

TABLE OF CONTENTS

Volume 1—Report

PR	EFACE					
3.	SUMMARY					
	S.1	Introduction and Background				
	S.2	Tiered Environmental Review: Final Statewide Program EIR/EIS and				
		Los Angeles to Anaheim Project Section Project EIR/EIS	S-4			
	S.3	Issues Raised During the Scoping, Alternatives Analyses, and				
		Environmental Review Process	S-6			
	S.4	Purpose of and Need for the High-Speed Rail System and the Los				
		Angeles to Anaheim Project Section	S-9			
		S.4.1 Purpose of the High-Speed Rail System				
		S.4.2 Purpose of the Los Angeles to Anaheim Project Section				
		S.4.3 CEQA Project Objectives of the High-Speed Rail System in				
		California and within the Los Angeles to Anaheim Project				
		Section	S-9			
		S.4.4 Statewide and Regional Need for the High-Speed Rail				
		System in the Los Angeles to Anaheim Project Section	S-10			
	S.5	Alternatives	S-11			
		S.5.1 No Project Alternative	S-12			
		S.5.2 Los Angeles to Anaheim Project Section Alternatives				
	S.6	Impact Avoidance and Minimization Features	S-17			
	S.7	No Project Alternative Impacts	S-21			
	S.8	High-Speed Rail Alternatives Evaluation	S-25			
		S.8.1 High-Speed Rail Benefits	S-25			
		S.8.2 Adverse Effects Common to All Alternatives	S-26			
		S.8.3 Comparison of Impacts for the Project Alternatives	S-27			
		S.8.4 CEQA Summary of Impacts and Mitigation	S-81			
	S.9	Section 4(f) and Section 6(f)	S-92			
		S.9.1 Section 4(f)	S-92			
		S.9.2 Section 6(f)				
	S.10	Community Analysis	S-93			
	S.11	Capital and Operational Costs				
	S.12	Areas of Controversy	S-97			
	S.13	Environmental Process	S-97			
		S.13.1 Public and Agency Comment	S-97			
		S.13.2 Identification of Preferred Alternative				
	S.14	Next Steps in the Environmental Process				
		S.14.1 California High-Speed Rail Authority Decision Making				
		S.14.2 Federal Railroad Administration Decision Making				
		S.14.3 U.S. Army Corps of Engineers Decision Making	S-99			
		S.14.4 Surface Transportation Board Decision Making				
	S.15	Project Implementation	.S-100			
1	PR∩	ECT PURPOSE, NEED, AND OBJECTIVES	1_1			
•	1.1	Introduction				
		1.1.1 The High-Speed Rail System				



		1.1.2	The Decision to Develop a Statewide High-Speed Rail System	1-2
		1.1.3	Implementation of the Statewide High-Speed Rail System	
		1.1.4	The Los Angeles to Anaheim Project Section	
		1.1.5	Lead Agencies, Cooperating Agencies, and Responsible Agencies	
		1.1.6	Compatibility with Federal Transportation Policy	1-12
	1.2		e of and Need for the High-Speed Rail System and the	
			geles to Anaheim Project Section	1-13
		1.2.1	Purpose of the High-Speed Rail System	1-13
		1.2.2	Purpose of the Los Angeles to Anaheim Project Section	1-13
		1.2.3	CEQA Project Objectives of the High-Speed Rail System in	
			California and Within the Los Angeles to Anaheim Project	
			Section	1-13
		1.2.4	Statewide and Regional Need for the High-Speed Rail	
			System in the Los Angeles to Anaheim Project Section	1-14
	1.3	Relation	ship to Other Agency Plans, Policies, and Programs	
		1.3.1	California Transportation Plan 2050	
		1.3.2	LAUS Master Plan	
		1.3.3	Link Union Station Project	1-37
		1.3.4	Los Angeles – San Diego – San Luis Obispo Rail Corridor	
			Improvement Plans	1-37
		1.3.5	Measure R (Los Angeles County)	1-38
		1.3.6	Measure M (Los Angeles County)	1-39
		1.3.7	Long Beach-East LA Corridor Mobility Investment Plan	1-39
		1.3.8	Metro 2028 Games Mobility Concept Plan	
		1.3.9	Metrolink Southern California Optimized Rail Expansion	1-40
		1.3.10	Metrolink Strategic Business Plan	1-41
		1.3.11	Orange County Measure M2	1-41
		1.3.12	Southern California Association of Governments 2020–2045	
			Regional Transportation Plan/Sustainable Communities	
			Strategy	1-42
		1.3.13	Riverside County Transportation Commission Short Range	
			Transit Plan (Fiscal Year 2022/23–2026/27)	1-43
	1.4		ship to Other Transportation Projects in the Los Angeles to	
			n Study Area	
		1.4.1	Metro Purple (D) Line Extension	
		1.4.2	Santa Ana-Garden Grove Fixed Guideway Project	1-44
2	ALTE	RNATIVE	ES	2-1
	2.1		tion	
	2.2		dent Utility	
	2.3		ound	
		2.3.1	California High-Speed Rail System Background	2-3
	2.4	High-Sp	eed Rail System Infrastructure	
		2.4.1	System Design Performance, Safety, and Security	
		2.4.2	High-Speed Rail Vehicles	
		2.4.3	High-Speed Rail Stations	
		2.4.4	High-Speed Rail Infrastructure Components	
		2.4.5	Grade Separations	
		2.4.6	Traction Power Distribution	2-17



		2.4.7	Signaling and Train-Control Elements	
		2.4.8	Track Structure	
	0.5	2.4.9	Maintenance Facilities	
	2.5		ves Considered During Alternatives Screening Process	2-23
		2.5.1	High-Speed Rail Project-Level Alternatives Development	0.00
		0.5.0	Process	
		2.5.2	Range of Potential Alternatives Considered and Findings	2-28
	2.6		nt, Station Site, and Maintenance Facility Site Alternatives	
			ed in this Project Environmental Impact Report/Environmental	
			Statement	
		2.6.1	No Project Alternative	
		2.6.2	High-Speed Rail Build Alternatives – Overview	
		2.6.3	Shared Passenger Track Alternative A	
		2.6.4	Shared Passenger Track Alternative B	
		2.6.5	Early Action Projects	
		2.6.6	Optional High-Speed Rail Station	
	2.7		emand and Ridership Forecasts	
		2.7.1	Ridership and High-Speed Rail System Design	
		2.7.2	Ridership and Environmental Impact Analysis	
		2.7.3	Ridership and Station-Area Parking	
	2.8	•	ons and Service Plan	
		2.8.1	High-Speed Rail Service	
		2.8.2	Other Rail Services in the Shared Corridor	
		2.8.3	Maintenance Activities	
	2.9		al High-Speed Rail Development Considerations	. 2-158
		2.9.1	High-Speed Rail, Land Use Patterns, and Development	
			Around High-Speed Rail Stations	. 2-158
		2.9.2	Right-of-Way Acquisition for Construction, Operation, and	
			Maintenance of High-Speed Rail	
	2.10	Constru	ction Plan and Phased Implementation Strategy	
		2.10.1	Project Delivery	. 2-163
		2.10.2	Statewide High-Speed Rail Phased Implementation Strategy.	
		2.10.3	General Approach	. 2-165
		2.10.4	Preconstruction Activities	. 2-165
		2.10.5	Major Construction Activities	
	2.11	Permits	and Approvals	. 2-181
3	٨ΕΕΕ	CTED EN	IVIRONMENT, ENVIRONMENTAL CONSEQUENCES, AND	
3			MEASURES	211
	3.1		tion	
	5.1	3.1.1	Federal and State Regulatory Context	
		3.1.1	State and Regional Policy Context	
		3.1.2	Chapter 3 Purpose	
		3.1.3	Chapter 3 Organization	
		3.1.4		
			Chapter 3 Content	
		3.1.6	Outreach to Local Agencies	
	2.2	3.1.7	Legal Authority to Implement Off-Site Mitigation	
	3.2	•	rtation	
		3.2.1	Introduction	
		3.2.2	Laws, Regulations, and Orders	
		3.2.3	Consistency with Plans and Laws	3.2-22



	3.2.4	Methods for Evaluating Impacts	
	3.2.5	Affected Environment	3.2-43
	3.2.6	Environmental Consequences	3.2-57
	3.2.7	Mitigation Measures	
	3.2.8	NEPA Impacts Summary	
	3.2.9	CEQA Significance Conclusions	
3.3		ality and Global Climate Change	
0.0	3.3.1	Introduction	
	3.3.2	Laws, Regulations, and Orders	
	3.3.3		
	3.3.4	Consistency with Plans and Laws	
		Methods for Evaluating Impacts	
	3.3.5	Affected Environment	
	3.3.6	Environmental Consequences	
	3.3.7	Mitigation Measures	
	3.3.8	NEPA Impacts Summary	
	3.3.9	CEQA Significance Conclusions	
3.4	Noise a	and Vibration	
	3.4.1	Introduction	3.4-1
	3.4.2	Laws, Regulations, and Orders	3.4-2
	3.4.3	Consistency with Plans and Laws	3.4-21
	3.4.4	Methods for Evaluating Impacts	
	3.4.5	Affected Environment	
	3.4.6	Environmental Consequences	
	3.4.7	Mitigation Measures	
	3.4.8	NEPA Impacts Summary	
	3.4.9	CEQA Significance Conclusions	
3.5		magnetic Fields and Electromagnetic Interference	
3.3	3.5.1	Introduction	2 5 1
	3.5.1		
		Laws, Regulations, and Orders	
	3.5.3	Consistency with Plans and Laws	
	3.5.4	Methods for Evaluating Impacts	
	3.5.5	Affected Environment	
	3.5.6	Environmental Consequences	
	3.5.7	Mitigation Measures	
	3.5.8	NEPA Impacts Summary	3.5-45
	3.5.9	CEQA Significance Conclusions	3.5-51
3.6	Public I	Utilities and Energy	3.6-1
	3.6.1	Introduction	3.6-1
	3.6.2	Laws, Regulations, and Orders	3.6-2
	3.6.3	Consistency with Plans and Laws	
	3.6.4	Methods for Evaluating Impacts	
	3.6.5	Affected Environment	
	3.6.6	Environmental Consequences	
	3.6.7	Mitigation Measures	
		-	
	3.6.8	NEPA Impacts Summary	
0.7	3.6.9	CEQA Significance Conclusions	
3.7	•	cal and Aquatic Resources	
	3.7.1	Introduction	
	3.7.2	Laws, Regulations, and Orders	
	3.7.3	Consistency with Plans and Laws	
	3.7.4	Methods for Evaluating Impacts	3.7-25



	3.7.5	Affected Environment	3.7-40
	3.7.6	Environmental Consequences	3.7-74
	3.7.7	Mitigation Measures	3.7-126
	3.7.8	NEPA Impacts Summary	3.7-140
	3.7.9	CEQA Significance Conclusions	3.7-155
	3.7.10	Summary of Section 7 Consultation	3.7-157
3.8	Hydrolog	gy and Water Resources	3.8-1
	3.8.1	Introduction	3.8-1
	3.8.2	Laws, Regulations, and Orders	3.8-2
	3.8.3	Consistency with Plans and Laws	3.8-17
	3.8.4	Methods for Evaluating Impacts	
	3.8.5	Affected Environment	
	3.8.6	Environmental Consequences	3.8-48
	3.8.7	Mitigation Measures	
	3.8.8	NEPA Impacts Summary	
	3.8.9	CEQA Significance Conclusions	
3.9		y, Soils, Seismicity, and Paleontological Resources	
0.0	3.9.1	Introduction	
	3.9.2	Laws, Regulations, and Orders	
	3.9.3	Consistency with Plans and Laws	
	3.9.4	Methods for Evaluating Impacts	
	3.9.5	Affected Environment	
	3.9.6	Environmental Consequences	
	3.9.7	Mitigation Measures	
	3.9.8	NEPA Impacts Summary	
	3.9.9	CEQA Significance Conclusions	
3.10		ous Materials and Wastes	
5.10	3.10.1	Introduction	
	3.10.2	Laws, Regulations, and Orders	
	3.10.2	Consistency with Plans and Laws	
	3.10.3	Methods for Evaluating Impacts	
	3.10.4	Affected Environment	
	3.10.6	Environmental Consequences	
	3.10.7	Mitigation Measures	
	3.10.7	NEPA Impacts Summary	
	3.10.9	CEQA Significance Conclusions	
3.11		nd Security	
3.11	3.11.1	Introduction	
	3.11.1	Laws, Regulations, and Orders	
	3.11.2	Consistency with Plans and Laws	
	3.11.3		
		Methods for Evaluating Impacts	
	3.11.5 3.11.6	Affected Environment	
	3.11.0	Environmental Consequences	
	_	Mitigation Measures	
	3.11.8	NEPA Impacts Summary	
0.40	3.11.9	CEQA Significance Conclusions	
3.12		onomics and Communities	
	3.12.1	Introduction	
	3.12.2	Laws, Regulations, and Orders	
	3.12.3	Consistency with Plans and Laws	
	3.12.4	Methods for Evaluating Impacts	3.12-22



	3.12.5	Affected Environment			
	3.12.6	Environmental Consequences	3.	12-5	58
	3.12.7	Mitigation Measures	3.	12-9	99
	3.12.8	NEPA Impacts Summary	3.12	2-10)2
	3.12.9	CEQA Significance Conclusions	3.1	2-11	13
3.13	Station	Planning, Land Use, and Development	3	.13-	-1
	3.13.1	Introduction			
	3.13.2	Laws, Regulations, and Orders			
	3.13.3	Consistency with Plans and Laws			
	3.13.4	Methods for Evaluating Impacts			
	3.13.5	Affected Environment			
	3.13.6	Environmental Consequences			
	3.13.7	Mitigation Measures			
	3.13.8	NEPA Impacts Summary			
	3.13.9	CEQA Significance Conclusions			
3.14		ural Farmland and Forest Land			
•	3.14.1	Introduction			
	3.14.2	Laws, Regulations, and Orders			
	3.14.3	Methods for Evaluating Impacts			
	3.14.4	Affected Environment			
	3.14.5	Environmental Consequences			
	3.14.6	Mitigation Measures			
	3.14.7	NEPA Impacts Summary			
	3.14.8	CEQA Significance Conclusions			
3.15		Recreation, and Open Space			
0.10	3.15.1	Introduction			
	3.15.2	Laws, Regulations, and Orders			
	3.15.3	Consistency with Plans and Laws			
	3.15.4	Methods for Evaluating Impacts			
	3.15.5	Affected Environment			
	3.15.6	Environmental Consequences			
	3.15.7	Mitigation Measures			
	3.15.8	NEPA Impacts Summary			
	3.15.9	CEQA Significance Conclusions			
3.16		ics and Visual Quality			
3.10		Introduction			
	3.16.1	Laws, Regulations, and Orders			
	3.16.2	Consistency with Plans and Laws			
	3.16.4	Methods for Evaluating Impacts			
	3.16.5	Affected Environment			
	3.16.6	Environmental Consequences			
	3.16.7	Mitigation Measures			
	3.16.8	NEPA Impacts Summary			
0.47	3.16.9	CEQA Significance Conclusions			
3.17		Resources			
	3.17.1	Introduction			
	3.17.2	Laws, Regulations, and Orders			
	3.17.3	Consistency with Local Plans and Laws		ı / -1	Ю
	3.17.4	Coordination of Section 106 Process with NEPA and CEQA		47 4	. –
	0.47.5	Compliance			
	3.17.5	Methods for Evaluating Impacts	3.	17-4	19



