



CALIFORNIA
High-Speed Rail Authority

**Los Angeles to Anaheim Project Section
Draft EIR/EIS Open House**

Thursday, December 11, 2025

Draft EIR/EIS Published December 5, 2025

Interpretation Available

- If you wish to hear the meeting in English, please click the “Interpretation” button at the bottom right of your Zoom screen

If you are joining via the Zoom smartphone app:

- Select your language by clicking "More" or the three dots in the bottom right corner of your screen.
- Select "Language Interpretation", then choose "English" and click "Done".
- If you wish to hear only the interpreters and not the original speakers, be sure to click “Mute Original Audio”.

Interpretación Disponible

- Si desea escuchar la interpretación en español por favor haga clic en el botón de "Interpretación" en la parte inferior derecha de su pantalla de Zoom

Si se está uniendo a través de la aplicación de Zoom en su teléfono:

- Seleccione su idioma haciendo clic en "More" (Más) o en los tres puntos en la esquina inferior derecha de su pantalla.
- Seleccione “Language Interpretation“ (Interpretación de idiomas), luego elija "español" y haga clic en “Done“ (Listo).
- Si desea escuchar solo a los intérpretes y no a los oradores originales, asegúrese de hacer clic en “Mute Original Audio” (Silenciar audio original).

통역 가능

- 스페인어, 한국어 또는 타갈로그어 통역을 듣고 싶다면 Zoom 화면 오른쪽 하단의 "통역" 버튼을 클릭해주세요.

만약 Zoom 스마트폰 앱을 통해 참여하는 경우:

- 화면 우측 하단의 "더보기" 또는 세 점을 클릭하여 언어를 선택하세요.
- 언어 통역을 선택한 다음 한국어를 선택하고 '완료'를 클릭하세요.
- ”통역사의 목소리만 듣고 원본 스피커의 소리는 듣지 않으려면 "원본 오디오 음소거"를 클릭하세요.

Question & Answer Instructions



Submit your question through the Q&A function and your question will be addressed by the facilitator.



If you would like to provide a verbal question, raise your hand and you will be addressed by the facilitator. The team will be prompted to unmute you.

Public comments on the Draft EIR/EIS will not be taken during the Q&A segment at tonight's Open House.

How to Submit Public Comments

- **Mail:** Attn: Los Angeles to Anaheim Project Section
Draft EIR/EIS Comment, California High-Speed Rail Authority,
355 S Grand Ave, Suite 2050, Los Angeles, CA 90071
- **Online Form:** www.hsr.ca.gov
- **Email:** los.angeles_anaheim@hsr.ca.gov
with the subject line: LA-A Project Section Draft EIR/EIS Comment
- **Phone:** Oral comment at (877) 669-0494
- **Public Hearings:** Oral and written comment at public hearings

Comments must be received orally, electronically, or written and by mail postmarked on or before 11:59 PM PST February 3, 2026.

Meeting Overview

Purpose

- Provide an overview of the Los Angeles to Anaheim Project Section, including key features and objectives.
- Summarize the build alternatives studied in the Draft Environmental Impact Report/Environmental Impact Statement (Draft EIR/EIS) and highlight the key findings and conclusions.
- Offer guidance on how to navigate the Draft EIR/EIS, helping the public understand the document's structure and key sections.
- Explain the public comment process, including how to provide input and participate effectively.
- Highlight opportunities to stay informed and engaged throughout the project lifecycle.

Format

- Presentation
- Q&A Segment

Agenda

- California High-Speed Rail Statewide Program Update
- Los Angeles to Anaheim Project Section
 - » Light Maintenance Facilities
 - » Layover Tracks
 - » BNSF Storage Track Relocation
 - » HSR Stations
 - » Metrolink Station Relocations
 - » Metrolink Station Modifications
 - » Optional HSR Intermediate Stations
 - » Grade Crossing Approach
- Environmental Document Overview and Next Steps
- Stakeholder Engagement
- Meethrsocal.org Overview
- Question and Answer Segment



Connecting California Program Highlights

- **Phase 1**
 - » 494 Miles
 - » San Francisco to Los Angeles/Anaheim
 - » Trip time (SF-LA): less than 3 hours
- **Phase 2**
 - » After Phase 1- Extends 300 miles
 - » Connections to Sacramento and San Diego

Electrified service at speeds up to 220 mph
Up to 24 stations



California High-Speed Rail

Reaffirming Goals

The Authority is focused on constructing a commercially viable high-speed rail system as soon as possible with the available financial resources, while making meaningful progress to completing full service between San Francisco and the Los Angeles/Anaheim area.



CONSTRUCTION

Advancing construction in the Central Valley and connect California's major population centers, north to the electrified Caltrain system via Gilroy and south to Palmdale.



OPPORTUNITY

With sufficient state support, the Authority can connect Northern and Southern California by 2038 – 2039 and achieve commercial success at the earliest opportunity.



CONNECTION

Connect California's cities and regions to create new opportunities for economic development, housing and job creation.



SUSTAINABILITY

Provide a cleaner, more efficient alternative to cars and planes, allowing the state to reduce its carbon footprint and improve public health.



LEGACY BUILDING

Help California build a transportation legacy that will benefit generations to come.

California High-Speed Rail

Implementing the New Vision Today - Cap-and-Invest Extension



CONFIRMED:

Extension of California's cap-and-invest program until 2045



Guaranteed \$1 billion
annually through 2045



Closes funding gap for the
Central Valley Early
Operating Segment



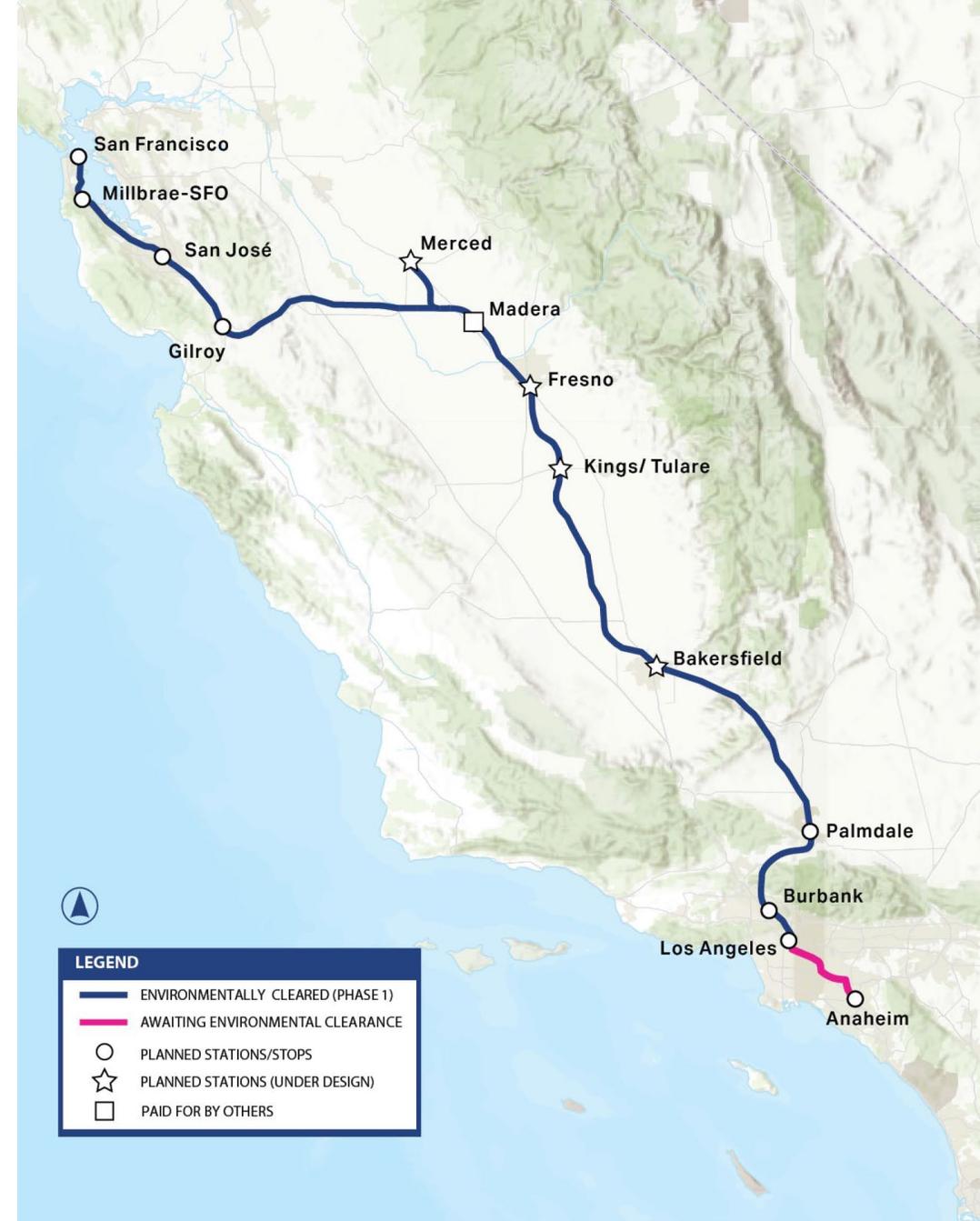
Opens the door for
meaningful Public-Private
Partnerships (P3)

Los Angeles to Anaheim Project Section



Los Angeles to Anaheim Project Section

- Approximately 30 miles long
- Connects Los Angeles Union Station (LAUS) to the Anaheim Regional Transportation Intermodal Center (ARTIC)
- Considering three alternatives in the Draft Environmental Impact Report/Environmental Impact Statement:
 - » No Build Alternative
 - » Preferred Alternative, the Shared Passenger Track Alternative A with Light Maintenance Facility (LMF) at 26th Street
 - » Shared Passenger Track Alternative B with LMF at 15th Street



Shared Passenger Track Alternatives

Draft EIR/EIS will consider two build alternatives:

Preferred Alternative
Shared Passenger Track
Alternative A

- HSR Stations at LA Union Station (previously studied) and ARTIC
- SoCal LMF at **26th Street** (Vernon)
- Layover Tracks
- Relocated Metrolink stations at Commerce and Buena Park
- Grade-Crossing Modifications

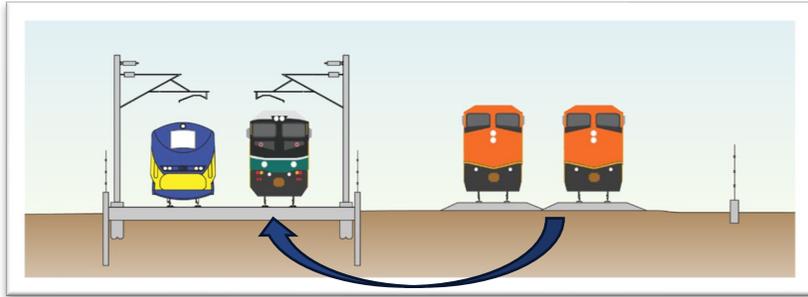
Shared Passenger Track
Alternative B

- Similar to Alternative A, except:
 - » SoCal LMF at 15th Street (Los Angeles)



Shared Passenger Track Alternatives

Overview



Blended System

Shared with passenger and freight rail currently operating along the existing Los Angeles to Anaheim rail corridor and utilized by BNSF, Metrolink, Amtrak, LOSSAN

- Key Features of Shared Passenger Track Alternatives:
 - » Construct one additional mainline track within portion of Corridor
 - » Electrify two of four mainline tracks for passenger operations
 - » Track improvements throughout corridor, especially at the Commerce, Norwalk/Santa Fe Springs, Buena Park and Fullerton Metrolink Stations
- BNSF could utilize up to four mainline tracks within its right-of-way
 - » Tracks would be shared with passenger rail service
- HSR would operate two trains per hour, per direction

