

PREFACE

What is this Document?

The California High-Speed Rail Authority (Authority) proposes to build, operate, and maintain an electric-powered high-speed rail (HSR) system in California. When completed, the California HSR System would provide intercity, high-speed service on more than 800 miles of track throughout California, connecting the major population centers of Sacramento, the San Francisco Bay Area, the southern Central Valley, Los Angeles, the Inland Empire, Orange County, and San Diego.

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

Two build alternatives and a no project alternative are analyzed in this joint EIR/EIS, which was developed in compliance with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA).

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

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

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

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

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

How Do I Use this Document?

The purpose of environmental documents prepared under CEQA and NEPA is to disclose information to decision makers and the public. Although the science and analysis that support the Los Angeles to Anaheim Project Section Draft EIR/EIS are complex, it is intended for the general public. Every attempt has been made to limit the use of technical terms and acronyms. Where this cannot be avoided, the terms and acronyms are defined the first time they are used in each chapter, and a list of acronyms and abbreviations is provided in Chapter 15 of the Draft EIR/EIS.

A glossary of terms is provided in Chapter 13 of the Draft EIR/EIS. This Draft EIR/EIS has been prepared in accordance with Section 508 of the Rehabilitation Act of 1973, as amended, and the Web Content Accessibility Guidelines, as required under Section 11546.7 of the California Government Code. The Draft EIR/EIS can be found on the Authority's website (www.hsr.ca.gov).

Volume 1 of this Draft EIR/EIS has 15 chapters and a Summary, which is available in English. The Summary will also be provided in two additional languages: Spanish and Korean. For a reader with short amount of time to review this document, the Summary is the best place to start. It provides an overview of all of the substantive chapters in this document and includes a table listing the potential environmental impacts for each environmental resource topic. If the reader begins here but wants more information, the Summary directs the reader where to get details elsewhere in the document.

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

- **Chapter 1, Project Purpose, Need, and Objectives**, explains why the project is proposed and provides a history of the planning process.
- **Chapter 2, Alternatives**, describes the proposed alternatives and station locations as well as the no project alternative used for purposes of comparison. This chapter contains illustrations and maps and describes construction activities. Chapter 2 also identifies the Authority's Preferred Alternative, which also serves as the proposed project for CEQA.

The first two chapters help the reader understand what is being analyzed in the remainder of the document.

- **Chapter 3, Affected Environment, Environmental Consequences, and Mitigation Measures**, is where the reader can find information about the existing transportation, environmental, and social conditions in the Los Angeles and Anaheim region. This chapter provides the findings of the analysis of potential environmental impacts, along with methods to reduce these impacts (called mitigation measures). Chapter 3 is divided into subsections discussing the following environmental resource topics:
 - Transportation
 - Air Quality and Global Climate Change
 - Noise and Vibration
 - Electromagnetic Fields and Electromagnetic Interference
 - Public Utilities and Energy
 - Biological and Aquatic Resources
 - Hydrology and Water Resources
 - Geology, Soils, Seismicity, and Paleontological Resources
 - Hazardous Materials and Wastes
 - Safety and Security
 - Socioeconomics and Communities
 - Station Planning, Land Use, and Development
 - Agricultural Farmland and Forest Land
 - Parks, Recreation, and Open Space
 - Aesthetics and Visual Quality
 - Cultural Resources
 - Regional Growth
 - Cumulative Impacts
- **Chapter 4, Section 4(f)/6(f) Evaluations**, summarizes impacts on parks, wildlife refuges, and historic properties in accordance with Section 4(f) of the Department of Transportation Act of 1966 and Section 6(f) of the Land and Water Conservation Fund Act.
- **Chapter 5, Community Analysis**, discusses whether the proposed alternatives would cause disproportionate impacts on low-income and minority communities. It also identifies mitigation to reduce those impacts, where appropriate.

- **Chapter 6, Project Costs and Operations**, summarizes the estimated capital, operations, and maintenance costs for the proposed alternatives and design options.
- **Chapter 7, Other CEQA/NEPA Considerations**, summarizes the project's significant adverse environmental effects that cannot be avoided if the project is implemented, the project's benefits, and the significant irreversible environmental changes that would occur as a result of project implementation.
- **Chapter 8, Preferred Alternative**, identifies the Preferred Alternative for the Los Angeles to Anaheim Project Section and the basis for its identification.
- **Chapter 9, Public and Agency Involvement**, contains summaries of coordination and outreach activities with agencies and the general public.
- **Chapter 10, EIR/EIS Distribution**, identifies the public agencies, tribes, and organizations that were informed of, and locations to review, this Draft EIR/EIS.
- **Chapter 11, List of Preparers**, provides the names and roles of the authors of this Draft EIR/EIS.
- **Chapter 12, References/Sources Used in Document Preparation**, lists the references and contacts used in writing this Draft EIR/EIS.
- **Chapter 13, Glossary of Terms**, provides a definition of certain terms used in this Draft EIR/EIS.
- **Chapter 14, Index**, provides a tool to cross-reference major topics addressed in this Draft EIR/EIS.
- **Chapter 15, Acronyms and Abbreviations**, defines the acronyms and abbreviations used in this Draft EIR/EIS.

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

Volume 3, Preliminary Engineering for Project Definition, presents the design drawings, including trackway and roadway crossing designs.

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

What Happens Next?

The Authority welcomes comments on the content of the Draft EIR/EIS. The public comment period will begin on December 5, 2025, and end on February 3, 2026. Please see the Notice of Availability for the Draft EIR/EIS for details on how to comment.

The Authority anticipates publishing the Final EIR/EIS in fall 2026. Subsequently, the Authority Board will consider whether to certify the Final EIR and approve the Preferred Alternative pursuant to CEQA. In addition, the Authority, as NEPA lead agency, will consider whether to

issue a Record of Decision approving the Preferred Alternative, which best serves the purpose and need for the Los Angeles to Anaheim Project Section and minimizes economic, social, and environmental impacts.

The schedule for final design, construction, and operation would be refined as the project moves closer to the end of the environmental review and preliminary design phase.