		3.17.6 Aff	ected Environment	. 3.17-73
		3.17.7 En	vironmental Consequences	3.17-116
			igation Measures	
		3.17.9 NE	PA Impacts Summary	3.17-169
			QA Significance Conclusions	
	3.18		owth	
			roduction	
			ws, Regulations, and Orders	
			nsistency with Plans and Laws	
			thods for Evaluating Impacts	
			ected Environment	
			vironmental Consequences	
			igation Measures	
			PA Impacts Summary	
			QA Significance Conclusions	
	3.19		Impacts	
			roduction	
			ws, Regulations, and Orders	
			thods for Evaluating Impacts	
			mulative Impacts Analysis	. 3.19-29
			tigation Measures (for Any Newly Identified Significant	
			mulative Impacts)	
		3.19.6 Imp	pacts Summary	3.19-104
4	DRAF	T SECTION	4(F) AND SECTION 6(F) EVALUATIONS	4-1
	4.1	Introduction		4-2
			ws, Regulations, and Orders	
			source Study Area	
			ction 4(f) Applicability	
			ction 4(f) Use Definitions	
	4.2		1	
		4.2.1 Pa	rks, Recreation Areas, Open Space, and Wildlife and	
		Wa	aterfowl Refuges	4-29
		4.2.2 Cu	Itural Resources	4-33
	4.3	Purpose and	d Need	4-33
	4.4			
		4.4.1 No	Project Alternative	4-33
			ared Passenger Track Alternative A	
			ared Passenger Track Alternative B	
			gh-Speed Rail Station Options	
	4.5		Applicability Analysis	
			rks, Recreation, Open Space, and Wildlife and Waterfow	
			fuges	
			Itural Resources	
	4.6		Section 4(f) Use Assessment	
			rks, Recreation, Open Space, and Wildlife and Waterfow	
			fuges	
			Itural Resources	
	4.7		Alternatives	
			eliminary Individual Resource Avoidance Assessments	
	4.8	Measures to	Minimize Harm	4-205



	4.9	Section 4(f) Least Harm Analysis	. 4-208
		4.9.1 Net Harm to Section 4(f) Property	.4-215
		4.9.2 Impacts on Environmental Resources Outside of Section 4(f)	
		Uses	.4-215
	4.10		
	_	•	
5		MUNITY ANALYSIS	_
	5.1	Introduction	
		5.1.1 Definition of Resources	5-3
	5.2	Laws, Regulations, and Orders	5-3
		5.2.1 Federal	5-3
		5.2.2 State	5-7
		5.2.3 Regional and Local	5-9
	5.3	Methods for Evaluating Effects	5-15
		5.3.1 Definition of Reference Community and Resource Study	
		Area	5-15
		5.3.2 Impact Avoidance and Minimization Features	
		5.3.3 Mitigation Measures	
		5.3.4 Methods for Impact Analysis	
	5.4	Affected Environment	
	0.1	5.4.1 Low-Income Populations	
		5.4.2 Minority Populations	
		5.4.3 Disadvantaged Communities	
		5.4.4 Station and Maintenance Facility Area Demographics	
	5.5	Inclusive Public Engagement	
	0.0	5.5.1 Affected Populations and Communities	
		5.5.2 Summary of Public Outreach Issues and Concerns	
	5.6	Assessment of Impacts	
	5.0	5.6.1 Overview	
		5.6.2 No Project Alternative	
		5.6.3 Project Impacts	
	5.7	, ,	. 5-104
	5.7	Summary of Disproportionately High and Adverse Effects Prior to Consideration of Measures to Minimize Harm	E 171
			_
		5.7.1 Operational Air Quality	
		5.7.2 Operational Noise and Vibration	
		5.7.3 Hazardous Materials and Wastes	
		5.7.4 Business Displacements	.5-1/6
		5.7.5 Project Benefits	
	5.8	Community Analysis–Specific Measures to Minimize Harm	
	5.9	Preliminary Conclusion	.5-181
6	PRO	IECT COSTS AND OPERATIONS	6-1
•	6.1	Introduction	
	6.2	Capital Costs	
	0.2	6.2.1 Standardized Capital Cost Categories	6-2
		6.2.2 Los Angeles to Anaheim Project Section Build Alternatives	6-3
		6.2.3 Maintenance Facilities	
	6.3	Operation and Maintenance Costs	
	0.0	6.3.1 Assumptions	
		6.3.2 Operating Speeds	
		6.3.3 Development of Operational and Maintenance Costs	
		0.3.3 Developinent of Operational and Maintenance Costs	0-1



7			ONAL ENVIRONMENTAL POLICY ACT (NEPA)/CALIFORNIA	7 /	
			NTAL QUALITY ACT (CEQA) CONSIDERATIONS	/-	
	7.1		dable Adverse Effects and Significant and Unavoidable	7.4	
			S		
		7.1.1	Adverse Effects that Cannot Be Avoided Under NEPA		
		7.1.2	J	/-/	
	7.2	•	Benefits		
		7.2.1			
		7.2.2			
		7.2.3	I J	7-11	
	7.3	Relation	nship between Short-Term Use of the Environment and the		
		Enhanc	ement of Long-Term Productivity	7-11	
	7.4	Significa	ant Irreversible Environmental Changes or Irretrievable		
		Commit	tment of Resources	7-13	
0	DDE		ALTERNATIVE	0.4	
8					
	8.1		ction		
	8.2		ary of Comments		
		8.2.1	California Legislators	8-6	
		8.2.2	Project Area Local Governments		
		8.2.3	Federal Agencies		
		8.2.4	Tribal Consultation		
		8.2.5	State Agencies		
		8.2.6	Regional and Other Public Agencies		
		8.2.7	Businesses		
		8.2.8	Organizations	8-9	
		8.2.9	Individuals	8-9	
	8.3	Alternat	tives Considered	8-10	
	8.4	Preferre	ed Alternative	8-14	
		8.4.1	Alignment	8-27	
		8.4.2	Identification of the Preferred Alternative	8-32	
	8.5	Environ	mentally Superior Alternative		
	8.6		mentally Preferable Alternative		
_			•		
9	PUBLIC AND AGENCY INVOLVEMENT				
	9.1	Inclusiv	e Public Involvement	9-3	
		9.1.1	Inclusive Public Involvement for Current Alternatives (Shared		
			Passenger Track Alternatives A and B)	9-5	
		9.1.2	Inclusive Public Outreach for Previous High-Speed Rail		
			Project Alternative (2018)	9-6	
	9.2	Public a	and Agency Scoping	9-6	
		9.2.1	2007 Initial Public and Agency Scoping	9-7	
		9.2.2	2020 Public and Agency Scoping		
	9.3	Alternat	tives Analysis Process		
		9.3.1	Overview of Stakeholder and Technical Working Group		
		0.0	Meetings During the Alternatives Analysis Process	9-15	
		9.3.2	Coordination with Other Railroad Corridor Owners/Operators		
		9.3.3	Supplemental Alternatives Analyses: 2010, 2016, and 2023		
		9.3.4	Public Information Meetings and Materials		
		9.3.4	Environmental Resource Agency Coordination During the	ə= 1 <i>1</i>	
		9.0.0	Alternatives Analysis Process	0.40	
	0.4	Dovolo			
	9.4	Develor	oment of the Draft EIR/EIS	ษ-าย	



		9.4.1	Agreements and Memoranda of Understanding	
		9.4.2	Public Information Materials and Meetings	9-20
		9.4.3	Tribal Coordination Meetings	9-23
		9.4.4	Section 106, National Historic Preservation Act, and	
			Assembly Bill 52 Consultation	9-28
		9.4.5	Stakeholder and Technical Working Group Meetings	
		9.4.6	Agency Meetings and Consultation	
	9.5		ion and Circulation of the Draft EIR/EIS	
10			RIBUTION	
	10.1	•	ory Locations	
		10.1.1	Anaheim	
		10.1.2	Buena Park	
		10.1.3	Commerce	
		10.1.4	Cudahy	10-2
		10.1.5	Fullerton	10-2
		10.1.6	La Mirada	10-2
		10.1.7	Los Angeles	10-2
		10.1.8	Montebello	
		10.1.9	Norwalk	
		10.1.10	Orange	
		10.1.11		
		-	Sacramento	
			Santa Fe Springs	
			Vernon	
			Whittier	
	10.2		Agencies	
	10.3	_	gencies	
	10.4		Officials	
		10.4.1	Federal Elected Officials	
		10.4.2	State Elected Officials	
		10.4.3	Regional County Board of Supervisors	
		10.4.4	Mayors	
		10.4.5	City Council Members	
	10.5		I/Local Agencies	
	10.6		ations and Businesses	
	10.7		merican Contacts	
	10.8	Schools	and Districts	10-20
11	LIST	OF DRED	PARERS	11_1
	11.1		a High-Speed Rail Authority	
	11.2		reparers	
			•	
12	REFE	RENCES	S/SOURCES USED IN DOCUMENT PREPARATION	12-1
	12.1	General		12-1
	12.2	Referen	ces/Sources by Chapter	12-1
			γ	
			1 Project Purpose, Need, and Objectives	
		•	2 Alternatives	
			3 Affected Environment, Environmental Consequences, and	
			Mitigation Measures	12-12
		Chapter	4 Draft Section 4(f) and Section 6(f) Evaluations	



	Chapter 5 Community Analysis	12-100
	Chapter 6 Project Costs and Operations	12-102
	Chapter 7 Other National Environmental Policy Act/California	
	Environmental Quality Act Considerations	12-102
	Chapter 8 Preferred Alternative	12-102
	Chapter 9 Public and Agency Involvement	12-103
13	GLOSSARY OF TERMS	13-1
14	INDEX	14-1
15	ACRONYMS AND ABBREVIATIONS	15-1



Tables

Table S-1 Summary of Design Features of the Shared Passenger Track Alternative A and Shared Passenger Track Alternative B	S-13
Table S-2 Proposed Build Alternative Elements	
Table S-3 Impact Avoidance and Minimization Features by Resource Topic	
Table S-4 Reduction in Statewide Annual Vehicle Miles Traveled: Horizon Year 2040, with a Blend of 2023 Project Update Report and 2024 Business Plan Ridership Data	S-25
Table S-5 Premitigation and Post-Mitigation Comparison of Construction Impacts by Alternative and Intermediate Station Option	S-29
Table S-6 Premitigation and Post-Mitigation Comparison of Operational Impacts by Alternative and Intermediate Station Option	S-61
Table S-7 CEQA Summary of Resources with Significant Impacts and Applicable Mitigation Measures for the Shared Passenger Track	
Alternative	S-82
Table S-8 Standardized Capital Cost Categories for the Los Angeles to Anaheim Project Section (2023\$ in millions)	S-95
Table S-9 Annual Operational and Maintenance Costs for Phase 1 (2015 \$millions)	S-96
Table S-10 Annual Operational and Maintenance Costs, Apportioned to the Los Angeles to Anaheim Project Section (2015 \$millions)	S-96
Table S-11 Los Angeles to Anaheim Project Section Milestone Schedule	S-100
Table 1-1 Population Growth in California, the Los Angeles to Anaheim Project Section, and Los Angeles and Orange Counties	1-17
Table 1-2 Unemployment and Income in California and in Los Angeles and Orange Counties	1-17
Table 1-3 Vehicle Miles Traveled in Project Section Counties, from 2019 to 2045	1-20
Table 1-4 Travel Growth for Select Highways between California Cities	1-21
Table 1-5 Total Average Annual Daily Traffic of Vehicle and Truck Volumes by Freeway Corridor	1-22
Table 1-6 Metrolink Line Boardings	1-24
Table 1-7 Amtrak Boardings	1-25
Table 1-8 Commercial Air Traffic at Airports in the Los Angeles to Anaheim Project Section	1-26
Table 1-9 Estimated Total Travel Times (Door-to-Door in Hours and Minutes) between City Pairs by Auto, Air, Passenger Rail, Bus, and High-Speed Rail (Peak Conditions)	1-28
Table 1-10 Federal and State Attainment Status of the Air Quality Resource Study Area	
Table 2-1 High-Speed Rail Performance Criteria for Blended System	
Table 2-2 Summary of High-Speed Rail Project Alternative Design Options—	
2009 Alternatives Analysis Report	2-31



