the link, the light blue link where it says "Online Form" in the first bullet. And that request will go directly to the project team, and we will be in contact with you.

All right. The next tab we have on the

24.208 Response to Submission 013970 (Grady Yu, Individual, Feb 11, 2026)

24.208.1 1908

The commenter states the No Project Alternative is inaccurately described, but does not provide specific concerns. The No Project Alternative is described in Chapter 2, Alternatives, of the Draft Environmental Impact Report (EIR)/Environmental Impact Statement (EIS), and considers the growth planned for the region as well as existing and planned improvements to the highway, bicycle and pedestrian, aviation, conventional passenger rail, local rail and bus transit, intercity bus, and freight rail systems in the Los Angeles to Anaheim Project Section area, through the year 2040. Both the National Environmental Policy Act and California Environmental Quality Act require the evaluation of a no project alternative to allow decision-makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project, and agencies may choose to ultimately adopt the no project alternative.

24.208.2 1909

Refer to Standard Response LAA-Response-Chapter 2 Alt-06: Future Rail Operator Coordination and Agreements, in Chapter 18, Standard Responses.

The commenter states that there is no mention of integrating high-speed rail (HSR) service with Metrolink's Rail 2 Rail Program in the Draft EIR/EIS. Metrolink's Rail 2 Rail program allows monthly pass holders to ride select Amtrak Pacific Surfliner trains along the Orange County Line at no additional cost. The California High-Speed Rail Authority (Authority) would coordinate with other passenger rail operators about possible fare integration in the future. The Authority would also continue to coordinate with Los Angeles County Transportation Metropolitan Authority on the Link Union Station project, including on the scheduling of passenger trains. No revisions have been made to the Draft EIR/EIS in response to this comment.

24.208.3 1910

The commenter states that accessibility improvements can be made at proposed stations, with a suggestion to provide ramps instead of elevators. The station plans in the Draft EIR/EIS are conceptual; at this phase of design, they are meant to show the overall station programming and access. The station concepts would be refined in later phases of design, in coordination with the cities and stakeholders. The design of all stations will adhere to applicable engineering design standards and will meet national platform and Americans with Disabilities Act standards. The commenter states the Draft EIR/EIS does not include ramps at the stations. The modified Norwalk/Santa Fe Springs Metrolink Station's new platform would be approximately 30 feet high, and the length of ramp required to comply with Americans with Disabilities Act standards would be impractical. No revisions have been made to the Draft EIR/EIS in response to this comment.

24.208.4 1911

As part of the project design, the Authority is incorporating LU-IAMF#2, Station Area Planning and Local Agency Coordination, which aims to minimize the overall demand for parking at stations by facilitating alternative methods of station access. This includes designing stations to enhance pedestrian and bicycle access and coordination with local transit agencies to provide easy transfer options.

The amount of projected parking at the proposed Commerce Metrolink Station was designed to be comparable to the amount of parking at the existing station to avoid impacts as a result of meaningful changes to parking access. If the local cities or transit agencies desire fewer parking spaces at Metrolink stations, future discussions among the Authority, Metrolink, and local cities can be held during final design of the project, after funding for construction is secured.

No change has been made to the document in response to this comment.

24.208.5 1912

Refer to Standard Response LAA-Response-Chapter 2 Alt-06: Future Rail Operator Coordination and Agreements, in Chapter 18.

Refer to Standard Response LAA-Response-Section 3.11 S&S-01: At-Grade Crossing Safety, in Chapter 18.

With respect to the potential for a rail-to-rail program to be implemented between the Authority and other passenger rail operators, refer to the response to comment #1909 above.

Los Angeles to Anaheim - RECORD #013971 DETAIL

Status:	Action Pending
Record Date:	02/11/2026
Interest As:	Individual
Full Name:	Sally Nguyen

Stakeholder Comments/Issues:

[Please refer to the attached transcript for the demarcation of oral comments delivered by this submitter during the public hearing.]

this HSR's goal of reducing vehicle miles traveled. All right. Thank you.

MS. HERNANDEZ: Thank you, Grady Yu, for your comment.

All right. Okay. Looks like we have another raised hand. Sally, you're up next. Please provide your first name, last name, and you'll have three minutes to provide your comment. Please go ahead, Sally. Okay. We cannot hear you, Sally. Let's try that again, and we'll restart the timer once you're ready. Let's try that again.