Improving Corridor Efficiency

Removing Freight and Passenger Rail Conflicts



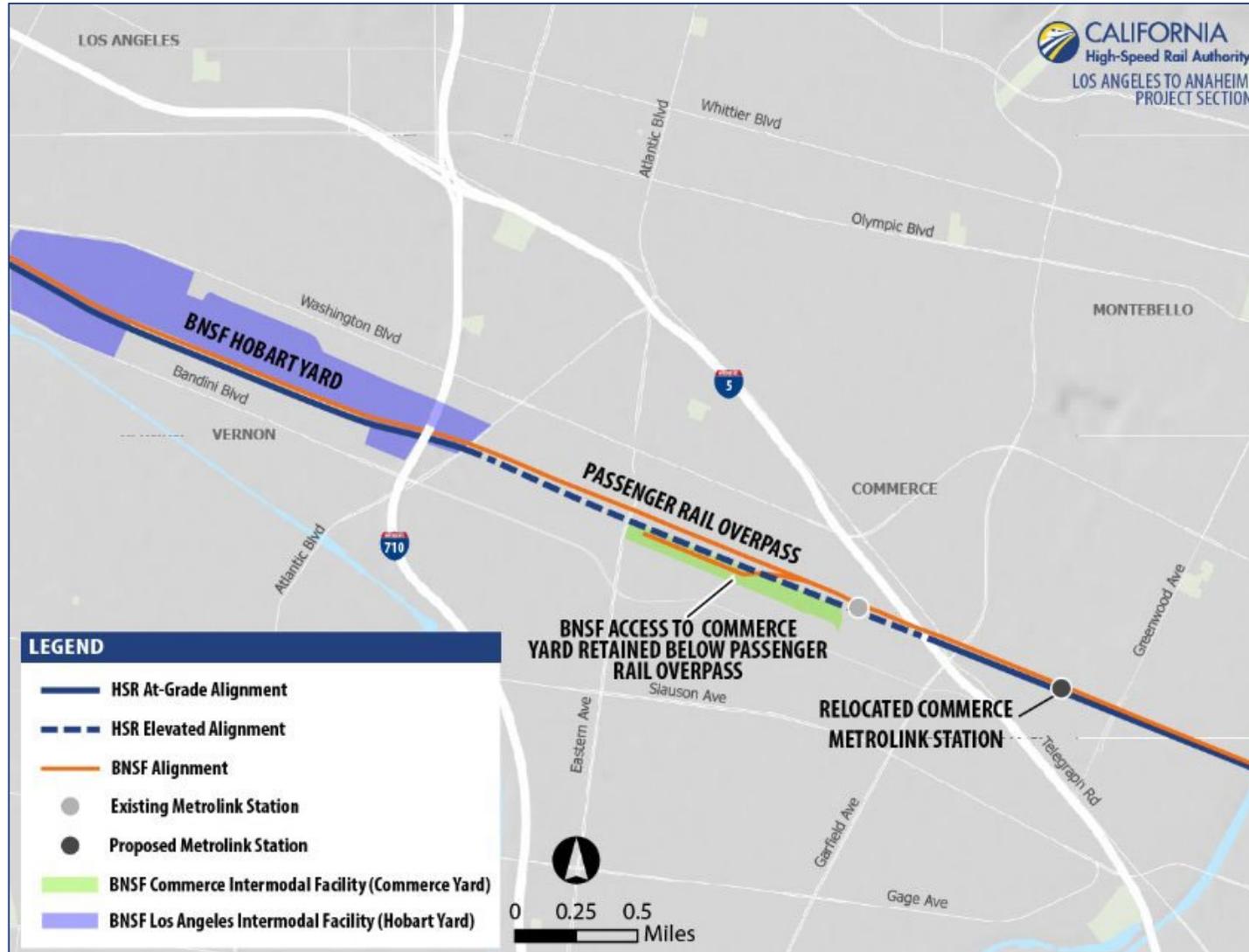
Improving Corridor Efficiency

Removing Freight and Passenger Rail Conflicts



Improving Corridor Efficiency

Removing Freight and Passenger Rail Conflicts



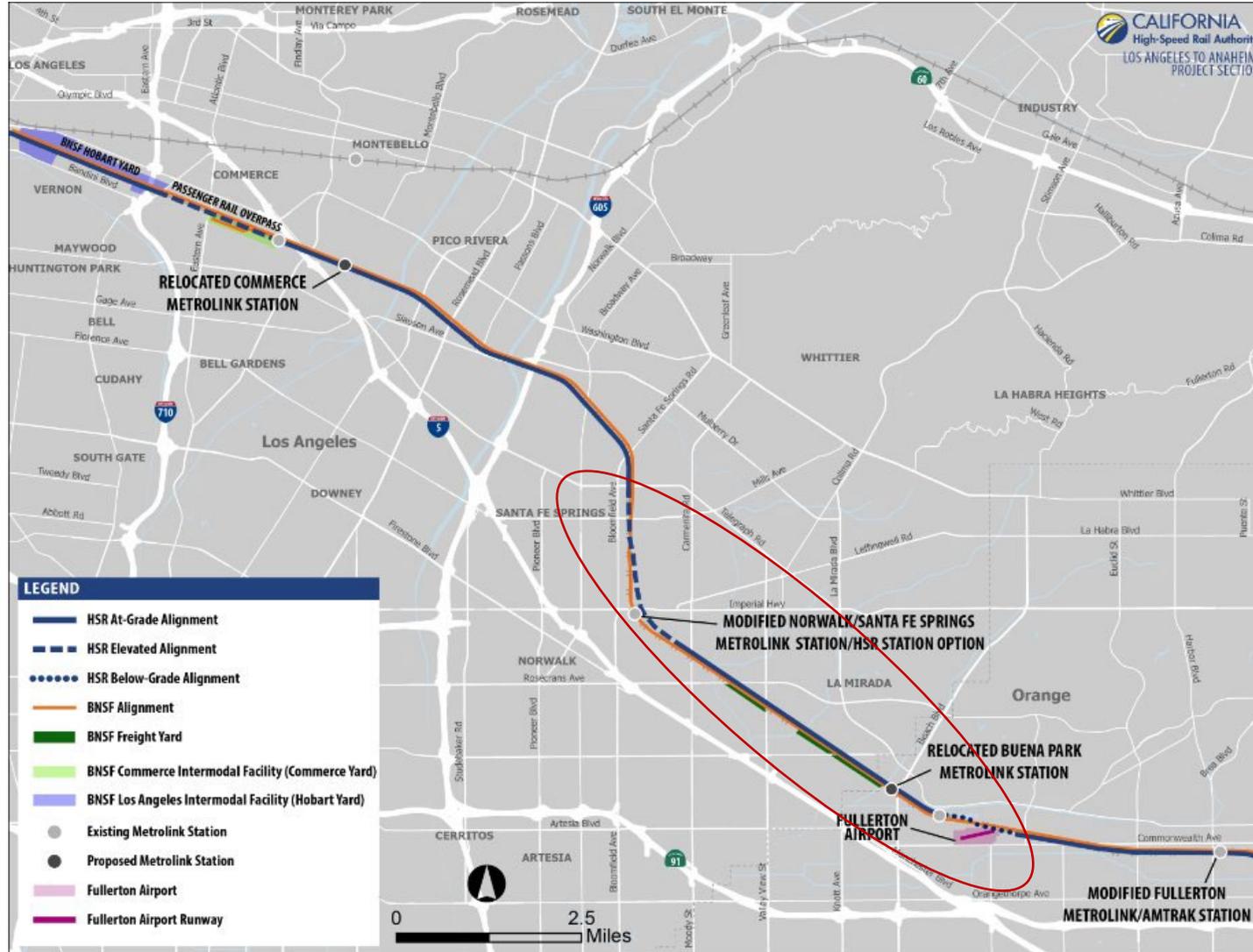
Improving Corridor Efficiency

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Improving Corridor Efficiency

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Improving Corridor Efficiency

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Improving Corridor Efficiency

Removing Freight and Passenger Rail Conflicts



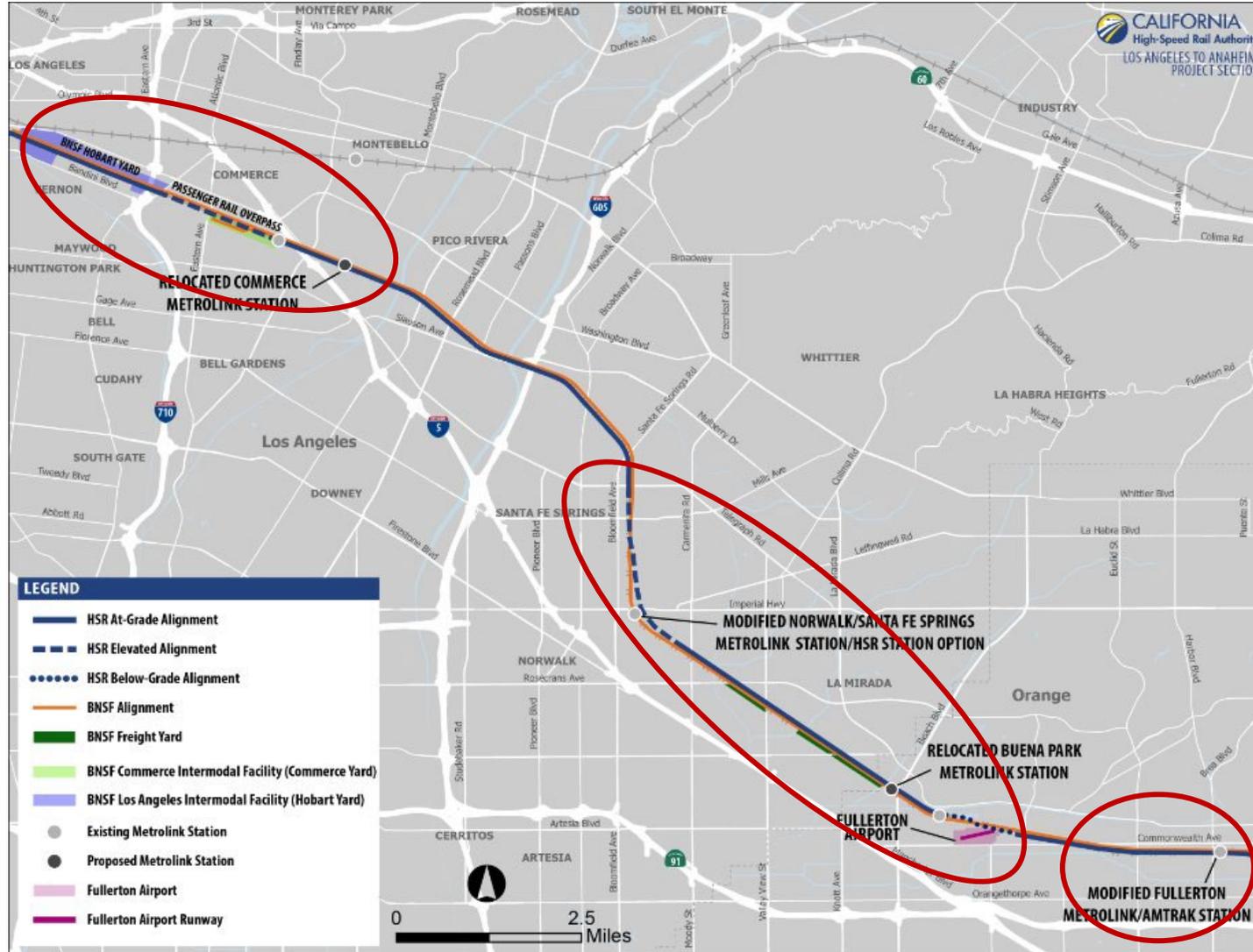
Improving Corridor Efficiency

Removing Freight and Passenger Rail Conflicts



Improving Corridor Efficiency

Removing Freight and Passenger Rail Conflicts



HSR Light Maintenance Facility



SoCal Light Maintenance Facility (LMF)