Table 2-3 Summary of Dedicated High-Speed Rail Project Alternative Design Options—2010 Supplemental Alternatives Analysis Report	2-33
Table 2-4 Summary of Consolidated Shared-Track Alternative Design Options—2010 Supplemental Alternatives Analysis Report	2-33
Table 2-5 Los Angeles to Anaheim Project Section Alternatives and High-Speed Rail Station Options Considered (2009–2016)	
Table 2-6 Projected Population and Employment in the Resource Study Area	
Table 2-7 Planned Highways Project List	
Table 2-8 Los Angeles International Airport Major Projects	
Table 2-9 Summary of Design Features of Shared Passenger Track Alternative A and Shared Passenger Track Alternative B	2-57
Table 2-10 Freight and Passenger Rail Modification Summary Table	
Table 2-11 Traction Power, Paralleling, and Switching Station Locations	
Table 2-12 BNSF Railway Facility or Track to Be Removed or Modified	
Table 2-13 Industry Spur Relocations	
Table 2-14 Modifications to Roadway Crossings (from northwest to southeast)	2-119
Table 2-15 Waterways Crossed by or Potentially Affected by High-Speed Rail	2-132
Table 2-16 Maximum Amount of Land Permanently Converted to Transportation Use (acres)	2-134
Table 2-17 Business and Residential Displacements from Shared Passenger Track Alternative A	2-134
Table 2-18 Temporary Construction Easements and Right-of-Way	
Acquisitions (acres)	2-161
Table 2-19 Los Angeles to Anaheim Project Section Construction Schedule	2-163
Table 2-20 Contractor Staging and Laydown Areas at Roadway Crossings by City	2-169
Table 2-21 Contractor Staging and Laydown Areas for Waterway Crossings by City	2-172
Table 2-22 Contractor Staging and Laydown Areas for Elevated Structures by City	2-174
Table 2-23 Cut/Fill Amounts and Haul Roads for Light Maintenance Facilities, Roadways, High-Speed Rail and Passenger Rail Stations, and Fullerton	
Braced Trench	2-176
Table 2-24 Anticipated Environmental Reviews, Permits/Approvals, and Coordination by Agency	2-182
Table 3.1-1 Los Angeles to Anaheim Project Section Ridership Forecast	3.1-14
Table 3.2-1 California Statutory Bicycle Facility Definitions	3.2-7
Table 3.2-2 Regional and Local Plans and Policies	
Table 3.2-3 Definition of Transportation Resource Study Areas	3.2-23
Table 3.2-4 Environmental Baselines for the Project	3.2-33
Table 3.2-5 Signalized Intersections Level of Service Thresholds and Definitions	3.2-36
Table 3.2-6 Signalized Intersection Control Delay and Level of Service	
Threshold Criteria	3.2-37



Table 3.2-7 Unsignalized Intersection Control Delay and Level of Service Threshold Criteria	3.2-37
Table 3.2-8 Level of Service and Volume-to-Capacity Ratio Thresholds for Roadway Segments	3.2-38
Table 3.2-9 Freeway Segment Peak-Hour Capacities	
Table 3.2-10 Freeway Segment Volume-to-Capacity Ratios and Level of	
Service	3.2-39
Table 3.2-11 Average Daily Traffic Volume Along Regional Truck Routes	3.2-47
Table 3.2-12 Existing Transit: LAUS	3.2-50
Table 3.2-13 Existing Transit: ARTIC	3.2-51
Table 3.2-14 Existing Transit Service Along the Los Angeles to Anaheim Project Section Alignment	3.2-53
Table 3.2-15 Existing Passenger Rail Service	
Table 3.2-16 Intersection Level of Service, Horizon Year 2040 No Project	3.2-59
Table 3.2-17 Roadway Segment Level of Service, Horizon Year 2040 No Project	
Table 3.2-18 Future Conditions Project List	
Table 3.2-19 Airport Projects	
Table 3.2-20 Temporary Construction Roadway Closures	
Table 3.2-21 Signalized Intersections: Existing Plus Project Impacts	
Table 3.2-22 Unsignalized Intersections: Existing Plus Project Impacts	
Table 3.2-23 Roadway Segment Impacts: Existing Year 2015 Impacts	
Table 3.2-24 Reduction in Statewide Annual Vehicle Miles Traveled: Horizon Year 2040	
Table 3.2-25 Reduction in Statewide Annual Vehicle Miles Traveled (with Norwalk/Santa Fe Springs High-Speed Rail Station Option): Horizon Year 2040	3.2-95
Table 3.2-26 Reduction in Statewide Annual Vehicle Miles Traveled (with Fullerton High-Speed Rail Station Option): Horizon Year 2040	3.2-95
Table 3.2-27 Signalized Intersections: Horizon Year 2040 Impacts for Shared Passenger Track Alternatives A and B	3.2-96
Table 3.2-28 Signalized Intersections: Horizon Year 2040 Impacts with Inclusion of Norwalk/Santa Fe Springs High-Speed Rail Station Option	3.2-101
Table 3.2-29 Signalized Intersections: Horizon Year 2040 Impacts with Inclusion of Fullerton High-Speed Rail Station Option	3.2-104
Table 3.2-30 Unsignalized Intersections: Horizon Year 2040 Impacts for Shared Passenger Track Alternatives A and B	3.2-106
Table 3.2-31 Unsignalized Intersections: Horizon Year 2040 Impacts with Inclusion of Norwalk/Santa Fe Springs High-Speed Rail Station Option	3.2-106
Table 3.2-32 Unsignalized Intersections: Horizon Year 2040 Impacts with Inclusion of Fullerton High-Speed Rail Station Option	3.2-107
Table 3.2-33 Major Roadway Segments: Horizon Year 2040 Impacts for Shared Passenger Track Alternatives A and B	3.2-108



Table 3.2-34 Major Roadway Segments: Horizon Year 2040 Impacts with Inclusion of Norwalk/Santa Fe Springs High-Speed Rail Station Option	2 2 112
	3.2-113
Table 3.2-35 Major Roadway Segments: Horizon Year 2040 Impacts with Inclusion of Fullerton High-Speed Rail Station Option	3 2-115
Table 3.2-36 Freeway Service On-Ramp Queue Lengths: Horizon Year 2040	0.2-110
Impacts	3.2-119
Table 3.2-37 Impacts of Mitigation Measures	
Table 3.2-38 Comparison of Project Alternative Impacts on Transportation	
Table 3.2-39 CEQA Significance Conclusions for Transportation	
Table 3.3-1 Ambient Air Quality Standards	
Table 3.3-2 Regional and Local Plans and Policies	
Table 3.3-3 Definition of Resource Study Areas	
Table 3.3-4 Construction Segments for Ambient Air Quality Analysis and Health Risk Assessment	
Table 3.3-5 South Coast Air Quality Management District Thresholds	
Table 3.3-6 Mojave Desert Air Quality Management District Emissions	0.0 00
Thresholds	3.3-72
Table 3.3-7 San Joaquin Valley Air Pollution Control District Thresholds	3.3-73
Table 3.3-8 California Greenhouse Gas Inventory (2022)	
Table 3.3-9 Estimated 2017 Annual Average Criteria Pollutant Emissions for the South Coast Air Quality Management District (tons per day)	
Table 3.3-10 Estimated 2017 Annual Average Emissions for the Mojave Desert Air Quality Management District (tons per day)	
Table 3.3-11 Estimated 2017 Annual Average Emissions for the San Joaquin Valley Air Pollution Control District (tons per day)	
Table 3.3-12 Ambient Criteria Pollutant Concentrations Measured at Air Quality Monitoring Stations Along the Project Section	
Table 3.3-13 Federal and State Attainment Status of the Air Quality Resource Study Area	3.3-84
Table 3.3-14 Sensitive Receptors within 1,000 Feet of the High-Speed Rail	0.0 04
Stations and High-Speed Rail Station Options	3.3-85
Table 3.3-15 Shared Passenger Track Alternative A with No High-Speed Rail Station Option: Estimated Annual Average Construction Emissions (tons	
per year)	3.3-101
Table 3.3-16 Shared Passenger Track Alternative A with No High-Speed Rail Station Option: Estimated Maximum Daily Construction Emissions	
(pounds per day)	3.3-104
Table 3.3-17 Shared Passenger Track Alternative A with Norwalk/Santa Fe Springs High-Speed Rail Station Option: Estimated Annual Average Construction Emissions (tons per year)	3 3-107
Table 3.3-18 Shared Passenger Track Alternative A with Norwalk/Santa Fe	
Springs High-Speed Rail Station Option: Estimated Maximum Daily	
Construction Emissions (pounds per day)	3.3-110



Table 3.3-19 Shared Passenger Track Alternative A with Fullerton High-Speed Rail Station Option: Estimated Annual Average Construction Emissions (tons per year)	3.3-113
Table 3.3-20 Shared Passenger Track Alternative A with Fullerton High-Speed Rail Station Option: Estimated Maximum Daily Construction Emissions (pounds per day)	3.3-116
Table 3.3-21 Shared Passenger Track Alternative B with No High-Speed Rail Station Option: Estimated Annual Average Construction Emissions (tons per year)	3.3-120
Table 3.3-22 Shared Passenger Track Alternative B with No High-Speed Rail Station Option: Estimated Maximum Daily Construction Emissions (pounds per day)	3.3-123
Table 3.3-23 Shared Passenger Track Alternative B with Norwalk/Santa Fe Springs High-Speed Rail Station Option: Estimated Annual Average Construction Emissions (tons per year)	3.3-126
Table 3.3-24 Shared Passenger Track Alternative B with Norwalk/Santa Fe Springs High-Speed Rail Station Option: Estimated Maximum Daily Construction Emissions (pounds per day)	3.3-129
Table 3.3-25 Shared Passenger Track Alternative B with Fullerton High-Speed Rail Station Option: Estimated Annual Average Construction Emissions (tons per year)	
Table 3.3-26 Shared Passenger Track Alternative B with Fullerton High-Speed Rail Station Option: Estimated Maximum Daily Construction Emissions	3.3-135
Table 3.3-27 Project Carbon Dioxide Equivalent Construction Emissions within the South Coast Air Basin	
Table 3.3-28 Project Annual Carbon Dioxide Equivalent Construction Emissions within the Mojave Desert Air Basin	3.3-144
Table 3.3-29 Project Daily Carbon Dioxide Equivalent Construction Emissions within the Mojave Desert Air Basin	3.3-145
Table 3.3-30 Project Carbon Dioxide Equivalent Construction Emissions within the San Joaquin Valley Air Basin	3.3-145
Table 3.3-31 2040 Estimated Regional Emissions Burden Changes from Passenger Vehicles versus No Project, Shared Passenger Track Alternatives A and B	3 3-1/18
Table 3.3-32 2040 Power Plant Emission Changes	
Table 3.3-33 Summary of 2040 Regional Emissions Changes from Operation, Shared Passenger Track Alternatives A and B (tons per year or metric tons per year for CO ₂ e)	
Table 3.3-34 Maximum Localized Construction Criteria Pollutant Concentrations: Shared Passenger Track Alternative A	
Table 3.3-35 Estimated Incidence of Health Outcomes Based on Total Directly Emitted Nitrogen Oxides, Sulfur Oxides, and Fine Particulate Matter Emissions During Construction of the Shared Passenger Track	
Alternatives	3.3-156
Concentrations: Shared Passenger Track Alternative B	3.3-157



Table 3.3-37 Construction Excess Cancer and Noncancer Maximum Risk	3.3-160
Table 3.3-38 Maximum Modeled Carbon Monoxide Concentrations at	
Intersections Near ARTIC	3.3-164
Table 3.3-39 Maximum Modeled Carbon Monoxide Concentrations at Proposed Parking Structures at ARTIC	3.3-164
Table 3.3-40 Maximum Modeled Carbon Monoxide Concentrations at Intersections Near the Norwalk/Santa Fe Springs High-Speed Rail Station Option	3.3-165
Table 3.3-41 Maximum Modeled Carbon Monoxide Concentrations at Intersections Near the Fullerton High-Speed Rail Station Option	3.3-166
Table 3.3-42 Maximum Modeled Carbon Monoxide Concentrations at Proposed Parking Structures at the Fullerton High-Speed Rail Station	0.0.407
Option	
Table 3.3-43 Operational Emissions for Localized Effects Analysis	3.3-169
Table 3.3-44 Operational Emissions for Localized Effects Analysis Near the Norwalk/Santa Fe Springs High-Speed Rail Station Option	3.3-169
Table 3.3-45 Operational Emissions for Localized Effects Analysis Near the Fullerton High-Speed Rail Station Option	3 3_170
Table 3.3-46 Modeled Health Risk Near Hobart and Commerce Yards During	
Operation (Maximum Impact at Residential and Worker Receptors)	3.3-172
Table 3.3-47 Modeled Health Risk Near Hobart and Commerce Yards During Combined Construction and Operation (Maximum Impact at Residential	
and Worker Receptors	3.3-173
Table 3.3-48 Mitigation Measures Required for Early Action Projects	3.3-178
Table 3.3-49 Comparison of Project Impacts on Air Quality and Global Climate Change	3.3-183
Table 3.3-50 CEQA Significance Conclusions for Air Quality and Greenhouse	
Gas Emissions	3.3-191
Table 3.4-1 Federal Highway Administration Noise Abatement Criteria in A-Weighted Decibels	3.4-5
Table 3.4-2 Regional and Local Plans and Policies	
Table 3.4-3 Regional and Local Plans and Policies Inconsistencies	3.4-22
Table 3.4-4 Definition of Noise and Vibration Resource Study Areas	3.4-24
Table 3.4-5 Federal Railroad Administration Construction Noise Assessment	
Criteria	
Table 3.4-6 Land Use Categories and Metrics for Transit Noise Impact Criteria	
Table 3.4-7 Noise Impact Criteria: Effect on Cumulative Noise Exposure	3.4-32
Table 3.4-8 Federal Railroad Administration Construction Vibration Damage Criteria	3.4-33
Table 3.4-9 Ground-Borne Vibration and Noise Impact Criteria	3.4-34
Table 3.4-10 Ground-Borne Vibration and Noise Impact Criteria for Special	
Buildings	3.4-34
Table 3.4-11 Interpretation of Vibration Criteria for Detailed Analysis	3.4-35
Table 3.4-12 Summary of Existing Noise Measurements in the Project Section	3.4-38