MS. NGUYEN: Can you hear me okay now?

MS. HERNANDEZ: Yes, we can hear you now.

MS. NGUYEN: Good evening. My name is
1900
Sally Nguyen. I'm a resident at in Beuna Park. I'm here to provide public comments on the Draft EIR/EIS specifically regarding the proposed relocation of the Buena Park Metrolink station as described in the Section 2.6.3.1 and as shown in the Figure 2-61.

My home is located immediately directly adjacent to the proposed station access area, including the proposed pedestrian tunnel that will be constructed directly along my property boundary.

1900 While my property is not within the track alignment, the project design places my residence within the functional boundary of the station itself, not merely near the rail corridor.

The proposed station access circulation and the passenger facility will be constructed and operated directly adjacent to my home. As a result, my residence would effectively become part of the station environment. This intensify relativity and place station access, passenger circulation, lighting, and noise immediately adjacent to my home, creating a permanent land use conflict that will make continued residential use incompatible with the project.

1901 I'm also concerned about the construction impact. This corridor serve as an active Metrolink BNSF mainline, and construction would likely occur during nighttime and off peak hour. It -- prolonged nighttime noise, vibration, lighting, and equipment operation would significantly disrupt our household and our quality of life.

1902 Due to the cumulative construction and operation impact, I respectfully request that my property be considered for acquisition and relocation as part of the Metrolink Buena Park Station relocation. This project places my home inside the

1902

station environment, and relocation will be the most appropriate and equitable mitigation measure.

I ask the Authority to fully evaluate these impact and include property acquisition as a feasible mitigation option. Thank you for opportunity to comment.

MS. HERNANDEZ: Thank you, Sally, for your comment.

All right. I don't see any other raised hands. Just a reminder for everyone present, we will be open for public comment until 7 p.m. tonight. If you would like to provide a verbal comment today, please use the "Raise Hand" feature in Zoom. I will call on speakers in the order that the hands are received, and our team will prompt you to unmute when it's your turn.

Please clearly state your name for the record before providing your comment. Each speaker will have three minutes to provide their comments. And a reminder for those who are interested in providing a written comment instead of a verbal comment, you can do that today as well. We have the online comment form available for you.

If you go to the previous slide, you can see the link to the comment form, and you can also

24.209 Response to Submission 013971 (Sally Nguyen, Individual, Feb 11, 2026)

24.209.1 1900

Refer to Standard Response LAA-Response-Section 3.4 N&V-01: Noise Impacts During Operation, in Chapter 18, Standard Responses.

Refer to Standard Response LAA-Response-Section 3.16 AVQ-01: Impacts on Visual Quality During Construction and Operation, in Chapter 18.

The commenter expresses concern that their property would be affected by the relocated Buena Park Metrolink Station. The commenter refers to the proposed pedestrian tunnel providing access from nearby residential streets to the relocated Buena Park Metrolink Station. As a result of the California High-Speed Rail Authority's (Authority) discussions with the City of Buena Park, the Authority has removed the potential future pedestrian connection to Tulare Street. Accordingly, the Final Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) includes a revision to Figure 2-67 as well as to a corresponding drawing in the detailed plans in Volume 3 (specifically Volume 3.5). Refer to Section 16.4, Chapter 2: Alternatives; and Section 16.56.6, Volume 3.5: General and Stations, in Chapter 16, Corrections and Additions to the Draft Report, of the Final EIR/EIS for these revisions.

With removal of pedestrian tunnel, there would be no direct access to the station from Tulare Street. Residential land uses south of the rail corridor would not be affected by station operations. Refer to Section 3.2, Transportation; Section 3.4, Noise and Vibration; Section 3.16, Aesthetics and Visual Quality; and Section 3.13, Station Planning, Land Use, and Development, for discussion of station access, passenger circulation, noise, lighting, and land use compatibility concerns.