- Facility where trains are inspected, cleaned, serviced, and stored
- Provides localized, regular maintenance and operations of trains near terminal stations
- Includes a service point for any trains in need of emergency repair
- Supplies trains and crews to the project section for the start of passenger service



SoCal Light Maintenance Facility (LMF)

26th Street Option (Vernon)

Characteristics

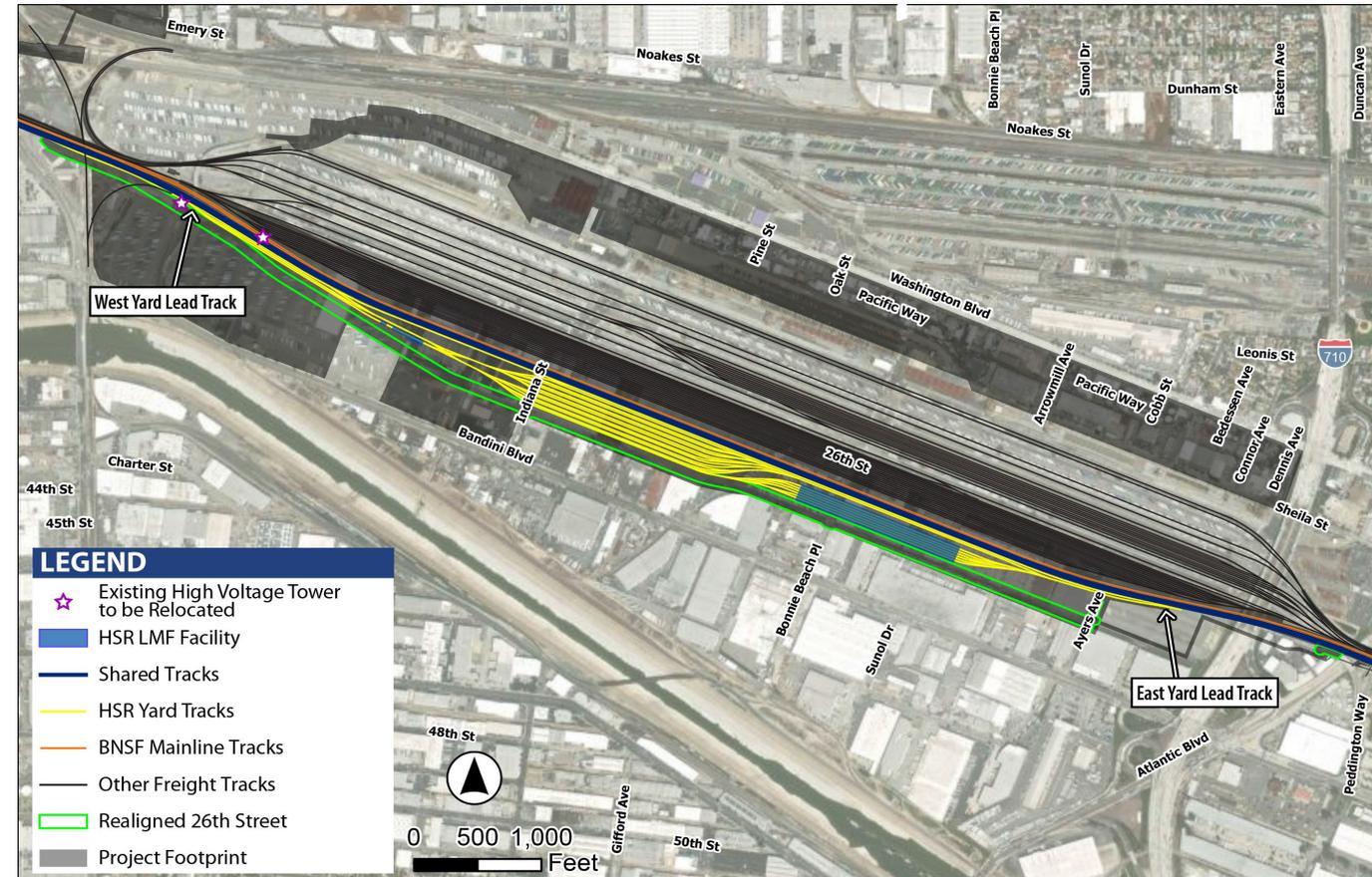
- Located between I-710 and S Downey Rd
- Capacity for 24 trainsets, 6 shop tracks
- 49 Acres

Benefits

- More flexible site layout for operations – double ended yard
- Fewer constraints in area – mainly warehouses
- Fewer impacts to Amtrak operations
- Utilizes properties already slated for acquisition for other track improvements in the area

Concerns

- Farther from LAUS – longer deadhead moves
- Potentially more operational interaction with BNSF freight trains



Design refinements to the HSR track profile and LMF trainset capacity have been identified because of ongoing value engineering review. More detail on the type of refinements considered as value engineering is found in the Preliminary Engineering for Project Definition (PEPD) General Notes.

SoCal Light Maintenance Facility (LMF) 15th Street Option (Los Angeles)

Characteristics

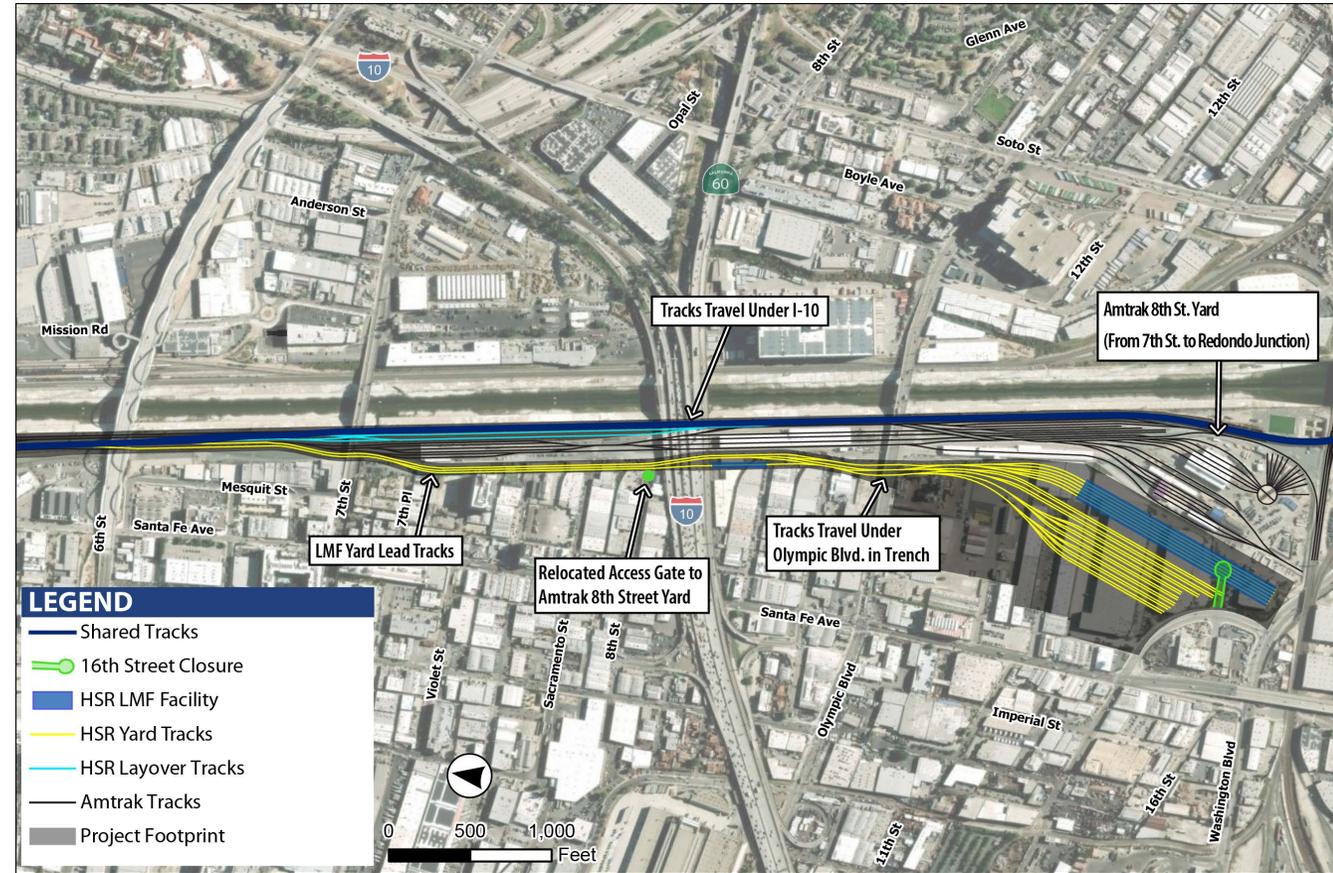
- Located between I-10 and E Washington Blvd
- Capacity for 20 trainsets, 6 shop tracks
- 52 Acres

Benefits

- Closer to LA Union Station

Concerns

- Additional impacts to historic Olympic Boulevard Bridge
- Less flexible site layout for operations – single ended yard



Design refinements to the HSR track profile and LMF trainset capacity have been identified because of ongoing value engineering review. More detail on the type of refinements considered as value engineering is found in the Preliminary Engineering for Project Definition (PEPD) General Notes.

HSR Layover Tracks



HSR Layover Tracks

- Layover tracks are used to store and restock trains during the day in between service runs
- Layover tracks support minor maintenance activities such as testing and diagnostics
- Layover tracks are proposed near Los Angeles Union Station and ARTIC to support where high-speed trains would be ending their runs

Two layover locations are proposed along the LA-A Project Section:

- West Bank Layover Tracks
- Anaheim Layover Tracks

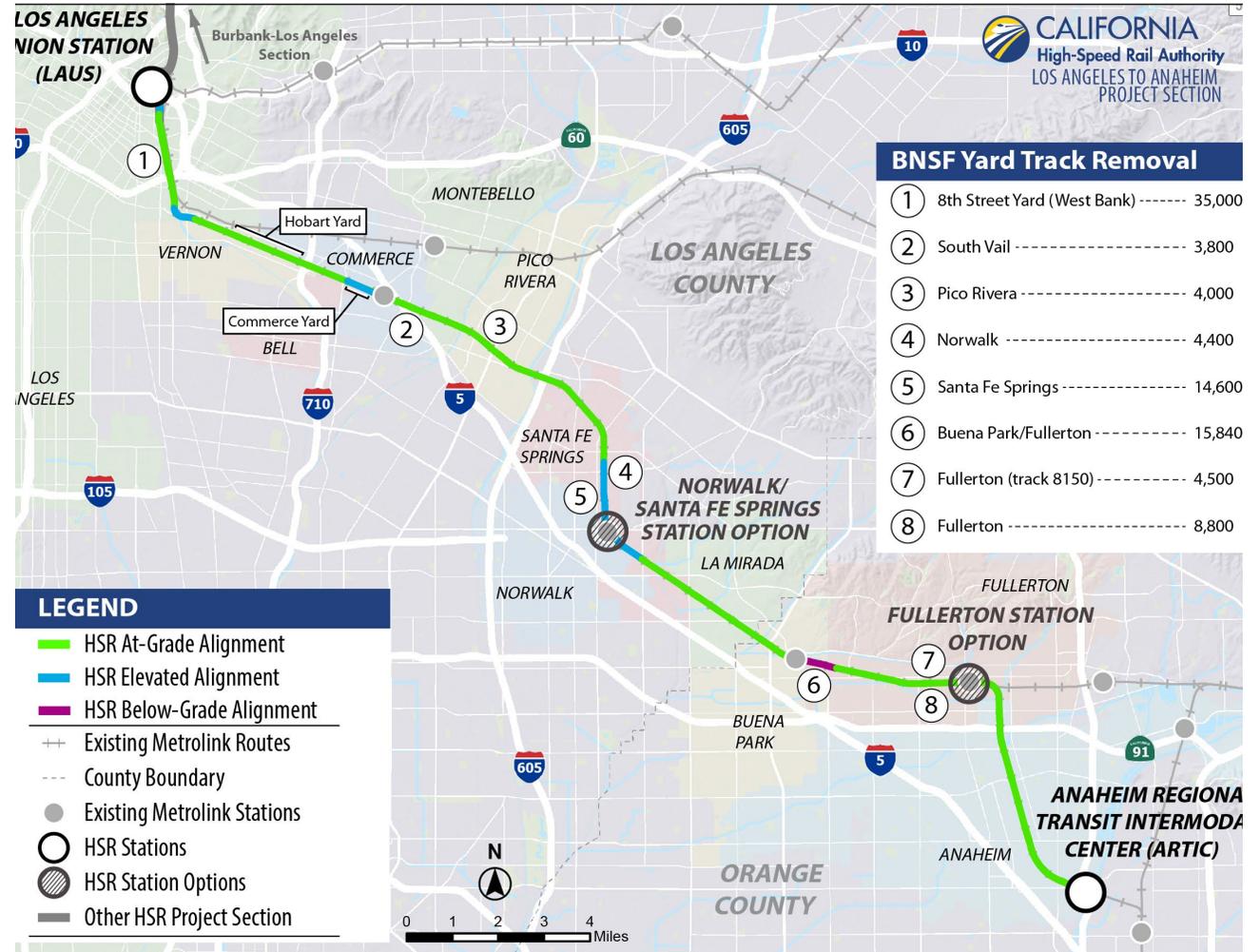


BNSF Storage Track Relocation



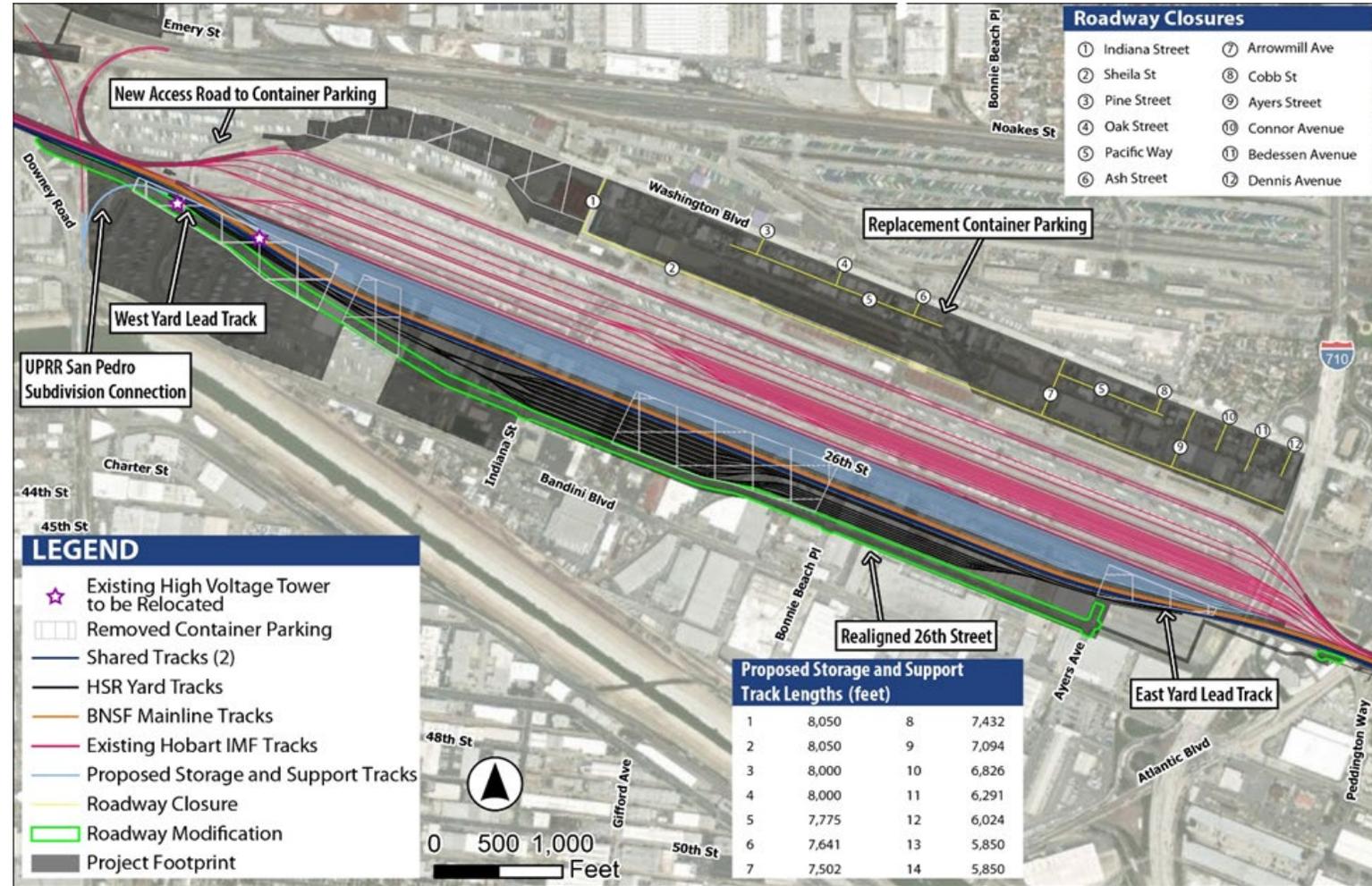
Track Removal

- Construction of the 4th mainline track requires removal of 90,940 feet of BNSF storage tracks, to be replaced in a new consolidated staging track area adjacent to Hobart Intermodal Facility (IMF)
- Ensures HSR construction proceeds without reducing freight capacity
- Applies to Shared Passenger Track Alternative A and Shared Passenger Track Alternative B
- Hobart IMF area selected because it is the destination for most BNSF trains in the corridor



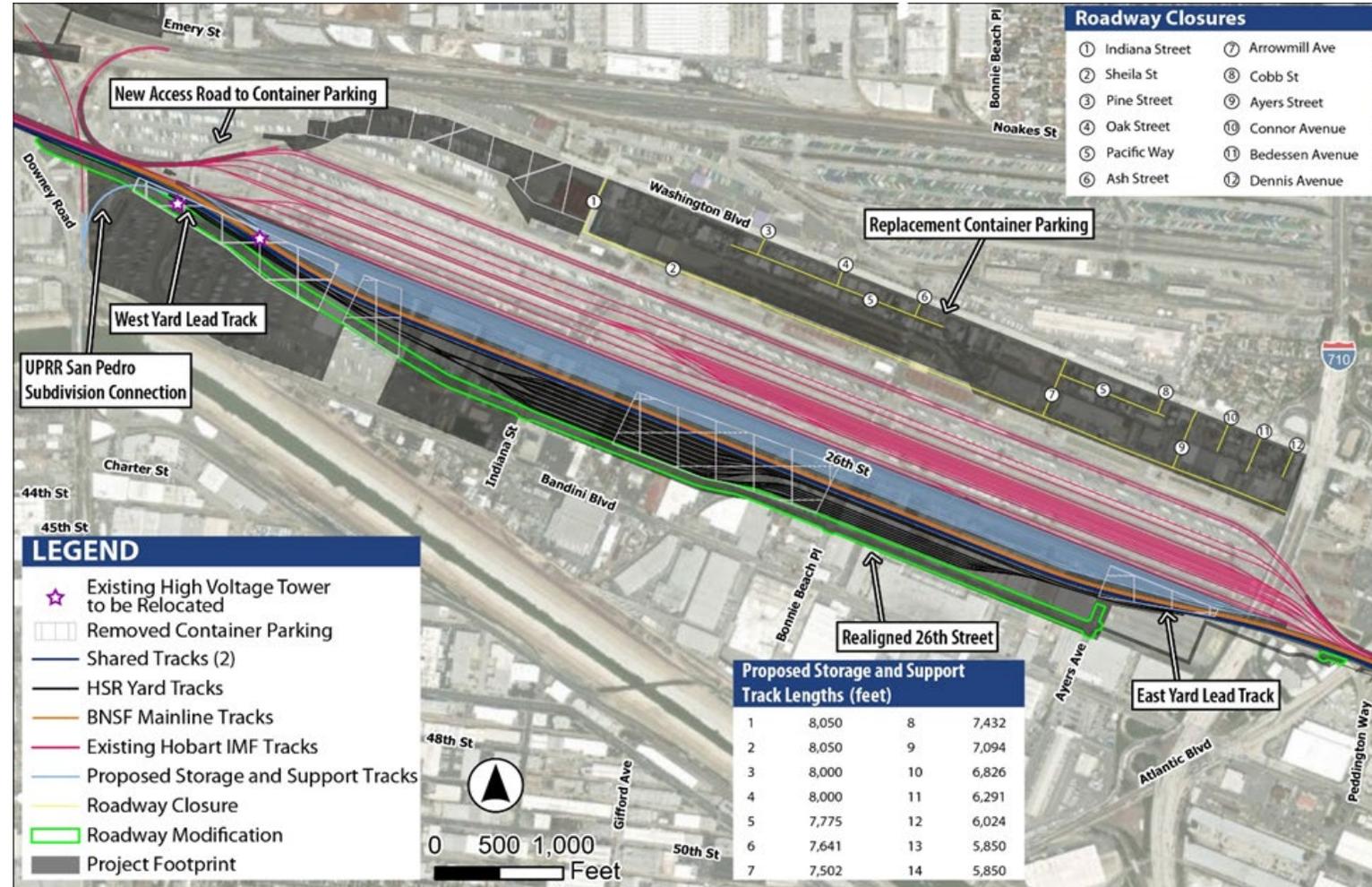
Track Replacement

- Replaces freight track storage and staging capacity that would be removed throughout the corridor
- Total of 101,094 feet of replacement tracks would be constructed adjacent to existing Hobart IMF
- Includes run-around tracks to maintain operational flexibility
- No new track used for loading or unloading intermodal containers



Container Parking Relocation

- Container parking relocated from south side to north side of Hobart IMF
- Total of 49 acres converted for container parking and access roads
- Displaced container parking would be replaced at an approximate one-to-one ratio
- Maintains freight operations capacity during and after construction



HSR Stations



HSR at Los Angeles Union Station (LAUS)

LA Metro is the project proponent for the Link US Project, which includes infrastructure that will accommodate HSR service

Goals

- Increase the regional and intercity rail service capacity
- Improve schedule reliability
- Enhance safety

Key Feature

- New elevated structure over US 101, which allows a run-through track configuration

Status

- CEQA complete, NEPA review underway

HSR service requires additional modifications to Link US infrastructure

- Burbank to Los Angeles Project Section included track electrification and modifications to the Link US platforms – approved in 2022
- **Los Angeles to Anaheim Project Section includes electrification of tracks on the Link US elevated structure south to 1st Street**