Table 3.4-13 Estimated Noise Impact Distances Based on Federal Railroad Administration Criteria for Construction Activities in Residential Areas Along the Project Section	3 4-47
Table 3.4-14 Estimated Impact Distances for Construction Vibration Damage	
Table 3.4-15 Estimated Impact Distances for Construction Vibration	
Annoyance for the Project Section	3.4-51
Table 3.4-16 Residential Noise Impact Assessment for the Project Section	3.4-55
Table 3.4-17 Institutional Noise Impact Assessment for the Project Section	3.4-57
Table 3.4-18 Residential Vibration Impact Assessment for the Project Section	3.4-65
Table 3.4-19 Institutional Vibration Impact Assessment for the Project Section	3.4-67
Table 3.4-20 Residential Ground-Borne Noise Impact Assessment for the Project Section	3.4-69
Table 3.4-21 Institutional Ground-Borne Noise Impact Assessment for the Project Section	3.4-69
Table 3.4-22 Mitigation Measures Required for Early Action Projects	3.4-82
Table 3.4-23 Comparison of Project Alternatives Impacts on Noise and Vibration	3.4-85
Table 3.4-24 CEQA Significance Conclusions for Noise and Vibration	3.4-87
Table 3.5-1 Relationship between Typical Frequencies and Their Wavelengths	3.5-4
Table 3.5-2 Typical Magnetic Field Strengths	3.5-4
Table 3.5-3 Typical EMF Levels for Transmission/Power Lines	3.5-5
Table 3.5-4 Institute of Electrical and Electronics C95.6 Magnetic Field Maximum Permissible Exposure Levels for the General Public	3.5-7
Table 3.5-5 Institute of Electrical and Electronics Engineers C95.6 Electric Field Maximum Permissible Exposure Levels for the General Public	3.5-7
Table 3.5-6 Radio Frequency Emissions Safety Levels Expressed as Maximum Permissible Exposure	3.5-9
Table 3.5-7 Regional and Local Plans and Policies	3.5-11
Table 3.5-8 Definition of EMF/EMI Resource Study Area	3.5-14
Table 3.5-9 Summary of CEQA Impact Thresholds	3.5-20
Table 3.5-10 Field Measurement Survey Location	3.5-21
Table 3.5-11 Comparison of Measured and Modeled Magnetic Fields	3.5-23
Table 3.5-12 List of Potentially Sensitive Receptors	3.5-24
Table 3.5-13 Summary of Predicted High-Speed Rail Exterior EMF Levels	3.5-32
Table 3.5-14 Traction Power, Paralleling, and Switching Station Locations within the Resource Study Area	3.5-33
Table 3.5-15 Comparison of Project Alternative Impacts for EMF/EMI	3.5-47
Table 3.5-16 CEQA Significance Conclusions for EMF/EMI	3.5-51
Table 3.6-1 Regional and Local Plans and Policies	3.6-9
Table 3.6-2 Definition of Public Utilities and Energy Resource Study Areas	3.6-15
Table 3.6-3 Summary of Utility and Energy Providers within the Resource	
Study Area	
Table 3.6-4 Regional Water Suppliers in the Project Section	3.6-29



Table 3.6-5 Wastewater Treatment Plant Existing Average Flow and Capacity Summary for Stations and Light Maintenance Facilities	3.6-29
Table 3.6-6 Landfill Facility Summary in Los Angeles and Orange Counties	
Table 3.6-7 Electricity Consumption in Los Angeles and Orange Counties in	
2022	3.6-34
Table 3.6-8 Fuel Sources for Electric Power in California in 2022	3.6-34
Table 3.6-9 Construction Water Use by Activity for Shared Passenger Track Alternative A	3.6-44
Table 3.6-10 Construction Water Use by Activity for Shared Passenger Track Alternative B	3.6-45
Table 3.6-11 Construction Water Use by Activity for Norwalk/Santa Fe Springs High-Speed Rail Station Option	3.6-46
Table 3.6-12 Construction Water Use by Activity for Fullerton High-Speed Rail Station Option	3.6-46
Table 3.6-13 Solid Nonhazardous Waste Capacity in the Los Angeles to Anaheim Project Section	3.6-50
Table 3.6-14 Hazardous Waste Capacity Available to the Los Angeles to Anaheim Project Section	3.6-50
Table 3.6-15 Solid Waste Capacity for Fullerton High-Speed Rail Station Option	3.6-51
Table 3.6-16 High-Risk Utility Conflicts for Shared Passenger Track Alternative A Requiring Relocation	3.6-54
Table 3.6-17 Major Utility Conflicts for the Shared Passenger Track Alternative A Requiring Relocation	3.6-55
Table 3.6-18 Traction Power Station Locations in the Project Section	3.6-59
Table 3.6-19 Estimated Existing Water Use and Anticipated Project Water Demand at the Proposed Light Maintenance Facility and ARTIC for	
Shared Passenger Track Alternative A in 2040	3.6-62
Table 3.6-20 Estimated Existing Water Use and Anticipated Project Water Demand at the Proposed Light Maintenance Facility and ARTIC for Shared Passenger Track Alternative B	3.6-64
Table 3.6-21 Estimated Existing Water Use and Anticipated Project Water	5.0-04
Demand at Norwalk/Santa Fe Springs High-Speed Rail Station Option	3.6-64
Table 3.6-22 Estimated Existing Water Use and Anticipated Project Water Demand at Fullerton High-Speed Rail Station Option	
Table 3.6-23 Estimated Project Wastewater Generated for the 26th Street Light Maintenance Facility and ARTIC	
Table 3.6-24 Estimated Project Wastewater Generated for the 15th Street Light Maintenance Facility and ARTIC	
Table 3.6-25 Estimated Project Wastewater Generated for Norwalk/Santa Fe Springs High-Speed Rail Station Option	
Table 3.6-26 Estimated Project Wastewater Generated for Fullerton High-Speed Rail Station Option	
Table 3.6-27 Construction Energy Consumption and Payback for the Shared Passenger Track Alternatives and High-Speed Rail Station Options	3.6-73



Table 3.6-28 2040 Estimated Change in Energy Consumption Caused by the Shared Passenger Track Alternatives	3.6-75
Table 3.6-29 Comparison of Project Alternative Impacts on Public Utilities and Energy	3.6-81
Table 3.6-30 CEQA Significance Conclusions for Public Utilities and Energy	
Table 3.7-1 Regional and Local Plans and Policies	
Table 3.7-2 Definition of Biological and Aquatic Resources Study Areas	
Table 3.7-3 Riparian Habitat, Vegetation Communities, Other Land Cover Types, and Special-Status Natural Communities in the Wildlife Resource Study Area	3.7-42
Table 3.7-4 Special-Status Plant Species with Low Potential to Occur in the Botanical Resource Study Area	3.7-45
Table 3.7-5 California Natural Diversity Database Special-Status Wildlife Element Occurrences within the Supplemental Resource Study Area	3.7-48
Table 3.7-6 Special-Status Wildlife Species with Potential to Occur in the Wildlife Resource Study Area	3.7-51
Table 3.7-7 Aquatic Resources Considered Waters of the U.S., Waters of the State, or Subject to California Department of Fish and Wildlife Section 1600 et seq.	3.7-63
Table 3.7-8 Description of Nonwetland Aquatic Resources in the Aquatic Resource Study Area	
Table 3.7-9 Riparian Areas in the Wildlife Resource Study Area	3.7-68
Table 3.7-10 Local Policies Regarding Protected Trees in the Shared Track Alternatives and Tree Protections	
Table 3.7-11 Direct Effects on Riparian Habitat, Vegetation Communities, Land Cover, and Special-Status Natural Communities in the Project Section	3.7-77
Table 3.7-12 Estimated Potential Effects on Suitable Habitat for Special- Status Wildlife Species	3.7-87
Table 3.7-13 Temporary Direct Effects on Aquatic Resources Considered Waters of the U.S. and Waters of the State, and Subject to California Fish and Game Code Section 1600 et seq	3.7-101
Table 3.7-14 Permanent Direct Effects on Aquatic Resources Considered Waters of the U.S. and Waters of the State, and Subject to California Fish and Game Code Section 1600 et seq	
Table 3.7-15 Mitigation Measures Required for Early Action Projects	
Table 3.7-16 Comparison of Project Alternative Impacts on Biological and Aquatic Resources	
Table 3.7-17 CEQA Significance Conclusion for Biological and Aquatic Resources	3.7-155
Table 3.7-18 Determination of Effects for Federally Listed Species and Designated or Proposed Critical Habitat	
Table 3.8-1 Regional and Local Plans and Policies	
Table 3.8-2 Definition of Hydrology and Water Resources Resource Study	
Areas	3.0-10



Table 3.8-3 Historical Annual Precipitation	3.8-27
Table 3.8-4 Water Crossings: Drainage Features Information	3.8-29
Table 3.8-5 Beneficial Uses of Potentially Affected Waterbodies in the Project	
Section	3.8-42
Table 3.8-6 Section 303(d) List of Impaired Waters and Applicable Total Maximum Daily Loads Directly in the Project Section	3.8-43
Table 3.8-7 Groundwater Basins in the Project Section	3.8-45
Table 3.8-8 Federal Emergency Management Agency Floodplains within the Resource Study Area	3.8-47
Table 3.8-9 Proposed Impervious Surface Area Changes within the Shared Passenger Track Alternative A Footprint	3.8-53
Table 3.8-10 Proposed Drainage Basins/Facilities in the Project Section	
Table 3.8-11 Proposed Impervious Surface Area Changes within the Shared Passenger Track Alternative B Footprint	3.8-56
Table 3.8-12 Comparison of Project Alternatives Impacts on Hydrology and	
Water Resources	3.8-85
Table 3.8-13 CEQA Significance Conclusions for Hydrology and Water Resources	3.8-91
Table 3.9-1 Regional and Local Plans and Policies: Geology, Soils, and Seismicity	3.9-8
Table 3.9-2 Regional and Local Plans and Policies: Paleontological Resources	3.9-12
Table 3.9-3 Definition of Geology, Soils, Seismicity, and Paleontological Resources Resource Study Area	3.9-16
Table 3.9-4 Paleontological Potential/Sensitivity Categories Used in this Analysis	3.9-22
Table 3.9-5 Summary of Soil Hazards by City in the Resource Study Area	
Table 3.9-6 List of Historical Earthquakes in the Resource Study Area	
Table 3.9-7 Major Named Faults Considered to Be Active in Southern	
California in the Resource Study Area	3.9-43
Table 3.9-8 Summary of Seismic and Secondary Seismic Hazards by City in the Resource Study Area	3.9-54
Table 3.9-9 Summary of Mineral, Oil and Gas, and Geothermal Resources by City in the Resource Study Area	3.9-55
Table 3.9-10 Paleontological Resources of Geologic Units in the Resource Study Area	3.9-59
Table 3.9-11 Comparison of Project Alternative Impacts on Geology, Soils, and Seismicity, and Paleontological Resources	3.9-93
Table 3.9-12 CEQA Significance Conclusions for Geology, Soils, Seismicity, and Paleontological Resources	
Table 3.10-1 Regional and Local Codes, Plans, and Policies	
Table 3.10-2 Definition of Hazardous Materials Resource Study Areas	
Table 3.10-3 Potential Environmental Concern Sites' Ranking Criteria	
Table 3.10-4 Potential Environmental Concern Sites and Subset of these Sites	
on the Cortese List.	3.10-25



Table 3.10-5 Educational Facilities within 0.25 Mile of the Project Footprint	3.10-30
Table 3.10-6 Oil and Water Wells in or Near the Project Alignment	3.10-33
Table 3.10-7 Mitigation Measures Required for Early Action Projects	3.10-60
Table 3.10-8 Comparison of Project Alternative Impacts on Hazardous	
Materials and Waste	3.10-65
Table 3.10-9 CEQA Significance Conclusions for Hazardous Materials and	0.40.74
Wastes	
Table 3.11-1 Regional and Local Plans and Policies	
Table 3.11-2 Definition of Safety and Security Resource Study Areas	
Table 3.11-3 Source and Description of Potential Safety and Security Impacts	
Table 3.11-4 Fire Departments and Equipment in the Project Section	
Table 3.11-5 Police Services in the Project Section	
Table 3.11-6 Comparison of Crime Rates in the Project Section, 2014	
Table 3.11-7 Comparison of Crime Rates in the Project Section, 2019	3.11-54
Table 3.11-8 Fire, Law Enforcement, and Emergency Medical Services	0.44.57
Locations for Fixed Facilities in the Project Section	3.11-57
Table 3.11-9 Number of Roadway-Railroad Crossing Incidents by City in the Project Section, 2018–2023	3 11-67
Table 3.11-10 Number of At-Grade Crossing Incidents with Casualties or	0. 1 1-07
Property Damage by City in the Project Section, 2018–2023	3.11-70
Table 3.11-11 Educational Facilities within 0.25 Mile of Shared Passenger	
Track Alternatives A and B and High-Speed Rail Station Option Footprints .	3.11-71
Table 3.11-12 Solid Waste Disposal Facilities within 0.25 Mile of the Project	
Section	3.11-77
Table 3.11-13 Locations of Anaheim Fire Department Stations within One Mile	0.44.404
of At-Grade Crossings	. 3.11-101
Table 3.11-14 Comparison of Project Alternative Impacts on Safety and Security	2 11 125
Table 3.11-15 CEQA Significance Conclusions for Safety and Security	
, ,	
Table 3.12-1 Regional and Local Plans and Policies	3.12-1
Areas	3 12-24
Table 3.12-3 Regional Population Growth: 2010–2040	
Table 3.12-4 Race and Ethnicity Characteristics by Percentage (2021)	
Table 3.12-5 Population Age Characteristics (2021)	
Table 3.12-6 Household Income and Family Poverty Characteristics (2021)	
Table 3.12-7 Household Characteristics (2021)	
Table 3.12-8 Limited English Proficiency Households (2021)	
Table 3.12-9 Disability Status (2021)	
Table 3.12-10 Community Cohesion Indicators by Community and	0. 12-42
Neighborhoods Resource Study Area (2021)	3.12-43
Table 3.12-11 Number of Community Facilities by Facility Type in the	
Communities and Neighborhoods Resource Study Area (2023)	3.12-45



Table 3.12-12 Housing Unit Type Characteristics (2021)	3.12-46
Table 3.12-13 County and City Housing Unit Occupancy Characteristics (2021)	3.12-48
Table 3.12-14 Reference Community Housing Unit Tenure, Percentage of Owner-Occupied Housing Units (2021)	
Table 3.12-15 Resource Study Area Housing Unit Tenure, Percentage of Owner-Occupied Housing Units (2021)	3.12-50
Table 3.12-16 Labor Force Characteristics for Los Angeles and Orange Counties	3.12-51
Table 3.12-17 Regional Employment by Industry for Los Angeles and Orange Counties 2010–2021	3.12-52
Table 3.12-18 General Property Tax Levies by County for Fiscal Year 2017/2018	3.12-53
Table 3.12-19 General Property Tax Levies by County for Fiscal Year 2021/2022	3.12-53
Table 3.12-20 Local Sales and Use Taxes Revenues Distributed to Counties and Cities (Fiscal Years 2017/2018 and 2021/2022)	3.12-53
Table 3.12-21 School District Revenue in the Communities and Neighborhoods Resource Study Area (Fiscal Year 2021/2022)	3.12-54
Table 3.12-22 Single-Family Residential Displacements	3.12-69
Table 3.12-23 Gap Analysis of Single-Family Residential Displacements	3.12-69
Table 3.12-24 Commercial and Industrial Displacements for Shared Passenger Track Alternative A	3.12-70
Table 3.12-25 Commercial and Industrial Displacements by City and Category	3.12-71
Table 3.12-26 Inventory of Available Commercial and Industrial Properties for Lease and for Sale	
Table 3.12-27 Gap Analysis of Commercial Displacements	
Table 3.12-28 Gap Analysis of Industrial Displacements	
Table 3.12-29 Commercial and Industrial Displacements for Shared Passenger Track Alternative B	
Table 3.12-30 Commercial and Industrial Displacements by City and Category for Shared Passenger Track Alternative B	
Table 3.12-31 Gap Analysis of Commercial Displacements for Shared Passenger Track Alternative B	
Table 3.12-32 Gap Analysis of Industrial Displacements for Shared Passenger Track Alternative B	
Table 3.12-33 Employment Impacts During Construction (in Annual Job- Years) of the Shared Passenger Track Alternatives	
Table 3.12-34 Employment Impacts During Construction (in Annual Job- Years) of the Norwalk/Santa Fe Springs High-Speed Rail Station Option	
Table 3.12-35 Employment Effects During Construction (in Annual Job-Years) of the Fullerton High-Speed Rail Station Option	
Table 3.12-36 Student Displacements by School District: Fiscal Year 2021/2022	
Table 3.12-37 School District Revenue Losses: Fiscal Year 2021/2022	