24.209.2 1901

The Draft EIR/EIS evaluates noise and vibration impacts in Section 3.4 and identifies mitigation measures to reduce construction and operational impacts where feasible. Impact N&V-1 in Section 3.4 of the Draft EIR/EIS analyzes the potential noise impacts that would result from station construction, including the relocated Buena Park Metrolink Station. Construction of the relocated Buena Park Metrolink Station could result in a noise impact because noise-sensitive receivers would be within 280 feet of daytime construction activity and within 887 feet of nighttime construction activity. As discussed in the Draft EIR/EIS, the Authority will incorporate NV-IAMF#1, Noise and Vibration, which requires the contractor to document how federal guidelines for minimizing noise and vibration would be employed when construction is occurring near sensitive receptors, such as residences. The Authority will also implement N&V-MM#1, Construction Noise Mitigation Measures, to address potential noise impacts during construction, including those during nighttime and off-peak hours. N&V-MM#1 requires the contractor to provide noise control measures as necessary to meet the noise limits and to monitor construction noise to verify compliance with the limits. After implementation of N&V-MM#1, the impact would be less than significant under the California Environmental Quality Act. Impact N&V-2 discusses potential impacts related to vibration. Table 3.4-14 provides the distances from construction activities at which vibration damage could occur, and Table 3.4-15 provides the distances at which vibration annoyance could occur. The construction activities that would occur at and in the vicinity of the relocated Buena Park Metrolink Station would require lower-intensity equipment. The closest residence would be approximately 80 feet from the edge of the construction footprint. Based on this distance and expected construction equipment, vibration damage would not occur to residences. However, vibration annoyance impacts may occur at residences within 80 feet of the source of construction activity. The Authority would incorporate NV-IAMF#1 to address vibration impacts. There would not be a significant impact related to vibration annoyance.

Impacts related to nighttime lighting during construction are discussed in Section 3.16. As described in Impact AVQ-2, nighttime construction activities would temporarily alter the existing visual environment during the period of construction. The Authority will incorporate AVQ-IAMF#1, Aesthetic Options; and AVQ-IAMF#2, Aesthetic Review Process, which would avoid or minimize light and glare

impacts on viewers, visual character, and visual quality. Additionally, the Authority will implement AVQ-MM#2, Minimize Light Disturbance During Construction, which requires that the contractor prepare a technical memorandum verifying how the contractor will shield nighttime construction lighting and direct it downward in such a manner to minimize the light that falls outside the construction site boundaries. With mitigation, there would not be a significant impact related to nighttime lighting.

24.209.3 1902

Refer to Standard Response LAA-Response-Section 3.12 SOCIO-01: Relocations, Right-of-Way Process, Eminent Domain, in Chapter 18.

The commenter expressed concern about long-term indirect impacts from construction and operation of the proposed relocated Buena Park Metrolink Station.

Construction activities would require the use of heavy equipment and trucks, which would result in temporary, localized air quality impacts and temporary noise and vibration increases, which can cause annoyance and disruption. To reduce these potential impacts, the project design includes measures to address fugitive dust (AQ-IAMF#1, Fugitive Dust Emissions), use of low-volatile-organic-compound architectural coatings (AQ-IAMF#2, Selection of Coatings), use of Tier-4 compliant construction equipment (AQ-IAMF#4, Reduce Criteria Exhaust Emissions from Construction Equipment; and AQ-IAMF#5, Reduce Criteria Exhaust Emissions from On-Road Construction Equipment), and construction-related noise and vibration impacts (NV-IAMF#1). These methods have been proven to be effective in reducing criteria pollutants, greenhouse gas emissions, and toxic air contaminant emissions. The Authority would also implement mitigation measures for impacts that cannot be avoided or minimized by impact avoidance and minimization features. AQ-MM#1, Offset Project Construction Emissions in the South Coast Air Basin through South Coast Air Quality Management District Emissions Offsets Program; AQ-MM#2, Requirements for Use of Zero-Emission or Near-Zero-Emission Vehicles and Off-Road Equipment to Reduce Construction Emissions; AQ-MM#3, Reduce the Potential Impact of Stationary Sources; and AQ-MM#4, Requirement of a Future Operational Health Risk Assessment, further described in Draft EIR/EIS Section 3.3.7, Mitigation Measures. would reduce community impacts related to air quality. N&V-MM#1; N&V-MM#2, Construction Vibration Mitigation Measures; and N&V-MM#3, Implement California High-Speed Rail Project Noise Mitigation Guidelines, further described in Section 3.4.7, Mitigation Measures, would reduce community impacts related to noise and vibration from construction and operations.