Conceptual view of Link US structure subject to final design and approval

ARTIC Station Configuration

ARTIC Terminal Station

- Two stub-ended HSR tracks
- 1410' Center Platform
- New HSR station building at south end of pedestrian bridge
- Reconfigured pick-up/drop-off area
- New parking structure accommodates 1,976 parking spaces (1,350 new HSR spaces, replacement spaces for 405 Metrolink and 221 Metrolink Employee spaces)



Conceptual view of ARTIC structure subject to final design and approval

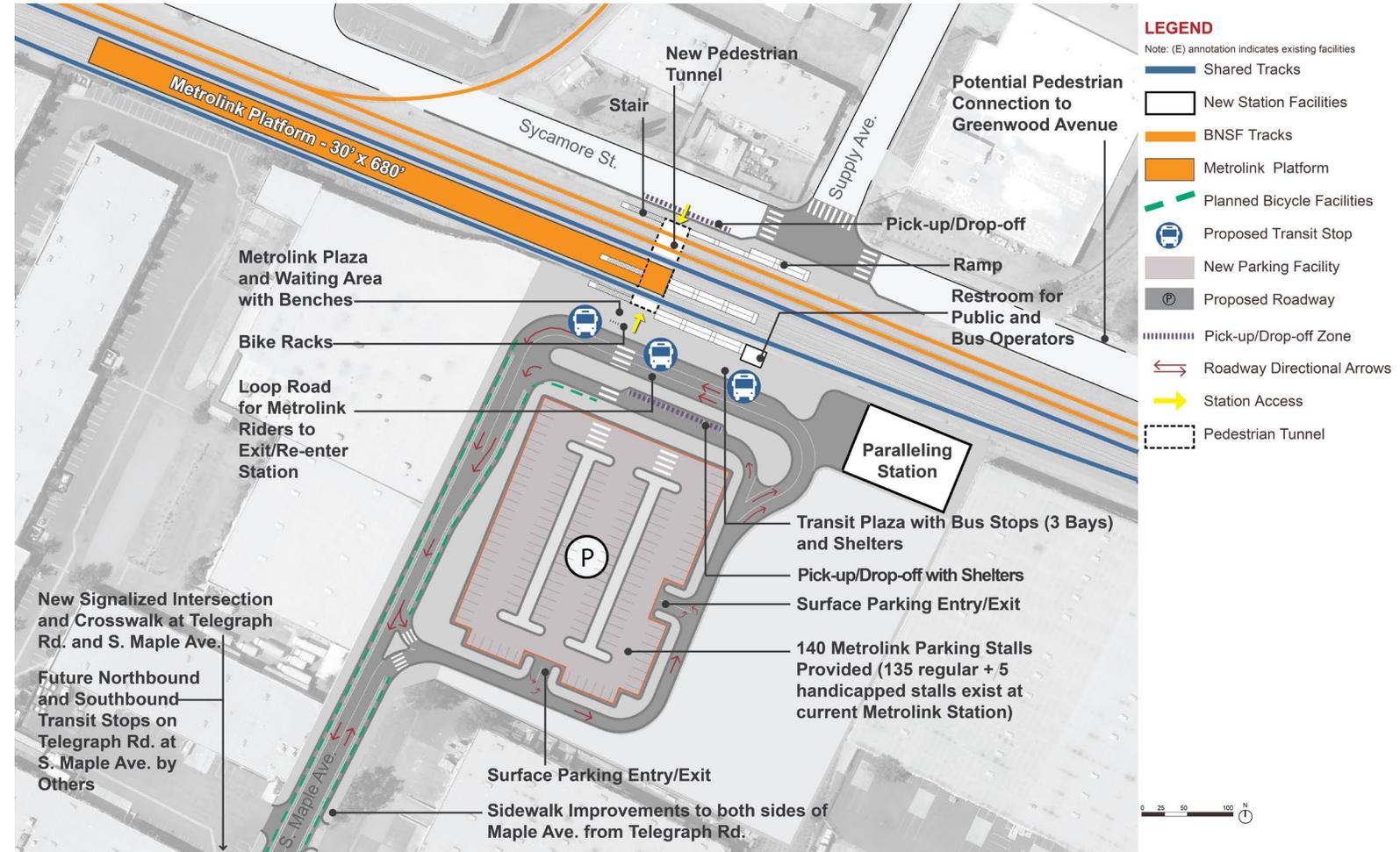
Metrolink Station Relocations



Commerce Metrolink Station Relocation

Relocated Commerce Metrolink Station features:

- 0.75 miles east along mainline track from existing location, at border of Commerce and Montebello
- Center platform on south side of existing rail corridor
- Transit plaza, parking, bicycle parking, pick-up/drop-off



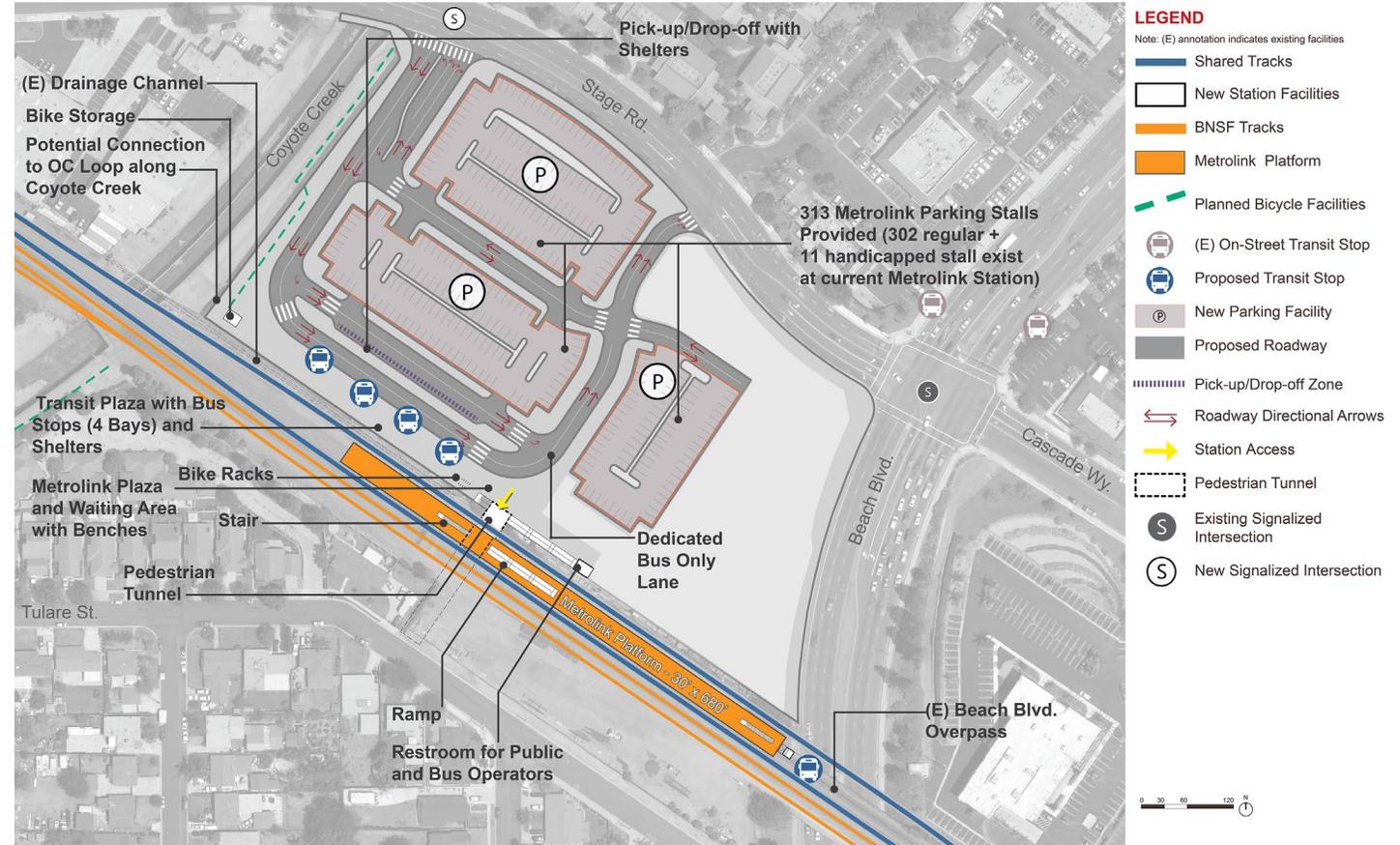
Proposed Site of Relocated Commerce Metrolink Station

Buena Park Metrolink Station Relocation

- HSR tracks on the north side of the rail corridor would require significant reconstruction of current station infrastructure and impact the surrounding community.
- Relocating the Buena Park Metrolink Station to Beach Blvd./Dale Rd. would:
 - » Provide better access to transit
 - » Not require residential acquisitions
 - » Allow for future growth of station, including opportunities for the City to increase parking

Relocated station features:

- 0.75 miles northwest along mainline track from existing location
- Center platform on north side of existing rail corridor
- Transit plaza, parking, bicycle parking, pick-up/drop-off
- Provides opportunities for City to expand parking that current site does not offer



Metrolink Station Modifications

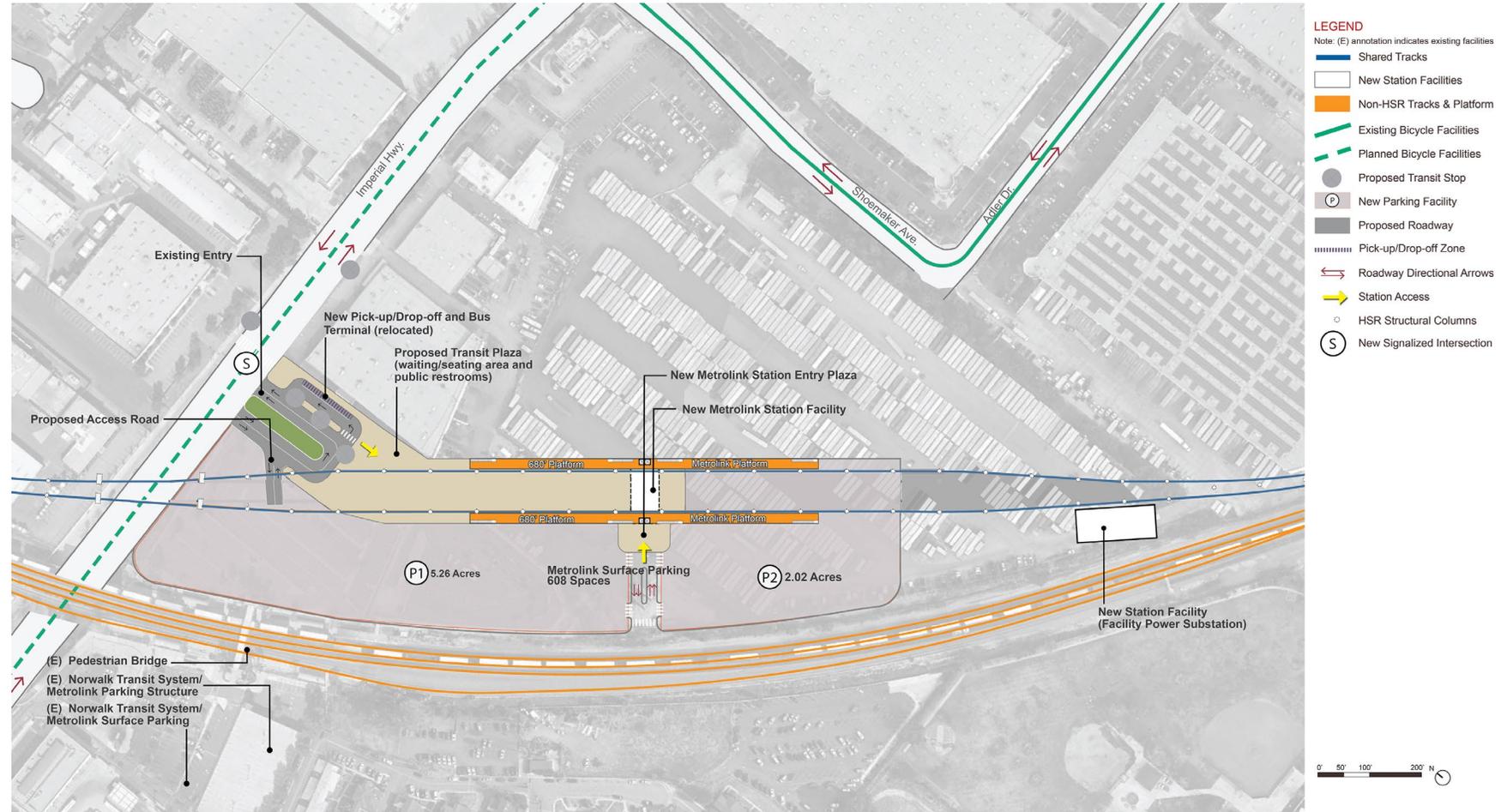


Metrolink Station Modifications

Norwalk/Santa Fe Springs Station- Without HSR Station

Recommended by Authority (Preferred Alternative)