Table 3.12-38 Estimated Changes in Sales and Use Tax Revenue for Cities and Counties	3.12-86
Table 3.12-39 Direct, Indirect, and Induced Jobs in the Region by 2040	
Table 3.12-40 Mitigation Measures Applicable to Construction and Operation	
of the High-Speed Rail Project Alternative Early Action Projects	3.12-101
Table 3.12-41 Comparison of Project Alternatives Impacts on Socioeconomics	
and Communities	3.12-107
Table 3.12-42 CEQA Significance Conclusions for Socioeconomics and Communities	3 12-113
Table 3.13-1 Regional and Local Plans and Policies	
Table 3.13-2 Definition of Station Planning, Land Use, and Development	0. 10 0
Resource Study Areas	3.13-24
Table 3.13-3 Total Acres of Existing Land in the Direct Resource Study Area	3.13-35
Table 3.13-4 Temporary Use of Land Outside the Right-of-Way for	
Alternatives and High-Speed Rail Station Facility Options	3.13-51
Table 3.13-5 Maximum Amount of Land Permanently Converted by Alternative and High-Speed Rail Station Options (acres)	3.13-57
Table 3.13-6 Comparison of Project Alternative Impacts on Station Planning,	
Land Use, and Development	3.13-69
Table 3.13-7 CEQA Significance Conclusions for Station Planning, Land Use, and Development Resources	3.13-71
Table 3.14-1 Regional and Local Plans and Policies	
Table 3.14-2 Definition of Agricultural Farmland and Forest Land Resource	
Study Area	3.14-5
Table 3.15-1 Regional and Local Plans and Policies	3.15-4
Table 3.15-2 Definition of Parks, Recreation, and Open Space Resource Study Area	3.15-16
Table 3.15-3 Federal Railroad Administration Noise Criteria Exceedance	
Estimated Impact Distances for Construction Activities in Residential	0.45.40
Areas Along the Project Section	3.15-18
Table 3.15-4 Estimated Impact Distances for Construction Vibration Annoyance for the Los Angeles to Anaheim Project Section	3 15-19
Table 3.15-5 Recreational Resources	
Table 3.15-6 Mitigation Measures Required for Early Action Projects	
Table 3.15-7 Comparison of Project Alternatives Impacts on Parks,	00 02
Recreation, and Open Space Resources	3.15-85
Table 3.15-8 CEQA Significance Conclusions for Parks, Recreation, and	
Open Space Resources	
Table 3.16-1 Regional and Local Plans and Policies	
Table 3.16-2 Definition of Aesthetics and Visual Quality Resource Study Area	3.16-23
Table 3.16-3 Downtown Los Angeles Landscape Unit: Key Viewpoints' Viewer Groups, Viewer Preferences, and Visual Resources	3.16-34
Table 3.16-4 Downtown Los Angeles Landscape Unit: Existing Visual Quality	3.16-36
Table 3.16-5 Gateway Cities Landscape Unit: Key Viewpoints' Viewer Groups, Viewer Preferences, and Visual Resources	3.16-41
,	



Table 3.16-6 Gateway Cities Landscape Unit: Existing Visual Quality	3.16-43
Table 3.16-7 Fullerton/Anaheim Landscape Unit: Key Viewpoints' Viewer	
Groups, Viewer Preferences, and Visual Resources	
Table 3.16-8 Fullerton/Anaheim Landscape Unit: Existing Visual Quality	3.16-52
Table 3.16-9 Downtown Los Angeles Landscape Unit: Summary of Visual Effects	3.16-69
Table 3.16-10 Gateway Cities Landscape Unit: Summary of Visual Effects	3.16-81
Table 3.16-11 Fullerton/Anaheim Landscape Unit: Summary of Visual Effects	3.16-92
Table 3.16-12 Mitigation Measures Required for Early Action Projects	3.16-104
Table 3.16-13 Comparison of Project Alternative Impacts on Aesthetics and Visual Quality	3.16-109
Table 3.16-14 CEQA Significance Conclusions for Aesthetics and Visual Quality	
Table 3.17-1 Summary of Historic Built and Archaeological Cultural Resource Effects/Impacts	
Table 3.17-2 Regional and Local Plans and Policies	
Table 3.17-3 Section 106 Technical Reports and Concurrence Dates	
Table 3.17-4 Summary of Outreach Efforts to Identify Agency and Other	5.17-17
Interested Consulting Parties	3.17-21
Table 3.17-5 Summary of Outreach Efforts to Identify Native American	
Consulting/Concurring Parties	3.17-34
Table 3.17-6 Consulting Parties Participating in the Preparation of the Memorandum of Agreement	3 17-40
Table 3.17-7 Delineation of Area of Potential Effects Methodology	
Table 3.17-8 Current Conditions of the Archaeological Resources within the	0.17 00
Area of Potential Effects	3.17-65
Table 3.17-9 Archaeological Resources within the Area of Potential Effects	3.17-73
Table 3.17-10 Significant Built Resources	
Table 3.17-11 Project Effect and Impact Summary for National Register of Historic Places and California Register of Historical Resources Eligible	
Archaeological Resources in the Area of Potential Effect	
Table 3.17-12 Historic Built Resources in the Area of Potential Effect	3.17-122
Table 3.17-13 Mitigation Measures Required for Early Action Projects	3.17-168
Table 3.17-14 Summary of Effects Under the National Historic Preservation Act	3.17-170
Table 3.17-15 Comparison of Project Alternative Impacts on Cultural Resources	3.17-173
Table 3.17-16 CEQA Significance Conclusions for Cultural Resources for the	
Shared Passenger Track Alternatives	3.17-175
Table 3.18-1 Regional Plans and Policies	3.18-5
Table 3.18-2 Definition of Regional Growth Resource Study Area	3.18-9
Table 3.18-3 Labor Force Characteristics for Los Angeles and Orange	
Counties	3 18-14



Table 3.18-4 Regional Employment by Industry for Los Angeles and Orange Counties, 2010–2021	3.18-16
Table 3.18-5 Los Angeles County, Orange County, and Regional Employment by Industry, 2021–2030	3 18-17
Table 3.18-6 Regional Long-Range Employment Projections	
Table 3.18-7 Population Change in the Resource Study Area, 2010–2021	
Table 3.18-8 Population Projections in the Resource Study Area, 2021–2040	
Table 3.18-9 Existing and Projected Housing Units, 2021 and 2040	
Table 3.18-10 Regional Housing Unit Occupancy Characteristics, 2021	
Table 3.18-11 Employment Impacts During Construction of Shared Passenger Track Alternative A (in Annual Job-Years)	
Table 3.18-12 Employment Impacts During Construction of the Norwalk/Santa	
Fe Springs High-Speed Rail Station Option (in Annual Job-Years)	3.18-25
Table 3.18-13 Employment Impacts During Construction of the Fullerton High-Speed Rail Station Option (in Annual Job-Years)	3.18-25
Table 3.18-14 Employment Impacts from Operations and Maintenance of Shared Passenger Track Alternative A (in Annual Job-Years)	3.18-26
Table 3.18-15 Project Operations-Related Employment and Population	
Growth, Including Increased Accessibility Impacts	
Table 3.18-16 Regional Projected and Induced Housing Growth	
Table 3.18-17 Regional Growth Impacts	3.18-34
Table 3.18-18 Construction and Operational Employment and Population Effects Changes for the Shared Passenger Track Alternatives and Station Options	2 19 25
Table 3.18-19 Comparison of Project Alternatives Impacts on Regional	0. 10-00
Growth	3.18-37
Table 3.19-1 Resource Study Areas for Cumulative Impact Analysis	3.19-5
Table 3.19-2 Cumulative Land Development Project List	
Table 3.19-3 Cumulative Transportation Projects List	
Table 3.19-4 Projected Population Growth: Los Angeles and Orange Counties	
(2010–2040)	
Table 3.19-5 Regional Long-Range Employment Projections	3.19-27
Table 3.19-6 Local Policies Regarding Protected Trees in the Shared Track Alternatives and Tree Protections	3.19-64
Table 3.19-7 Summary of Cumulative Construction Impacts	3.19-105
Table 3.19-8 Summary of Cumulative Operational Impacts	3.19-108
Table 4-1 Section 4(f) Evaluation Consultation Summary with Officials with Jurisdiction	4-30
Table 4-2 Parks, Recreation Areas, and Wildlife and Waterfowl Refuge	
Resources Evaluated for Section 4(f) Use	
Table 4-3 Cultural Resources Determined to Be Protected Under Section 4(f)	
Table 4-4 Section 4(f) Use Analysis for Parks and Recreation Areas	4-73
Table 4-5 Potential Impacts on Historical Resources Evaluated for Potential Section 4(f) Use	4-137



Table 4-6 Project Features and Measures to Minimize Harm	4-205
Table 4-7 Preliminary Least Harm Analysis for the Los Angeles to Anaheim	
Project Section Alternatives	
Table 5-1 Regional and Local Plans and Policies	
Table 5-2 Reference Community Characteristics	5-16
Table 5-3 Reference Community Race and Ethnicity Characteristics by Percentage	5-16
Table 5-4 Definition of Community Analysis Resource Study Areas	5-18
Table 5-5 Census Block Groups in Community Analysis Resource Study Areas	
Table 5-6 Community Analysis Resource Study Area Demographics	
Table 5-7 Specific Outreach Efforts	
Table 5-8 Project Section Characteristics	
Table 5-9 Race and Ethnicity Characteristics by Percentage in the Resource Study Area	5-46
Table 5-10 Characteristics for Census Block Groups within Station and Maintenance Facility Areas	5-53
Table 5-11 Race and Ethnicity for Census Block Groups within Station and Maintenance Areas (Percent)	5-55
Table 5-12 Summary of Inclusive Public Engagement Outreach Events	
Table 5-13 Summary of NEPA Effects on Communities Premitigation	5-105
Table 5-14 Intersections and Roadways with Level of Service Impacts after Construction of Permanent Roadway Modifications	5-116
Table 5-15 Operational Impacts on Traffic from Shared Passenger Track Alternative A	
Table 5-16 Operational Impacts on Traffic from Norwalk/Santa Fe Springs High-Speed Rail Station Option	5-122
Table 5-17 Operational Impacts on Traffic from Fullerton High-Speed Rail Station Option	5-124
Table 5-18 Hobart Yard and Commerce Yard	5-127
Table 5-19 Early Action Project Heavy-Level Construction-Period Noise and Vibration Impact Locations	5-130
Table 5-20 Premitigation Operational Noise Impacts	5-132
Table 5-21 Post-Mitigation Operational Noise Impacts	
Table 5-22 Premitigation Operational Vibration Impacts	
Table 5-23 Superfund Sites within the Hazardous Materials and Wastes Resource Study Area	
Table 5-24 Schools within 0.25 Mile of the Project Footprint	
Table 5-25 Existing At-Grade Crossings	
Table 5-26 Grade Separations	
Table 5-27 Shared Passenger Track Alternative A Displacements within the Community Analysis Resource Study Area	
Table 5-28 Business Displacements within the Community Analysis Resource	
Study Area	5-149



Table 5-29 Fullerton High-Speed Rail Station Option Business Displacements	5-153
Table 5-30 Diminished Access to or Use of Recreational Resources in the	
Resource Study Area	
Table 5-31 Visual Impacts on Historic Bridges	5-159
Table 5-32 Summary of Visual Quality Changes and Effects at Key Viewpoints	5-161
Table 5-33 Historic Built Resources in Minority and Low-Income Communities	5-166
Table 5-34 Summary of Disproportionately High and Adverse Effects Prior to Community Analysis–Specific Measures	5-171
Table 5-35 Block Groups Affected by Preliminary Disproportionately High and Adverse Effect Findings	5-176
Table 6-1 Capital Cost of the Shared Passenger Track Alternatives (2023\$ in millions)	6-4
Table 6-2 Annual Operational and Maintenance Costs for Phase 1 (2015\$ in millions)	6-8
Table 6-3 Annual Operational and Maintenance Costs, Apportioned to the Los Angeles to Anaheim Project Section (2015\$ in millions)	6-9
Table 8-1 Common Comments Considered During Development of Alternatives and Draft EIR/EIS	8-5
Table 8-2 Community and Environmental Factors by Alternative and High-Speed Rail Station Options	8-17
Table 9-1 Scoping Notice Publication Information (2007)	9-7
Table 9-2 Key Issues Identified During Initial Scoping (2007)	9-9
Table 9-3 2020 Scoping Notice Publication Information	
Table 9-4 Key Issues Identified During 2020 Scoping	
Table 9-5 Community Open Houses, Workshops and Information Sessions During Development of the Draft EIR/EIS	
Table 9-6 BNSF Railway Lenwood Component of the 2018 High-Speed Rail Project Alternative: Summary of Outreach Efforts to Identify Native American Consulting/Concurring Parties	
Table 9-7 BNSF Railway Colton Component of the 2018 High-Speed Rail Project Alternative: Summary of Outreach Efforts to Identify Native American Consulting/Concurring Parties	9-26
American Consulting/Concurring Failles	9-20



