

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

Draft Environmental Impact Report/Environmental Impact Statement

Pursuant to:

California Environmental Quality Act (Cal. Public Res. Code Section 21000 et seq.)
State of California CEQA Guidelines (14 Cal. Code Regs. Section 15000 et seq.)
National Environmental Policy Act (42 U.S.C. Section 4321 et seq.)
FRA Procedures for Considering the Environment
(64 Fed. Reg. 28545),
49 U.S.C. Section 303, and 23 U.S.C. Section 327

Prepared by:

California High-Speed Rail Authority

770 L Street, Suite 620 MS-1
Sacramento, CA 95814
Contact: Stefan Galvez-Abadia
(916) 324-1541

NEPA Cooperating Agencies:

U.S. Army Corps of Engineers

Los Angeles District
915 Wilshire Boulevard, Suite 930
Los Angeles, CA 90017
Contact: Veronica Li
(213) 452-3292

Surface Transportation Board

Office of Environmental Analysis
395 E Street, SW
Washington, DC 20423
Contact: Diana Wood
(202) 245-0245



Ian Choudri
Chief Executive Officer
California High-Speed Rail Authority
Date: 11/07/2025

For additional information concerning this document, contact:

Stefan Galvez-Abadia
California High-Speed Rail Authority
770 L Street, Suite 620 MS-1
Sacramento, CA 95814

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Abstract: The Los Angeles to Anaheim Project Section Draft Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) was prepared as a joint document to meet all pertinent requirements of both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). Following NEPA Assignment in July 2019, the California High-Speed Rail Authority has assumed the role of federal lead agency on the project. Specifically, the environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being or have been carried out by the State of California pursuant to 23 U.S.C. 327 and a Memorandum of Understanding (MOU) dated July 22, 2024, and executed by the Federal Railroad Administration and the State of California. Prior to the July MOU, the Federal Railroad Administration was the federal lead agency.

This document considers, describes, and summarizes at a project level of analysis the environmental impacts of a proposed high-speed rail (HSR) system for intercity travel between Los Angeles and Anaheim, California, that connects to the larger statewide HSR system. Two build alternatives and a no project alternative are analyzed. Impact avoidance and minimization features, along with mitigation measures, are described to guide HSR environmental review to avoid or minimize impacts. The California High-Speed Rail Authority, in its capacity as NEPA lead agency, may issue a single document that consists of the Final Environmental Impact Statement and Record of Decision pursuant to 49 U.S.C. 304a(b) and 23 U.S.C. 139(n)(2) unless the California High-Speed Rail Authority determines that statutory criteria or practicability considerations preclude issuance of such a combined document.