- Existing BNSF tracks would remain at current location
- Metrolink station would be elevated with two passenger tracks and two side platforms for Metrolink service.
- HSR trains would not stop at this station
- No additional parking required
- HSR alignment shifts from the west side to the east side of BNSF ROW

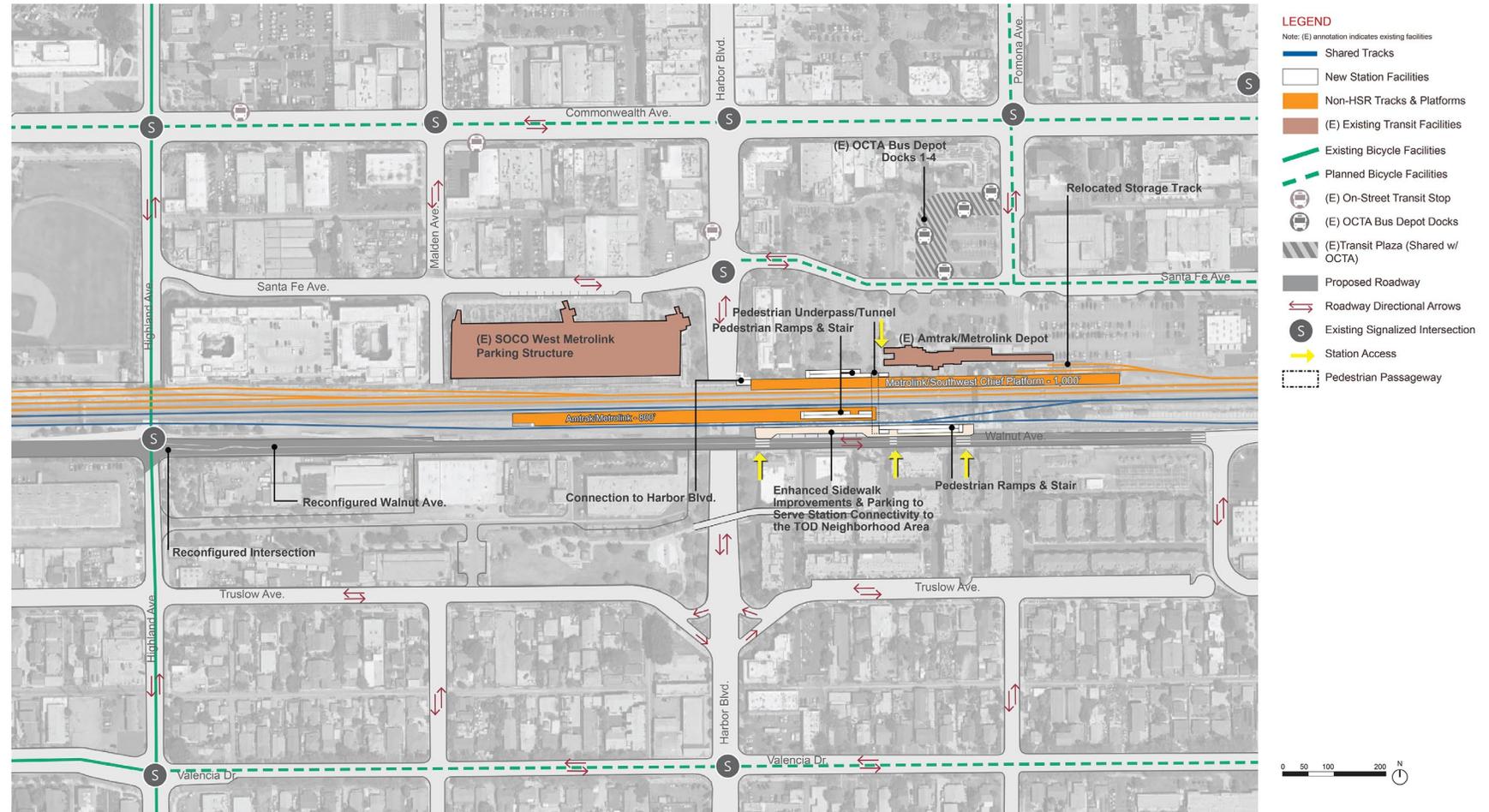


Metrolink/Amtrak Station Modifications

Fullerton Station- Without HSR Station

Recommended by Authority (Preferred Alternative)

- Add mainline track to alleviate freight and passenger train congestion
- Replace existing pedestrian bridge with a pedestrian tunnel (below ground)
- New center passenger platform for Metrolink
- HSR trains would not stop at this station
- Reconfigure Walnut Ave
- No additional parking required



Optional HSR Intermediate Stations



Optional HSR Intermediate Station Approach

- No intermediate station is proposed between Los Angeles and Anaheim
- Prop 1A limits HSR station development (at most, final design could include one intermediate station). HSR previously considered intermediate stations at Norwalk/Santa Fe Springs and Fullerton
 - » Design and parking constraints exist at both stations
 - » Metrolink serves both stations which are ~10 miles apart; Fullerton is also served by Amtrak
 - » Not building an intermediate station could increase efficiencies in cost, schedule and operations while reducing impacts
- Norwalk/SFS and Fullerton HSR intermediate station options included in environmental studies



Grade-Crossing Approach

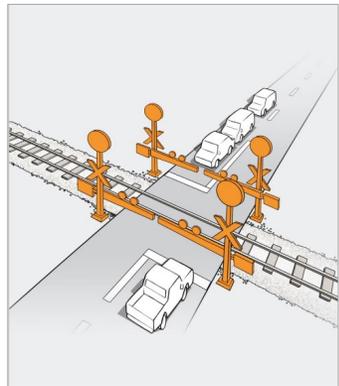


Grade-Crossing Considerations

Grade Crossing – Intersection where a roadway crosses railroad tracks at-grade

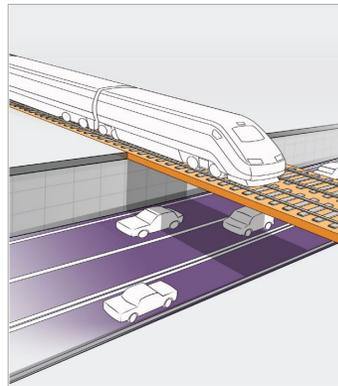
Grade Separation – A roadway that is re-aligned over or under a railway to eliminate hazard

- » The Federal Railroad Administration has regulations in place to determine which crossings require separation. High-speed trains operating in the LA-A Corridor will travel at speeds of less than 90 miles per hour (mph), meaning full grade separations are not required



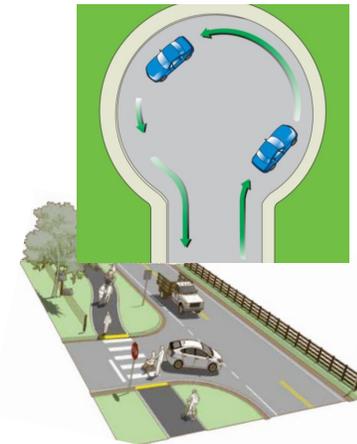
At-Grade

- Low capital cost
- Higher traffic delays
- Smaller footprint
- Minimal Construction Impacts
- May have safety implication for emergency response equipment



Grade Separation

- High capital cost
- Reduced traffic delays
- Larger footprint
- High construction impacts, e.g., traffic and air quality



Street Closure

- Moderate capital cost
- May have safety implication for emergency response equipment
- May disrupt community cohesion

Los Angeles County Grade Separations

Proposed Modifications

Roadway	Current Configuration	Proposed Configuration
Pioneer Blvd	At-Grade	Grade Separation (Undercrossing)
Norwalk Blvd / Los Nietos Rd	At-Grade	Grade Separation (Undercrossing)
Lakeland Rd	At-Grade	Partial Grade Separation (Passenger rail on aerial structure, freight rail to remain at-grade)

Existing Grade-Separated Roadway	Current Configuration	Proposed Configuration
Downey Rd	Undercrossing*	Widened Railroad Bridge
Atlantic Blvd	Undercrossing	Widened Railroad Bridge
Eastern Ave	Undercrossing	Widened Railroad Bridge
Rosemead Blvd	Undercrossing	Widened Railroad Bridge and Lowered Roadway
Passons Blvd	Undercrossing	Widened Railroad Bridge
Slauson Ave	Overcrossing	Widened Railroad Bridge
Santa Fe Springs Rd	Undercrossing	Widened Railroad Bridge
Telegraph Rd	Undercrossing	Widened Railroad Bridge
Florence Ave	Undercrossing	Widened Railroad Bridge
Carmenita Rd	Undercrossing	Widened Railroad Bridge and Lowered Roadway
Valley View Ave	Undercrossing	Widened Railroad Bridge
Alondra Blvd	Overcrossing	Widened Railroad Bridge and Lowered Roadway



*An undercrossing is when the road goes under tracks.