Figures

Figure S-1 California High-Speed Rail Statewide System	S-3
Figure S-2 Los Angeles to Anaheim Project Section	S-4
Figure 1-1 Statewide High-Speed Rail System—Implementation Phases	1-2
Figure 1-2 Statewide High-Speed Rail System: Project Sections	1-8
Figure 1-3 Los Angeles to Anaheim Project Section Corridor	1-10
Figure 1-4 Current and Future California Population (in Millions)	1-16
Figure 1-5 Intercity Trips in California (in Millions)	1-18
Figure 1-6 Major Intercity Travel Routes and Airports	1-19
Figure 1-7 Regional Freight Network	1-23
Figure 1-8 Existing and Planned Passenger Rail Service in the Project Section	1-24
Figure 2-1 Examples of Japanese Shinkansen High-Speed Trains	2-6
Figure 2-2 Example of an At-Grade Profile Depicting the Overhead Contact	
System	
Figure 2-3 Examples of Existing Stations	2-8
Figure 2-4 Simulated and Plan Views of a Functional Station and Its Various Components	2-9
Figure 2-5 Typical Track Cross Section	
Figure 2-6 At-Grade Typical Cross Section	
Figure 2-7 Retained-Fill Typical Cross Section	
Figure 2-8 Retained-Cut Typical Cross Section	
Figure 2-9 Elevated Structure Typical Cross Section	
Figure 2-10 Straddle Bent Typical Cross Section	
Figure 2-11 Overcrossings above High-Speed Rail Guideway and Existing Railroad Trackway	2-16
Figure 2-12 Typical Cross Section of Roadway Grade-Separated Beneath High-Speed Rail Guideway	
Figure 2-13 Traction Power Substation	2-18
Figure 2-14 Traction Power Substation Overhead Contact System Gantry	2-18
Figure 2-15 Switching Station	2-19
Figure 2-16 Paralleling Station	2-19
Figure 2-17 Paralleling Station Overhead Contact System Gantry	2-19
Figure 2-18 Evolution of Los Angeles to Anaheim Project Section Alternatives	2-26
Figure 2-19 Graphical Representation of Evolution of Los Angeles to Anaheim Project Section Alternatives	2-27
Figure 2-20 Los Angeles to Anaheim Project Section Alignment	2-30
Figure 2-21 Typical Cross Sections, Dedicated and Shared-Track Alternatives (2009–2010)	2-32
Figure 2-22 Typical Cross Sections, Consolidated Shared-Track Alternative	
(2016)	2-35
Figure 2-23 Potential Alternatives Considered During Alternatives Screening Process	2-37



Figure 2-24 No Project Alternative Planned Highway Improvements in Los Angeles and Orange Counties	2-11
Figure 2-25 Airports within the Project Area	
Figure 2-26 No Project Alternative Planned Local and Regional Fixed	2-40
Guideway Passenger Rail Improvements in Los Angeles and Orange	
Counties	2-47
Figure 2-27 High-Speed Rail and Link Union Station Project	
Figure 2-28 Shared Passenger Track Alternative A: Los Angeles to Vernon	
Overview	
Figure 2-29 At-Grade Cross Section Between First Street and Fourth Street	2-64
Figure 2-30 At-Grade Cross Section East of Soto Street	
Figure 2-31 Cross Section West of Downey Road	2-65
Figure 2-32 Cross Section Adjacent to Modified Hobart Yard	2-66
Figure 2-33 Shared Passenger Track Alternative A: Commerce to Pico Rivera Overview	2-67
Figure 2-34 At-Grade Cross Section East of Atlantic Boulevard	2-68
Figure 2-35 Elevated Cross Section Between Atlantic Boulevard and Eastern	
Avenue (Commerce Flyover)	2-69
Figure 2-36 Elevated Cross-Section Between Eastern Avenue and Commerce Yard	2-69
Figure 2-37 Cross Section at the Relocated Commerce Metrolink Station	
Figure 2-38 At-Grade Cross Section through Montebello	
Figure 2-39 Cross Section Between Rio Hondo Channel and Pico Rivera Yard	
Figure 2-40 Shared Passenger Track Alternative A: Santa Fe Springs to	
Norwalk Overview	2-73
Figure 2-41 Cross Section from Slauson Avenue to Telegraph Road	2-74
Figure 2-42 Elevated Cross Section North of Lakeland Road	2-75
Figure 2-43 Elevated Cross Section South of Lakeland Road	2-76
Figure 2-44 Cross Section from Carmenita Road to Rosecrans	
Avenue/Marquardt Avenue	2-77
Figure 2-45 Shared Passenger Track Alternative A: La Mirada to Buena Park	0.70
Overview	
Figure 2-46 Cross Section by La Mirada Yard	
Figure 2-47 Cross Section at Relocated Buena Park Metrolink Station	
Figure 2-48 Cross Section East of State Route 39 through Buena Park	
Figure 2-49 Shared Passenger Track Alternative A: Fullerton Overview	
Figure 2-50 Braced Trench Cross Section Adjacent to Fullerton Airport	
Figure 2-51 Braced Trench Cross Section East of Fullerton Municipal Airport	2-83
Figure 2-52 At-Grade Cross Section between Gilbert Street and	0.00
Commonwealth Avenue	
Figure 2-53 Cross Section of Fullerton Junction	
Figure 2-54 Shared Passenger Track Alternative A: Anaheim Overview	2-86



Figure 2-55 At-Grade Cross Section between La Palma Avenue and Ball	2.07
Road	
Figure 2-56 Traction Power, Paralleling, and Switching Station Locations	
Figure 2-57 Los Angeles River West Bank Layover Tracks	
Figure 2-58 Anaheim Layover Tracks	
Figure 2-59 High-Speed Rail Platform and Facilities at ARTIC	2-95
Figure 2-60 Shared Passenger Track Alternative A: 26th Street Light Maintenance Facility	2-98
Figure 2-61 BNSF Railway Infrastructure Affected by the Los Angeles to Anaheim Project Section	2-102
Figure 2-62 Hobart Yard Modifications (Shared Passenger Track Alternative A)	2-104
Figure 2-63 Commerce Flyover and Commerce Yard Modifications	2-105
Figure 2-64 Modified Norwalk/Santa Fe Springs Metrolink Station Site Plan	2-107
Figure 2-65 Modified Fullerton Metrolink/Amtrak Station Site Plan	2-111
Figure 2-66 Proposed Relocated Commerce Metrolink Station	2-114
Figure 2-67 Proposed Relocated Buena Park Metrolink Station	2-116
Figure 2-68 Shared Passenger Track Alternative A: New and Modified Grade Separations	2-118
Figure 2-69 Pioneer Boulevard Grade Separation	
Figure 2-70 Norwalk Boulevard and Los Nietos Road Grade Separations	2-126
Figure 2-71 Cerritos Avenue Grade Separation	2-127
Figure 2-72 State College Boulevard Grade Separation	2-128
Figure 2-73 Shared Passenger Track Alternative A Waterway Crossings	2-131
Figure 2-74 Shared Passenger Track Alternative B: Los Angeles to Vernon Overview	2-137
Figure 2-75 Shared Passenger Track Alternative B: 15th Street Light Maintenance Facility	
Figure 2-76 Trenches for 15th Street Light Maintenance Facility Yard Lead Tracks Under Olympic Boulevard	2-140
Figure 2-77 Shared Passenger Track Alternative B: Hobart Yard	2-141
Figure 2-78 Norwalk/Santa Fe Springs High-Speed Rail Station Option Platform and Station Facilities	2-145
Figure 2-79 Cross Section of High-Speed Rail Station Option at Norwalk/Santa Fe Springs Metrolink Station	2-147
Figure 2-80 Fullerton High-Speed Rail Station Option Platform and Station Facilities	
Figure 2-81 Cross-Section of High-Speed Rail Station Option at Fullerton Metrolink/Amtrak Station	
Figure 2-82 Southern California Phase 1 Transit Connectivity Map	
Figure 2-83 Right-of-Way Process	
Figure 3.1-1 Typical Resource Study Area	
Figure 3.1-2 Shifts of Roadways and Other Infrastructure	



Figure 3.2-1 Resource Study Area Study Intersections, Sheet 1 of 7	3.2-25
Figure 3.2-1 Resource Study Area Study Intersections, Sheet 2 of 7	3.2-26
Figure 3.2-1 Resource Study Area Study Intersections, Sheet 3 of 7	3.2-27
Figure 3.2-1 Resource Study Area Study Intersections, Sheet 4 of 7	3.2-28
Figure 3.2-1 Resource Study Area Study Intersection, Sheet 5 of 7	3.2-29
Figure 3.2-1 Resource Study Area Study Intersections, Sheet 6 of 7	3.2-30
Figure 3.2-1 Resource Study Area Study Intersections, Sheet 7 of 7	3.2-31
Figure 3.2-2 Los Angeles County: Countywide Significant Arterial Network	3.2-45
Figure 3.2-3 Orange County: Master Plan of Arterial Highways	3.2-46
Figure 3.2-4 Existing and Planned Passenger Rail Service in the Los Angeles to Anaheim Project Section	
Figure 3.2-5 Existing Plus Project Impacts, Sheet 1 of 2	3.2-84
Figure 3.2-5 Existing Plus Project Impacts, Sheet 2 of 2	3.2-85
Figure 3.2-6 Horizon Year 2040 Intersection Impacts, Sheet 1 of 3	3.2-98
Figure 3.2-6 Horizon Year 2040 Intersection Impacts, Sheet 2 of 3	3.2-99
Figure 3.2-6 Horizon Year 2040 Intersection Impacts, Sheet 3 of 3	3.2-100
Figure 3.2-7 Horizon Year 2040 Roadway Segment Impacts, Sheet 1 of 3	3.2-110
Figure 3.2-7 Horizon Year 2040 Roadway Segment Impacts, Sheet 2 of 3	3.2-111
Figure 3.2-7 Horizon Year 2040 Roadway Segment Impacts, Sheet 3 of 3	3.2-112
Figure 3.3-1 South Coast, Mojave Desert, and San Joaquin Valley Air Basins	3.3-23
Figure 3.3-2 Locations of Construction for Ambient Air Quality Analysis and Health Risk Assessment	3.3-58
Figure 3.3-3 Los Angeles to Anaheim Project Section Alignment	3.3-74
Figure 3.3-4 Air Quality Monitoring Station Locations	3.3-83
Figure 3.3-5 Sensitive Land Uses within 1,000 feet of the Project Footprint, Sheet 1 of 12	3.3-87
Figure 3.3-5 Sensitive Land Uses within 1,000 feet of the Project Footprint, Sheet 2 of 12	3.3-88
Figure 3.3-5 Sensitive Land Uses within 1,000 feet of the Project Footprint, Sheet 3 of 12	3.3-89
Figure 3.3-5 Sensitive Land Uses within 1,000 feet of the Project Footprint, Sheet 4 of 12	
Figure 3.3-5 Sensitive Land Uses within 1,000 feet of the Project Footprint, Sheet 5 of 12	3.3-91
Figure 3.3-5 Sensitive Land Uses within 1,000 feet of the Project Footprint, Sheet 6 of 12	3.3-92
Figure 3.3-5 Sensitive Land Uses within 1,000 feet of the Project Footprint, Sheet 7 of 12	3.3-93
Figure 3.3-5 Sensitive Land Uses within 1,000 feet of the Project Footprint, Sheet 8 of 12	3.3-94
Figure 3.3-5 Sensitive Land Uses within 1,000 feet of the Project Footprint, Sheet 9 of 12	3.3-95



Figure 3.3-5 Sensitive Land Uses within 1,000 feet of the Project Footprint, Sheet 10 of 12	3.3-96
Figure 3.3-5 Sensitive Land Uses within 1,000 feet of the Project Footprint, Sheet 11 of 12	3.3-97
Figure 3.3-5 Sensitive Land Uses within 1,000 feet of the Project Footprint, Sheet 12 of 12	3.3-98
Figure 3.4-1 State of California Land Use Compatibility Guidelines	3.4-7
Figure 3.4-2 Noise Resource Study Area	
Figure 3.4-3 Vibration Resource Study Areas	3.4-26
Figure 3.4-4 Noise Impact Criteria for Transit and High-Speed Rail Projects	3.4-31
Figure 3.4-5 Allowable Increase in Cumulative Noise Levels (Categories 1 and 2)	3.4-32
Figure 3.4-6 Federal Railroad Administration Detailed Ground-Borne Vibration Impact Criteria	3.4-35
Figure 3.4-7 Existing Noise Measurement Locations in the Project Section, Sheet 1 of 3	3.4-40
Figure 3.4-7 Existing Noise Measurement Locations in the Project Section, Sheet 2 of 3	3.4-41
Figure 3.4-7 Existing Noise Measurement Locations in the Project Section, Sheet 3 of 3	3.4-42
Figure 3.4-8 Locations of Noise Impacts Resulting from Operation, Sheet 1 of 3	3.4-60
Figure 3.4-8 Locations of Noise Impacts Resulting from Operation, Sheet 2 of 3	3.4-61
Figure 3.4-8 Locations of Noise Impacts Resulting from Operation, Sheet 3 of 3	3.4-62
Figure 3.4-9 Locations of Vibration Impacts Resulting from Operation, Sheet 1 of 4	3.4-71
Figure 3.4-9 Locations of Vibration Impacts Resulting from Operation, Sheet 2 of 4	3.4-72
Figure 3.4-9 Locations of Vibration Impacts Resulting from Operation, Sheet 3 of 4	
Figure 3.4-9 Locations of Vibration Impacts Resulting from Operation, Sheet 4 of 4	
Figure 3.4-10 Location of Proposed Sound Barrier	
Figure 3.5-1 EMF/EMI Resource Study Area	
Figure 3.5-2 EMF Measurement Site Locations	
Figure 3.6-1 Public Utilities and Energy Direct Impacts Resource Study Area	
Figure 3.6-2 Major and High-Risk Utilities in the Resource Study Area, Sheet 1 of 3	
Figure 3.6-2 Major and High-Risk Utilities in the Resource Study Area, Sheet 2 of 3	
Figure 3.6-2 Major and High-Risk Utilities in the Resource Study Area, Sheet 3 of 3	
Figure 3.6-3 California Energy Consumption Estimates by Type, 2022	