The impacts on existing land use patterns from increased noise associated with operation of Shared Passenger Track Alternatives A and B would be less than significant under the California Environmental Quality Act and not adverse under the National Environmental Policy Act because the changes would result in levels similar to those that already exist and would not affect the habitability of existing land uses.

Residential properties are not expected to be severely affected in the long term by the Buena Park Metrolink Station relocation; however, property owners who believe they have suffered a loss caused by implementation of high-speed rail may file a claim with the State of California Government Claims Board.

Los Angeles to Anaheim - RECORD #013973 DETAIL

Status:	Action Pending
Record Date:	02/11/2026
Interest As:	Individual
Full Name:	Gary Ulwelling

Stakeholder Comments/Issues:

[Please refer to the attached transcript for the demarcation of oral comments delivered by this submitter during the public hearing.]

MS. HERNANDEZ: Thank you, Don, for your comment.

All right. Up next we have Gary. Gary, please provide your first name and last name and your comment.

MR. ULWELLING: Hi. Can you hear me?

MS. HERNANDEZ: Yes, we can hear you, Gary.

2529 MR. ULWELLING: Hello. My name is Gary Ulwelling. I want to voice my approval of this project. Let's get it done. I yield the rest of my time.

MS. HERNANDEZ: Thank you, Gary, for your comment.

All right. I do not see any other folks in the queue. Reminder, we will be open today until 7 p.m. If you're interested in providing a verbal comment tonight, please use the "Raise Hand" feature in Zoom, and we will call in the order that we see the -- the raise -- the hands being raised.

We also have the option of providing a written comment by following the link that you see on screen right now for the online comment form. If you're interested in providing -- virtual connectivity interruption -- comments -- virtual connectivity

24.210 Response to Submission 013973 (Gary Ulwelling, Individual, Feb 11, 2026)

24.210.1 2529

Refer to Standard Response LAA-Response-GENERAL-04: General Opinions, Opposition, or Support, in Chapter 18, Standard Responses.

Los Angeles to Anaheim - RECORD #014026 DETAIL

Status:	Action Pending
Record Date:	02/26/2026
Interest As:	Individual
Full Name:	Kenneth Roberts

Stakeholder Comments/Issues:

2323

I live along the route you'll be taking for high-speed rail. And lately, there's a lot of water in the ground. I know this because whenever, ever there's a truck or a plane or the train, the ground rumbles in a way it did not before. There's been broken pipes in the area, and I think if you look into this, you may mitigate the problem.

24.211 Response to Submission 014026 (Kenneth Roberts, Individual, Feb 26, 2026)

24.211.1 2323

The commenter expresses concerns regarding conditions along the project corridor, including the presence of groundwater, ground movement, and potential effects on underground utilities such as water pipelines.

Potential impacts related to groundwater conditions are evaluated in Section 3.8, Hydrology and Water Resources, of the Draft Environmental Impact Report (EIR)/Environmental Impact Statement (EIS). As described in this section, construction activities that encounter groundwater would be subject to multiple impact avoidance and minimization features (IAMF), including HMW-IAMF#3, Work and Vapor Barriers; and HMW-IAMF#4, Known, Suspected, and Unanticipated Environmental Contamination, which address the identification and management of contaminated soil or groundwater if encountered during construction, and HMW-IAMF#6, Spill Prevention; HMW-IAMF#9, Environmental Management System; and HMW-IAMF#10, Hazardous Materials Plans, which require implementation of best management practices to prevent releases of hazardous materials to surface water and groundwater. In addition, GEO-IAMF#1, Geologic Hazards, requires preparation of a Construction Management Plan to control groundwater withdrawals and dewatering activities. Where applicable, BIO-MM#62, Prepare Plan for Dewatering and Water Diversions, requires preparation of a dewatering plan to minimize turbidity and sedimentation impacts associated with groundwater removal.

Potential impacts on existing utility infrastructure, including water pipelines, are evaluated in Section 3.6, Public Utilities and Energy, of the Draft EIR/EIS. As described in this section, impacts on utilities would be addressed through project design requirements and IAMFs that include utility identification, coordination with utility providers, protection of existing facilities, and repair or relocation of utilities as necessary during construction.

No revisions have been made to the Draft EIR/EIS in response to this comment.