Pioneer Boulevard

Proposed Grade Separation



Conceptual Rendering

Norwalk Boulevard/Los Nietos Road

Proposed Grade Separation



Conceptual Rendering

Lakeland Road

Proposed Partial Grade Separation



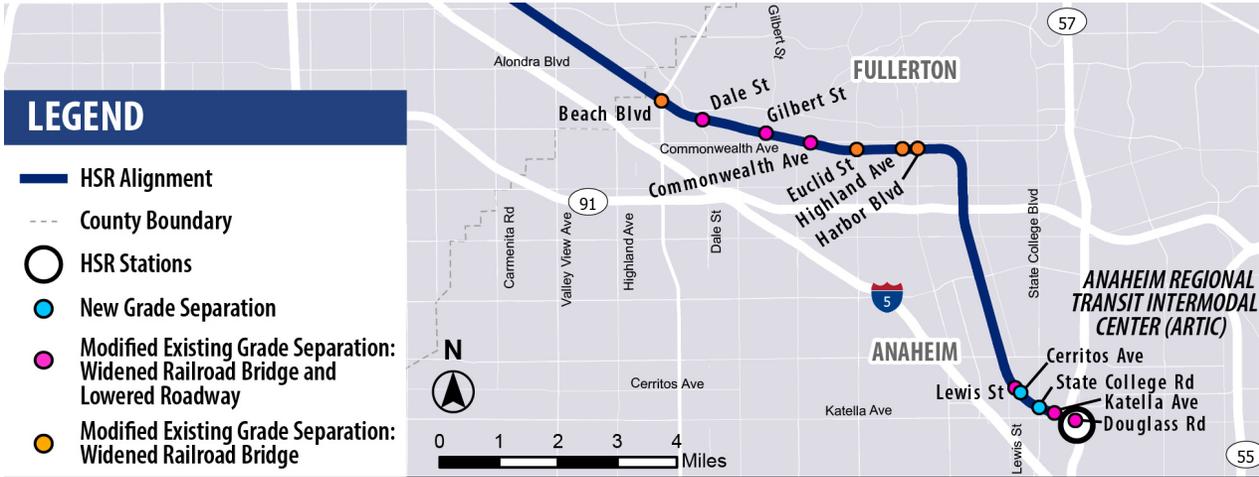
Orange County Grade Crossings

Proposed Modifications

Roadway	Current Configuration	Proposed Configuration
Cerritos Ave	At-Grade	Grade Separation
State College Blvd	At-Grade	Grade Separation

Existing Grade-Separated Roadway	Current Configuration	Proposed Configuration
Beach Blvd	Undercrossing*	Widened Railroad Bridge
Dale St	Undercrossing	Widened Railroad Bridge and Lowered Roadway
Gilbert St	Undercrossing	Widened Railroad Bridge and Lowered Roadway
Commonwealth Ave	Undercrossing	Widened Railroad Bridge and Lowered Roadway
Euclid St	Undercrossing	Widened Railroad Bridge
Highland Blvd	Undercrossing	Widened Railroad Bridge
Harbor Blvd	Undercrossing	Widened Railroad Bridge
Lewis St	Undercrossing	Widened Railroad Bridge and Lowered Roadway
Katella Ave	Undercrossing	Widened Railroad Bridge and Lowered Roadway
Douglass Rd	Undercrossing	Widened Railroad Bridge and Lowered Roadway

*An undercrossing is when the road goes under tracks.



Cerritos Avenue

Proposed Grade Separation



Conceptual Rendering - Subject to Final Design Approvals

Cerritos Avenue

Proposed Grade Separation



State College Boulevard

Proposed Grade Separation



Conceptual Rendering - Subject to Final Design Approvals

State College Boulevard

Proposed Grade Separation



Environmental Document Overview and Next Steps



Environmental Document Overview

The Draft EIR/EIS contains three volumes:

- **Volume 1 – Report (contains 15 chapters):**
 - Chapter 2 - Describes the build alternatives
 - Chapter 3 - Covers 18+ CEQA and/or NEPA environmental resource areas.
 - Describes no-build conditions and the build alternatives' potential impacts.
 - Where applicable, Chapter 3 sets forth feasible mitigation measures to address potential impacts.
- **Volume 2 – Technical Appendices:** Provides more detailed information on build alternatives and impacts.
- **Volume 3 – Alignment Plans:** Detailed design drawings, including trackway, right-of-way, structures, grade separations, utilities, systems, and stations.
 - *Volume 3 User Guide:* helpful roadmap to Volume 3

The Notice of Availability and Summary are available in English, Spanish and Korean on the Authority's website.

Environmental Document Overview

Contents of Volume 1

Summary: Includes a high-level overview of the build alternatives and of project impacts.

Chapter 1 Project Purpose, Need and Objectives: Explains the Authority's purpose and need for the project; provides history of the planning process.

Chapter 2 Alternatives: Describes the proposed build alternatives and assumptions for the No Project Alternative.

Chapter 3 Affected Environment, Environmental Consequences & Mitigation Measures: Multiple subsections (by topic) describe impacts and proposed features or mitigation measures to avoid or reduce impacts.

Chapter 4 Section 4(f)/6(f) Evaluations: Evaluates if the project would impact/use certain recreational/cultural resources.

Chapter 5 Community Analysis: Evaluates if the project would affect minority or low-income communities.

Chapter 6 Project Costs & Operations: Presents estimated construction and maintenance costs

Environmental Document Overview

Contents of Volume 1 (Continued)

Chapter 7 Other CEQA/NEPA Considerations: Describes adverse effects that cannot be avoided (NEPA) and significant and unavoidable impacts (CEQA) of the alternatives and identifies public benefits, and irreversible or irretrievable commitments of resources that would result from implementation.

Chapter 8 Preferred Alternative: Describes the Preferred Alternative and the basis for identifying the Preferred Alternative.

Chapter 9 Public & Agency Involvement: Summarizes the outreach and engagement with the public and agencies.

Chapter 10 EIR/EIS Distribution List: Identifies the public agencies, tribes, and organizations that were informed of the availability of, and locations to obtain, the Draft EIR/EIS.

Chapter 11 List of Preparers: Provides a list of preparers of the document.

Chapter 12 References/Sources Used in Document Preparation: Provides sources and definitions of terms.

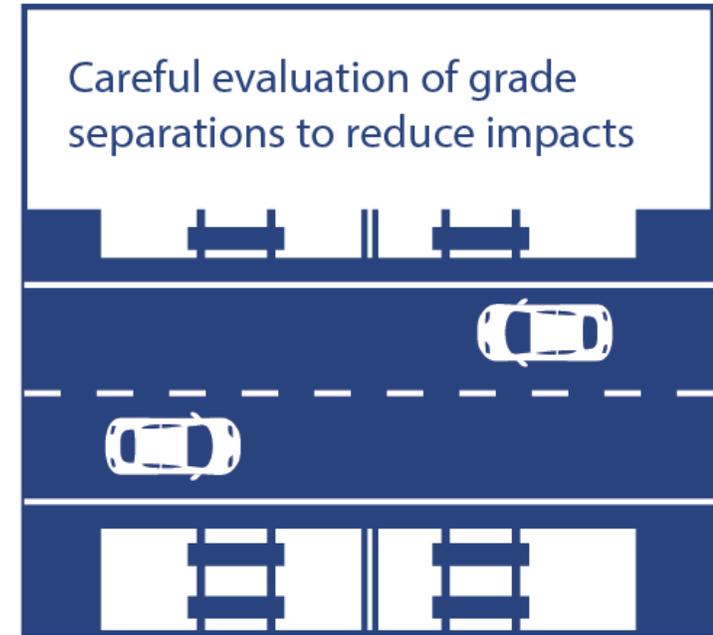
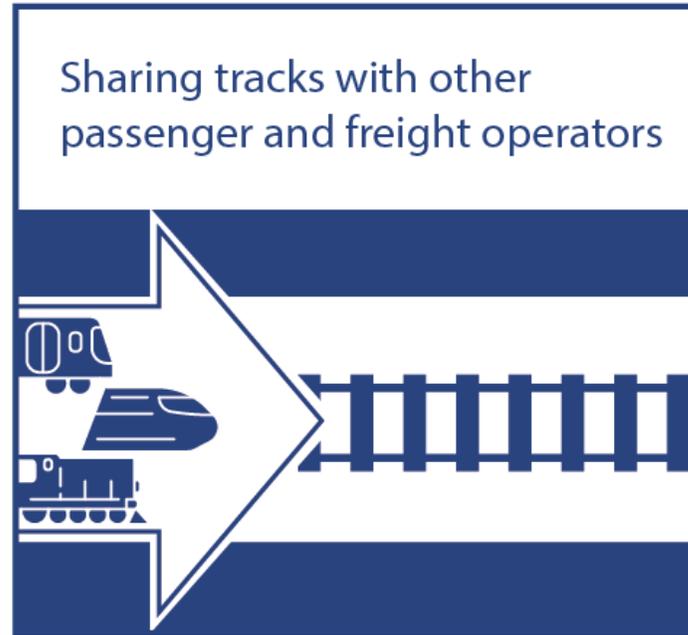
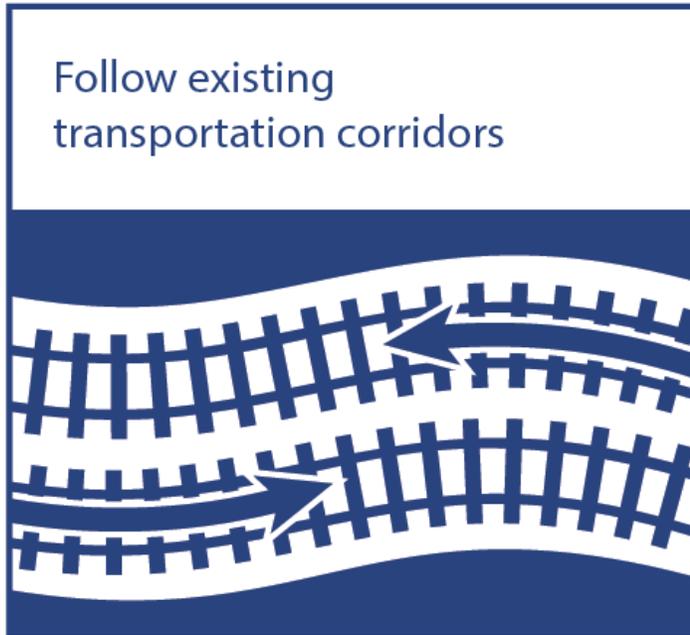
Chapter 13 Glossary of Terms: Provides a definition of certain terms used in the Draft EIR/EIS.

Chapter 14 Index: Provides a tool to cross-reference major topics used in the Draft EIR/EIS.

Chapter 15 Acronyms and Abbreviations: Defines the acronyms and abbreviations used in the Draft EIR/EIS.

Environmental Document Overview

Design Considerations to Avoid and Minimize Impacts



Environmental Document Overview

Draft EIR CEQA Effects – Environmental Impact Definitions

- **No Impact:** The project would not have any impact on the environment.
- **Less than Significant:** The impact does not meet the threshold of significance used by the CEQA lead agency
- **Less than Significant after Mitigation:** The impact requires mitigation to be reduced to a less-than-significant level.
 - Mitigation is an action undertaken by the lead agency to avoid, minimize, rectify, or compensate for significant impacts.
- **Significant and Unavoidable:** Even with implementation of mitigation, the impact would remain significant.

Environmental Document Overview

Environmental Resource Topics

Draft EIR/EIS Analyzes Impacts to CEQA/NEPA Environmental Resource Topics including:

- Transportation
- Air Quality & Global Climate Change
- Noise & Vibration
- Electromagnetic Interference/Fields (EMI/EMF)
- Public Utilities & Energy
- Biological & Aquatic Resources
- Hydrology & Water Resources
- Geology, Soils, Seismicity & Paleontology
- Hazardous Materials & Wastes
- Safety & Security
- Socioeconomics & Communities
- Station Planning, Land Use & Development
- Agricultural Farmland and Forest Land
- Parks, Recreation & Open Space
- Aesthetics & Visual Quality
- Cultural Resources
- Regional Growth
- Cumulative Impacts
- Section 4(f) & Section 6(f) Evaluations
- Community Analysis

Environmental Document Overview

Draft EIR CEQA Effects

* No Impacts or Less than Significant Impacts

** Less than Significant Impacts after mitigation

- **Transportation****
- Air Quality & Global Climate Change
- **Noise & Vibration (construction only)****
- **Electromagnetic Interference/Fields (EMI/EMF)****
- **Public Utilities & Energy****
- **Biological & Aquatic Resources****
- **Hydrology & Water Resources****
- **Geology, Soils, Seismicity & Paleontology***
- **Hazardous Materials & Wastes (operation only)***
- **Safety & Security (operation only)****
- **Socioeconomics & Communities (construction only)****
- **Station Planning, Land Use & Development***
- **Agricultural Farmland and Forest Land***
- **Parks, Recreation & Open Space****
- Aesthetics & Visual Quality
- **Cultural Resources (operation only)***
- **Regional Growth***
- Cumulative Impacts

Environmental Document Overview

Draft EIR CEQA Effects

*Significant and Unavoidable Impacts

- Transportation
- **Air Quality & Global Climate Change***
- **Noise & Vibration (operation only)***
- Electromagnetic Interference/Fields (EMI/EMF)
- Public Utilities & Energy
- Biological & Aquatic Resources
- Hydrology & Water Resources
- Geology, Soils, Seismicity & Paleontology
- **Hazardous Materials & Wastes (construction only)***
- **Safety & Security***
- Socioeconomics & Communities
- Station Planning, Land Use & Development
- Agricultural Farmland and Forest Land
- Parks, Recreation & Open Space
- **Aesthetics & Visual Quality***
- **Cultural Resources (construction only)***
- Regional Growth
- **Cumulative Impacts***

Environmental Document Overview

CEQA Significant and Unavoidable Impacts/NEPA Adverse Effects

- **Air Quality and Global Climate Change**

- **Construction:** Construction would generate air pollutants. Nitrogen oxide (NO_x) would exceed applicable thresholds.
- **Operation:** New storage/staging tracks near Hobart Yard could potentially expose people nearby to increased diesel emissions. Until more known about use of storage/staging tracks, impact cannot be ruled out.