Figure 3.6-4 California Energy Consumption by Sector, 2022	3.6-33
Figure 3.6-5 Statewide Baseline Annual Electricity Consumption	3.6-37
Figure 3.6-6 California Natural Gas Demand by Sector, 2022	3.6-38
Figure 3.7-1 Biological and Aquatic Resources Study Areas	3.7-27
Figure 3.7-2 Special-Status Avian eBird Observations	3.7-50
Figure 3.7-3 United States Fish and Wildlife Service Designated Critical	
Habitat	
Figure 3.8-1 Surface Water Direct and Indirect Resource Study Areas	
Figure 3.8-2 Groundwater Direct and Indirect Resource Study Areas	
Figure 3.8-3 Floodplain Direct and Indirect Resource Study Areas	
Figure 3.8-4 Los Angeles River Floodplain	
Figure 3.8-5 Rio Hondo Floodplain	
Figure 3.8-6 San Gabriel River and Bond Issue 1214 Storm Drain Floodplain	
Figure 3.8-7 Lakeland Road Floodplain	
Figure 3.8-8 North Fork Coyote Creek Floodplain	
Figure 3.8-9 La Mirada Creek Floodplain	
Figure 3.8-10 Brea and Lakeside Drive Floodplain	3.8-36
Figure 3.8-11 Gilbert Street and Artesia Street Floodplain	3.8-37
Figure 3.8-12 Balcom Avenue Storm Drain Floodplain	3.8-38
Figure 3.8-13 Carbon Creek Floodplain	3.8-39
Figure 3.8-14 Southeast Anaheim Channel Floodplain	3.8-40
Figure 3.9-1 Geology, Soils, Seismicity, and Paleontological Resources Resource Study Area	3.9-17
Figure 3.9-2 Geology of the Resource Study Area, Northern Portion, Sheet 1 of 3	3.9-27
Figure 3.9-2 Geology of the Resource Study Area, Central Portion, Sheet 2 of 3	3.9-28
Figure 3.9-2 Geology of the Resource Study Area, Southern Portion, Sheet 3	3.9-20
of 3	3.9-29
Figure 3.9-3 Soils Map, Los Angeles County (Northern Portion), Sheet 1 of 3	
Figure 3.9-3 Soils Map, Los Angeles County (Central Portion), Sheet 2 of 3	
Figure 3.9-3 Soils Map, Orange County (Southern Portion), Sheet 3 of 3	
Figure 3.9-4 Regional Fault and Seismicity in the Resource Study Area	
Figure 3.9-5 Seismic Hazards in the Resource Study Area, Sheet 1 of 3	
Figure 3.9-5 Seismic Hazards in the Resource Study Area, Sheet 2 of 3	
Figure 3.9-5 Seismic Hazards in the Resource Study Area, Sheet 3 of 3	
Figure 3.9-6 Dams in the Resource Study Area	
Figure 3.9-7 Oil Fields and Wells in the Resource Study Area	
Figure 3.9-8 Paleontologically Sensitive Materials in the Resource Study Area, Sheet 1 of 3	
Figure 3.9-8 Paleontologically Sensitive Materials in the Resource Study Area, Sheet 2 of 3	



Figure 3.9-8 Paleontologically Sensitive Materials in the Resource Study Area, Sheet 3 of 3	3.9-62
Figure 3.10-1 Hazardous Materials and Wastes Resource Study Areas	3.10-16
Figure 3.10-2 Location of the Exide Technologies Parcel in Vernon, California	
Figure 3.10-3 Location of the North Basin Project Area in Orange County, California	3.10-29
Figure 3.11-1 Safety and Security Resource Study Area, Sheet 1 of 4	3.11-31
Figure 3.11-1 Safety and Security Resource Study Area, Sheet 2 of 4	3.11-32
Figure 3.11-1 Safety and Security Resource Study Area, Sheet 3 of 4	3.11-33
Figure 3.11-1 Safety and Security Resource Study Area, Sheet 4 of 4	3.11-34
Figure 3.11-2 Los Angeles and Orange County Police Department Service Areas	3.11-51
Figure 3.11-3 Los Angeles County and Orange County Sheriff's Department	
Patrol Areas	3.11-52
Figure 3.11-4 Los Angeles Sheriff's Department Metro Transit Service Areas	3.11-53
Figure 3.11-5 Emergency and Community Safety and Security Facilities (Sheet 1 of 6)	3.11-60
Figure 3.11-5 Emergency and Community Safety and Security Facilities (Sheet 2 of 6)	3.11-61
Figure 3.11-5 Emergency and Community Safety and Security Facilities (Sheet 3 of 6)	3.11-62
Figure 3.11-5 Emergency and Community Safety and Security Facilities (Sheet 4 of 6)	3.11-63
Figure 3.11-5 Emergency and Community Safety and Security Facilities (Sheet 5 of 6)	3.11-64
Figure 3.11-5 Emergency and Community Safety and Security Facilities (Sheet 6 of 6)	3.11-65
Figure 3.11-6 Fire Hazard Zones in State Responsibility Areas, Los Angeles County and Orange County	3.11-78
Figure 3.11-7 Fire Hazard Zones in Local Responsibility Areas, Los Angeles County and Orange County	3.11-79
Figure 3.11-8 Fire Stations Service Boundaries and At-Grade Crossings in	
Anaheim	3.11-102
Figure 3.12-1 Communities and Neighborhoods Resource Study Areas for Direct and Indirect Impacts	3.12-25
Figure 3.12-2 Economic Effects Resource Study Area	
Figure 3.12-3 School District Boundaries, Sheet 1 of 2	
Figure 3.12-3 School District Boundaries, Sheet 2 of 2	
Figure 3.13-1 Station Planning, Land Use, and Development Resource Study Area for Direct Impacts, Sheet 1 of 7	
Figure 3.13-1 Station Planning, Land Use, and Development Resource Study Area for Direct Impacts, Sheet 2 of 7	
Figure 3.13-1 Station Planning, Land Use, and Development Resource Study	
Area for Direct Impacts, Sheet 3 of 7	3.13-27



Figure 3.13-1 Station Planning, Land Use, and Development Resource Study Area for Direct Impacts, Sheet 4 of 7	3.13-28
Figure 3.13-1 Station Planning, Land Use, and Development Resource Study Area for Direct Impacts, Sheet 5 of 7	3.13-29
Figure 3.13-1 Station Planning, Land Use, and Development Resource Study Area for Direct Impacts, Sheet 6 of 7	
Figure 3.13-1 Station Planning, Land Use, and Development Resource Study Area for Direct Impacts, Sheet 7 of 7	
Figure 3.14-1 Agricultural Farmland and Forest Land Resource Study Area, Sheet 1 of 7	
Figure 3.14-1 Agricultural Farmland and Forest Land Resource Study Area, Sheet 2 of 7	
Figure 3.14-1 Agricultural Farmland and Forest Land Resource Study Area, Sheet 3 of 7	
Figure 3.14-1 Agricultural Farmland and Forest Land Resource Study Area, Sheet 4 of 7	
Figure 3.14-1 Agricultural Farmland and Forest Land Resource Study Area, Sheet 5 of 7	
Figure 3.14-1 Agricultural Farmland and Forest Land Resource Study Area, Sheet 6 of 7	
Figure 3.14-1 Agricultural Farmland and Forest Land Resource Study Area, Sheet 7 of 7	
Figure 3.14-2 Land Zoned for Agricultural Use within the Resource Study Area.	
Figure 3.15-1 Recreational Resources, Sheet 1 of 7	
Figure 3.15-1 Recreational Resources, Sheet 2 of 7	
Figure 3.15-1 Recreational Resources, Sheet 3 of 7	3.15-35
Figure 3.15-1 Recreational Resources, Sheet 4 of 7	3.15-36
Figure 3.15-1 Recreational Resources, Sheet 5 of 7	3.15-37
Figure 3.15-1 Recreational Resources, Sheet 6 of 7	3.15-38
Figure 3.15-1 Recreational Resources, Sheet 7 of 7	3.15-39
Figure 3.16-1 Resource Study Area for Aesthetics and Visual Quality	3.16-24
Figure 3.16-2 Visual Resources and Key Viewpoints in the Downtown Los Angeles Landscape Unit	3.16-30
Figure 3.16-3 Visual Resources and Key Viewpoints in the Gateway Cities Landscape Unit	3.16-37
Figure 3.16-4 Visual Resources and Key Viewpoints in the Fullerton/Anaheim Landscape Unit	3.16-45
Figure 3.16-5 Key Viewpoint 1: Existing View from E Cesar Chavez Avenue (Facing Southeast)	3.16-63
Figure 3.16-6 Key Viewpoint 1: Visual Simulation from E Cesar Chavez Avenue (Facing Southeast)	3.16-63
Figure 3.16-7 Key Viewpoint 2: Existing View from Mozaic at Union Station Apartments (Facing Southeast)	3.16-64
Figure 3.16-8 Key Viewpoint 2: Visual Simulation from Mozaic at Union Station Apartments (Facing Southeast)	



Figure 3.16-9 Key Viewpoint 3: Existing View from First Street at the Los Angeles River (Facing Southwest)	3.16-65
Figure 3.16-10 Key Viewpoint 3: Visual Simulation from First Street at the Los Angeles River (Facing Southwest)	3.16-65
Figure 3.16-11 Key Viewpoint 4: Existing View from north of Fourth Street at the Los Angeles River (Facing South)	3.16-66
Figure 3.16-12 Key Viewpoint 4: Visual Simulation from north of Fourth Street at the Los Angeles River (Facing South)	3.16-66
Figure 3.16-13 Key Viewpoint 5: Existing View from Downey Road and E 26th Street (Facing Northwest)	3.16-70
Figure 3.16-14 Key Viewpoint 5: Visual Simulation from Downey Road and E 26th Street (Facing Northwest)	3.16-70
Figure 3.16-15 Key Viewpoint 6: Existing View from 6185 Bandini Boulevard (Facing North)	3.16-71
Figure 3.16-16 Key Viewpoint 6: Visual Simulation from 6185 Bandini Boulevard (Facing North)	3.16-71
Figure 3.16-17 Key Viewpoint 7: Existing View from Sycamore Street and Supply Avenue (Facing Southwest)	3.16-72
Figure 3.16-18 Key Viewpoint 7: Visual Simulation from Sycamore Street and Supply Avenue (Facing Southwest)	3.16-72
Figure 3.16-19 Key Viewpoint 8: Existing View from S Fourth Street and Sycamore Street (Facing Southeast)	3.16-73
Figure 3.16-20 Key Viewpoint 8: Visual Simulation from S Fourth Street and Sycamore Street (Facing Southeast)	3.16-73
Figure 3.16-21 Key Viewpoint 9: Existing View of the Rio Hondo Trail Near Maynard Road (Facing Northeast)	3.16-74
Figure 3.16-22 Key Viewpoint 9: Visual Simulation of the Rio Hondo Trail Near Maynard Road (Facing Northeast)	3.16-74
Figure 3.16-23 Key Viewpoint 10: Existing View of the San Gabriel River Bike Path and San Gabriel River Trail South of Slauson Avenue (Facing Northeast)	3 16-75
Figure 3.16-24 Key Viewpoint 10: Visual Simulation of the San Gabriel River Bike Path and San Gabriel River Trail South of Slauson Avenue (Facing	
Northeast) Figure 3.16-25 Key Viewpoint 11: Existing View from Metropolitan State	
Hospital/Bloomfield Avenue (Facing East)	
Figure 3.16-27 Key Viewpoint 12: Existing View from Norwalk/Santa Fe Springs Metrolink Station Parking Lot (Facing East)	
Figure 3.16-28 Key Viewpoint 12: Visual Simulation from Norwalk/Santa Fe Springs Metrolink Station Parking Lot (Facing East)	
Figure 3.16-29 Key Viewpoint 13: Existing View Facing Norwalk/Santa Fe Springs Metrolink Station from John Zimmerman Park (Facing	-
North/Northwest)	3.16-78



Figure 3.16-30 Key Viewpoint 13: Visual Simulation Facing Norwalk/Santa Fe Springs Metrolink Station from John Zimmerman Park (Facing North/Northwest)	3.16-78
Figure 3.16-31 Key Viewpoint 14: Existing View from Tulare Avenue and Fullerton Avenue (Facing Northwest)	3.16-79
Figure 3.16-32 Key Viewpoint 14: Visual Simulation from Tulare Avenue and Fullerton Avenue (Facing Northwest)	3.16-79
Figure 3.16-33 Key Viewpoint 15: Existing View from Raymer Avenue at Gilbert Street (Facing West)	3.16-83
Figure 3.16-34 Key Viewpoint 15: Visual Simulation from Raymer Avenue at Gilbert Street (Facing West)	3.16-83
Figure 3.16-35 Key Viewpoint 16: Existing View of Fullerton Metrolink/Amtrak Station (from the Southwest Facing Northeast)	3.16-84
Figure 3.16-36 Key Viewpoint 16: Visual Simulation of Fullerton Metrolink/Amtrak Station (No High-Speed Rail Station Option) (from the Southwest Facing Northeast)	3.16-84
Figure 3.16-37 Key Viewpoint 17: Existing View of Fullerton Metrolink/Amtrak Station (from the West Facing East)	3.16-85
Figure 3.16-38 Key Viewpoint 17: Visual Simulation of Fullerton Metrolink/Amtrak Station (No High-Speed Rail Station Option) (from the West Facing East)	3.16-85
Figure 3.16-39 Key Viewpoint 18: Existing View of Fullerton Metrolink/Amtrak Station (from the East-Southeast Facing West-Northwest)	3.16-86
Figure 3.16-40 Key Viewpoint 18: Visual Simulation of Fullerton Metrolink/Amtrak Station (No High-Speed Rail Station Option) (from the East-Southeast Facing West-Northwest)	3.16-86
Figure 3.16-41 Key Viewpoint 19: Existing View of the Fullerton Metrolink/Amtrak Station from E Walnut Avenue (Facing East)	3.16-87
Figure 3.16-42 Key Viewpoint 19: Visual Simulation of the Fullerton Metrolink/Amtrak Station from E Walnut Avenue (No High-Speed Rail Station Option) (Facing East)	3.16-87
Figure 3.16-43 Key Viewpoint 20: Existing View from State College Boulevard and E Katella Avenue (Facing East)	3.16-88
Figure 3.16-44 Key Viewpoint 20: Visual Simulation from State College Boulevard and E Katella Avenue (Facing East)	3.16-88
Figure 3.16-45 Key Viewpoint 21: Existing View from S State College Boulevard (Facing Northeast)	3.16-89
Figure 3.16-46 Key Viewpoint 21: Visual Simulation from S State College Boulevard (Facing Northeast)	3.16-89
Figure 3.16-47 Key Viewpoint 22: Existing View from Angel Stadium Parking Lot North (Facing North)	3.16-90
Figure 3.16-48 Key Viewpoint 22: Visual Simulation from Angel Stadium Parking Lot North (Facing North)	3.16-90
Figure 3.16-49 Key Viewpoint 16: Existing View of Fullerton Metrolink/Amtrak Station (from the Southwest Facing Northeast)	3.16-95



Figure 3.16-50 Key Viewpoint 16: Visual Simulation of Fullerton High-Speed Rail Station Option and Metrolink/Amtrak Station (from the Southwest Facing Northeast)	.3.16-95
Figure 3.16-51 Key Viewpoint 17: Existing View of Fullerton Metrolink/Amtrak Station (from the West Facing East)	.3.16-96
Figure 3.16-52 Key Viewpoint 17: Visual Simulation of Fullerton High-Speed Rail Station Option and Metrolink/Amtrak Station (from the West Facing East)	.3.16-96
Figure 3.16-53 Key Viewpoint 18: Existing View of Fullerton Metrolink/Amtrak Station (from the East-Southeast Facing West-Northwest)	
Figure 3.16-54 Key Viewpoint 18: Visual Simulation of Fullerton High-Speed Rail Station Option and Metrolink/Amtrak Station (from the East-Southeast Facing West-Northwest)	.3.16-97
Figure 3.16-55 Key Viewpoint 19: Existing View of the Fullerton Metrolink/Amtrak Station from E Walnut Avenue (Facing East)	.3.16-98
Figure 3.16-56 Key Viewpoint 19: Visual Simulation of the Fullerton High- Speed Rail Station Option from E Walnut Avenue (Facing East)	.3.16-98
Figure 3.17-1 2024 Area of Potential Effects for Archaeological and Historic Built Resources, Sheet 1 of 8	.3.17-51
Figure 3.17-1 2024 Area of Potential Effects for Archaeological and Historic Built Resources, Sheet 2 of 8	.3.17-52
Figure 3.17-1 2024 Area of Potential Effects for Archaeological and Historic Built Resources, Sheet 3 of 8	.3.17-53
Figure 3.17-1 2024 Area of Potential Effects for Archaeological and Historic Built Resources, Sheet 4 of 8	.3.17-54
Figure 3.17-1 2024 Area of Potential Effects for Archaeological and Historic Built Resources, Sheet 5 of 8	.3.17-55
Figure 3.17-1 2024 Area of Potential Effects for Archaeological and Historic Built Resources, Sheet 6 of 8	.3.17-56
Figure 3.17-1 2024 Area of Potential Effects for Archaeological and Historic Built Resources, Sheet 7 of 8	.3.17-57
Figure 3.17-1 2024 Area of Potential Effects for Archaeological and Historic Built Resources, Sheet 8 of 8	.3.17-58
Figure 3.17-2 First Street Bridge (camera facing northwest)	.3.17-87
Figure 3.17-3 Los Angeles River at Fourth Street Bridge (camera facing south)	
Figure 3.17-4 Fourth Street Bridge (camera facing southwest)	
Figure 3.17-5 Seventh Street Bridge (camera facing southwest)	.3.17-90
Figure 3.17-6 Olympic Boulevard (Ninth Street) Bridge (camera facing northeast)	.3.17-91
Figure 3.17-7 Southern California Gas Company Complex Shop building (camera facing northwest)	.3.17-92
Figure 3.17-8 Southern California Gas Company Complex Administration Building (camera facing southeast)	.3.17-93
Figure 3.17-9 Washington Boulevard Bridge. Left—overview (camera facing southeast); right—pylon detail (camera facing upward, northwest)	.3.17-94



Figure 3.17-10 Atchison, Topeka and Santa Fe Railway Steam Locomotive No. 3751 (camera facing north)	3.17-95
Figure 3.17-11 Atchison, Topeka and Santa Fe Railway Redondo Junction Yard District: Office Building (camera facing east)	
Figure 3.17-12 Shrimpton Manufacturing and Supply Company (camera facing southwest)	
Figure 3.17-13 Western Waxed Paper Company (Veritiv) (camera facing southeast)	
Figure 3.17-14 Rio Hondo at Slauson Avenue (camera facing northeast)	
Figure 3.17-15 Boulder Dam–Los Angeles 287.5-Kilovolt Transmission Line: historic-era image of resource through Baldwin Park	
Figure 3.17-16 Val-Vita Food Products Company Headquarters (camera	
facing northwest)	. 3.17-100
Figure 3.17-17 The Hunt Foods and Industries Office (top, camera facing southeast) and Library (bottom, camera facing north)	. 3.17-101
Figure 3.17-18 St. Mary's Catholic Church (camera facing south)	. 3.17-102
Figure 3.17-19 Amerige Brothers' Real Estate Office (camera facing	0.4= 400
southeast)	
Figure 3.17-20 Elephant Packing House (camera facing northwest)	
Figure 3.17-21 Fullerton Ice Company (camera facing southwest)	. 3.17-104
Figure 3.17-22 Fullerton Union Pacific Railroad Depot (camera facing southwest)	3 17-105
Figure 3.17-23 Fullerton Odd Fellows Temple (camera facing southeast)	
Figure 3.17-24 Fullerton Pacific Electric Railway Depot (camera facing	. 0. 17 - 100
southwest)	. 3.17-106
Figure 3.17-25 Santa Fe Railway Passenger and Freight Depot (camera	
facing northeast)	
Figure 3.17-26 Fullerton Post Office (camera facing southwest)	. 3.17-108
Figure 3.17-27 Anaheim Union Pacific Railroad Depot (Anaheim Union Station) (camera facing east)	. 3.17-108
Figure 3.17-28 515 East Broadway, Anaheim Kroeger-Melrose Historic District Contributing Resource (camera facing northwest)	. 3.17-109
Figure 3.17-29 Fullerton Dye Works at 229 W Santa Fe Avenue (camera facing northeast)	3 17-110
Figure 3.17-30 Sanitary Laundry Building at 227 W Santa Fe Avenue (camera	. 0. 17 110
facing northwest)	. 3.17-110
Figure 3.17-31 John Reeder Gardiner Building 125 W Santa Fe Avenue (camera facing northeast)	. 3.17-111
Figure 3.17-32 Ellingson Building at 119 W Santa Fe Avenue (camera facing north)	
Figure 3.17-33 Wilson Building at 118 E Commonwealth Avenue, Fullerton	
(camera facing south)	. 3.17-112
Figure 3.17-34 343 Miller Manufacturing Building at E Santa Fe Avenue (camera facing northwest)	
Figure 3.17-35 Historic Palm District: Site Diagram	



Figure 3.17-36 Anaheim Colony Historic District: Site Diagram	3.17-116
Figure 3.18-1 Regional Growth Resource Study Area	3.18-10
Figure 3.19-1 Reasonably Foreseeable Land Development Projects Included in the Cumulative Project List, Sheet 1 of 3	3.19-16
Figure 3.19-1 Reasonably Foreseeable Land Development Projects Included in the Cumulative Project List, Sheet 2 of 3	3.19-17
Figure 3.19-1 Reasonably Foreseeable Land Development Projects Included in the Cumulative Project List, Sheet 3 of 3	3.19-18
Figure 3.19-2 Reasonably Foreseeable Transportation Projects Included in the Cumulative Project List, Sheet 1 of 4	3.19-23
Figure 3.19-2 Reasonably Foreseeable Transportation Projects Included in the Cumulative Project List, Sheet 2 of 4	3.19-24
Figure 3.19-2 Reasonably Foreseeable Transportation Projects Included in the Cumulative Project List, Sheet 3 of 4	3.19-25
Figure 3.19-2 Reasonably Foreseeable Transportation Projects Included in the Cumulative Project List, Sheet 4 of 4	3.19-26
Figure 4-1 Los Angeles to Anaheim Project Section Alignment	
Figure 4-2 Section 4(f) Resources: Parks, Recreation, Open Space, and Wildlife and Waterfowl Refuges, Sheet 1 of 7	
Figure 4-2 Section 4(f) Resources: Parks, Recreation, Open Space, and Wildlife and Waterfowl Refuges, Sheet 2 of 7	4-11
Figure 4-2 Section 4(f) Resources: Parks, Recreation, Open Space, and Wildlife and Waterfowl Refuges, Sheet 3 of 7	4-12
Figure 4-2 Section 4(f) Resources: Parks, Recreation, Open Space, and Wildlife and Waterfowl Refuges, Sheet 4 of 7	
Figure 4-2 Section 4(f) Resources: Parks, Recreation, Open Space, and Wildlife and Waterfowl Refuges, Sheet 5 of 7	4-14
Figure 4-2 Section 4(f) Resources: Parks, Recreation, Open Space, and Wildlife and Waterfowl Refuges, Sheet 6 of 7	4-15
Figure 4-2 Section 4(f) Resources: Parks, Recreation, Open Space, and Wildlife and Waterfowl Refuges, Sheet 7 of 7	
Figure 4-3 Section 4(f) Resources: Cultural Resources, Sheet 1 of 7	
Figure 4-3 Section 4(f) Resources: Cultural Resources, Sheet 2 of 7	
Figure 4-3 Section 4(f) Resources: Cultural Resources, Sheet 3 of 7	
Figure 4-3 Section 4(f) Resources: Cultural Resources, Sheet 4 of 7	
Figure 4-3 Section 4(f) Resources: Cultural Resources, Sheet 5 of 7	
Figure 4-3 Section 4(f) Resources: Cultural Resources, Sheet 6 of 7	
Figure 4-3 Section 4(f) Resources: Cultural Resources, Sheet 7 of 7	4-25
Figure 4-4 Impacts on Rio Hondo River Trail	4-82
Figure 4-5 Impacts on Rio Hondo River Bike Path	4-86
Figure 4-6 Impacts on San Gabriel River Trail	4-90
Figure 4-7 Impacts on San Gabriel River Bike Path	4-93
Figure 4-8 Impacts on Coyote Creek North Fork Bikeway	4-97



Figure 4-9 Impacts on Coyote Creek Main Branch Bikeway Extension (Planned)	4-101
Figure 4-10 Impacts on Brea Creek Bastanchury Corridor (Planned)	
Figure 4-11 Impacts on John Zimmerman Park	
Figure 4-12 Impacts on John H. Glenn High School	
Figure 4-13 Impacts on Fullerton Pooch Park	
Figure 4-14 Impacts on Independence Park	
Figure 4-15 Impacts on Janet Evans Swim Complex	
Figure 4-16 Impacts on Amerige Park	4-120
Figure 4-17 Impacts on Union Pacific Trail Phase II (Under Construction)	4-122
Figure 4-18 Impacts on Union Pacific Railroad Right-of-Way Multipurpose	
Path	
Figure 4-19 Impacts on Union Pacific Park	4-128
Figure 4-20 Impacts on Truslow Park	4-131
Figure 4-21 Impacts on Citrus Park	4-133
Figure 4-22 Impacts on Santa Ana River Trail and Parkway	4-135
Figure 4-23 Impacts on Los Angeles River	4-144
Figure 4-24 Impacts on First Street Bridge	4-146
Figure 4-25 Impacts on Fourth Street Bridge	
Figure 4-26 Impacts on Seventh Street Bridge	4-150
Figure 4-27 Impacts on Olympic Boulevard (Ninth Street) Bridge	4-153
Figure 4-28 Impacts on Southern California Gas Company Administration Building	4-156
Figure 4-29 Impacts on Southern California Gas Company Complex	
Figure 4-30 Impacts on Atchison, Topeka and Santa Fe Railway Steam	
Locomotive No. 3751	4-160
Figure 4-31 Impacts on Atchison, Topeka and Santa Fe Railway Redondo	
Junction Yard	4-162
Figure 4-32 Impacts on Washington Boulevard Bridge over Los Angeles Rive	r 4-165
Figure 4-33 Impacts on Shrimpton Manufacturing and Supply Company	4-167
Figure 4-34 Impacts on Western Waxed Paper Company	4-170
Figure 4-35 Impacts on Rio Hondo	
Figure 4-36 Impacts on Boulder Dam–Los Angeles Transmission Line	4-174
Figure 4-37 Impacts on Val-Vita Food Products Company Headquarters	4-176
Figure 4-38 Impacts on Hunt Foods and Industries Office and Library	4-179
Figure 4-39 Impacts on Elephant Packing House	4-183
Figure 4-40 Impacts on Fullerton Union Pacific Railroad Depot	4-186
Figure 4-41 Impacts on Fullerton Ice Company	4-189
Figure 4-42 Impacts on Fullerton Odd Fellows Temple	4-192
Figure 4-43 Impacts on Pacific Electric Railway Depot	4-194
Figure 4-44 Impacts on Santa Fe Railway Passenger and Freight Depot	
Figure 4-45 Impacts on Anaheim Union Pacific Railroad Depot	4-199



Figure 5-1 Community Analysis Reference Community	5-17
Figure 5-2 Community Analysis Resource Study Area, Sheet 1 of 2	5-32
Figure 5-2 Community Analysis Resource Study Area, Sheet 2 of 2	5-33
Figure 5-3 Low-Income Population in the Community Analysis Resource	
Study Area, Sheet 1 of 2	5-43
Figure 5-3 Low-Income Population in the Community Analysis Resource Study Area, Sheet 2 of 2	5-44
Figure 5-4 Minority Population in the Community Analysis Resource Study Area, Sheet 1 of 2	5-48
Figure 5-4 Minority Population in the Community Analysis Resource Study Area, Sheet 2 of 2	5-49
Figure 5-5 Race and Ethnicity in the Community Analysis Resource Study Area, Sheet 1 of 2	5-50
Figure 5-5 Race and Ethnicity in the Community Analysis Resource Study Area, Sheet 2 of 2	5-51
Figure 5-6 Proximity of Stations and Light Maintenance Facility to Minority and Low-Income Populations, Sheet 1 of 4	5-56
Figure 5-6 Proximity of Stations and Light Maintenance Facility to Minority and Low-Income Populations, Sheet 2 of 4	5-57
Figure 5-6 Proximity of Stations and Light Maintenance Facility to Minority and Low-Income Populations, Sheet 3 of 4	5-58
Figure 5-6 Proximity of Stations and Light Maintenance Facility to Minority and Low-Income Populations, Sheet 4 of 4	5-59
Figure 5-7 Disproportionately High and Adverse Effects Locations, Sheet 1 of 2	5-173
Figure 5-7 Disproportionately High and Adverse Effects Locations, Sheet 2 of	
2	
Figure 8-1 Los Angeles to Anaheim Project Section Preferred Alternative	8-2
Figure 8-2 Graphical Representation of the Evolution of Los Angeles to	8-13
Anaheim Project Section Alternatives	
Figure 8-4 Elevated Structure Typical Cross Section	
Figure 8-5 Below-Grade Cross Section in Fullerton	
Figure 8-6 26th Street Light Maintenance Facility Footprint	
Figure 9-1 Alternatives Development Process for the Los Angeles to Anaheim	0-01
Project Section	9-2
Figure 9-2 Potential Alternatives Considered During Alternatives Screening	9-2