- **Noise and Vibration**

- **Operation:** 26 residences would experience severe noise impacts from HSR trains, even after mitigation

- **Hazardous Materials and Safety & Security**

- **Construction:** Construction would occur near two Superfund sites and could potentially release hazardous materials.

Environmental Document Overview

CEQA Significant and Unavoidable Impacts/NEPA Adverse Effects

- **Aesthetics and Visual Quality, Cultural Resources**

- **Construction and Operation:** The project would add permanent barriers on four historic Downtown LA bridges.

- First Street
- Fourth Street
- Seventh Street
- Olympic Boulevard

These barriers would affect the visual and historic character of each bridge.

Environmental Document Overview

Draft EIS NEPA Adverse Effects

Section 4(f)

- **Permanent use:**
 - Four historic bridges: (First Street Bridge, Fourth Street Bridge, Seventh Street Bridge, and Olympic Boulevard)
- ***De minimis* impacts**
 - Union Pacific Trail Phase II
 - Rio Hondo

Environmental Document Overview

Draft EIR/EIS Findings - Project Benefits

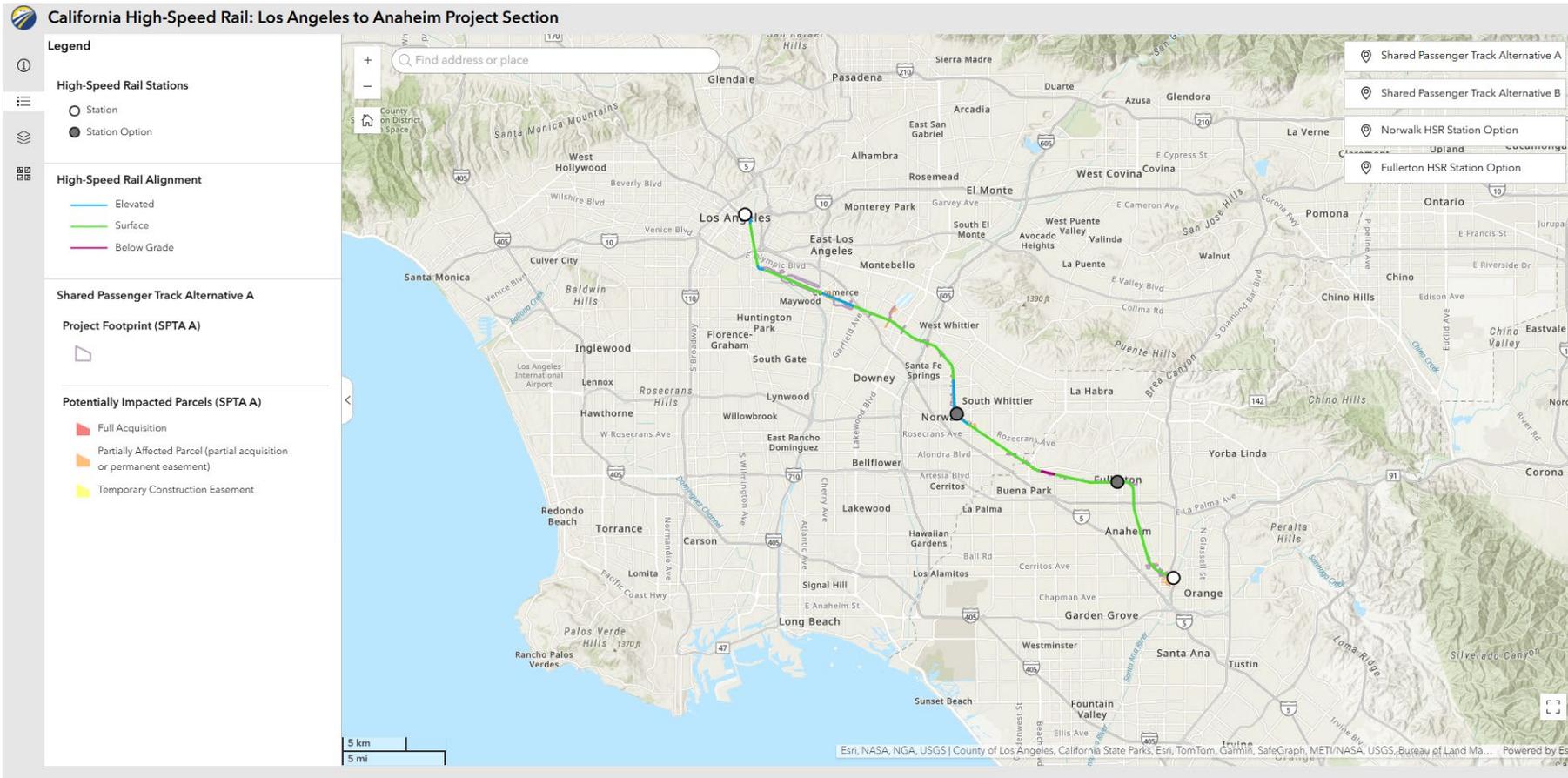
Draft EIR/EIS studies show that the high-speed rail project will benefit the region and the immediate rail corridor, including:

- **Regional Benefits:** Less traffic congestion, energy consumption, and energy demand due to less long-distance road travel, as well as fewer in-state aircraft takeoffs and landings.
- **Air Quality:** Fewer vehicle trips would also result in a net decrease in air pollution and greenhouse gas emissions.
- **Safety:** Rail safety and community connectivity would be improved in some locations with new grade separations (full and partial)
- **Jobs/Economic Benefit:** HSR construction and operation would generate employment growth, expand options for where people can live and work, and offer business more opportunity to conveniently locate facilities, offices or other job centers.

Environmental Document Overview

Interactive Property Map

To assist stakeholders in identifying if their property may be affected by the project, an interactive map is available on the project website to provide more information.



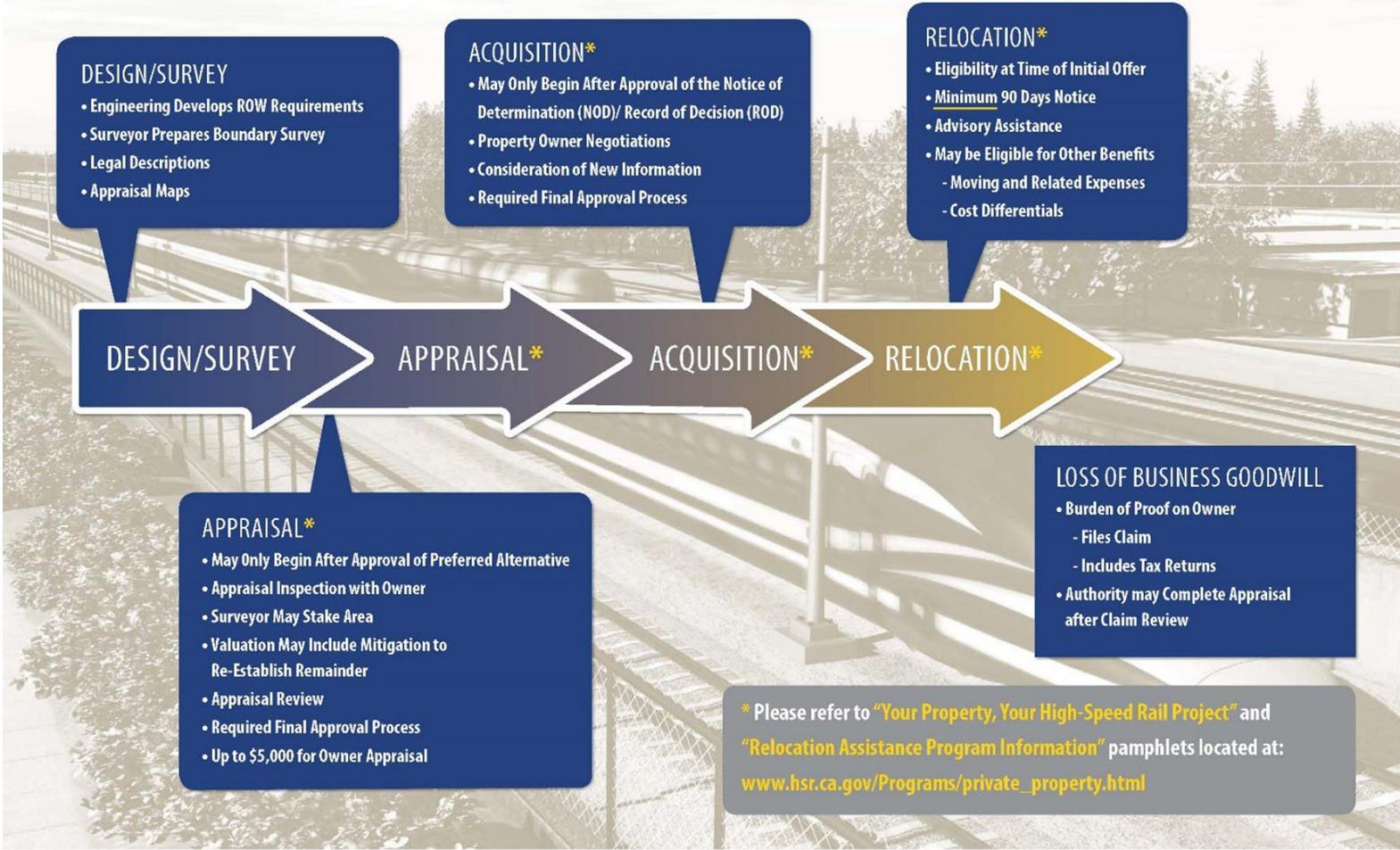
Scan QR code or visit bit.ly/LA-A-Map to view the interactive map

Right-of-Way Process



RIGHT-OF-WAY (ROW) PROCESS

In Accordance with Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act)



Environmental Document Public Review and Comment

Environmental Document Release – December 5, 2025

Public Review of Document

- Review and comment period from December 5, 2025 to February 3, 2026
- Available at www.hsr.ca.gov
- At the Southern California Regional Office (Los Angeles) – by appointment only
- At the California High-Speed Rail Office (Sacramento) – during normal business hours
- Upon request via project hotline and email
- Additional materials, including interactive map and videos, available at: www.meethsrsoocal.org

Notification

- Printed in LA Daily News, La Opinion and The Orange County Register on December 5, 2025
- Mailing to stakeholders, including owners and occupants within the notification radius
- Authority eblasts, and social media ads
- Display ads online and in print publications in multiple languages- English, Spanish and Korean

Printed and digital copies available at Los Angeles County and Orange County public libraries:

- Anaheim Central Library
- Buena Park Library District
- City of Los Angeles Public Library- Central Branch Library
- City of Los Angeles Public Library- Malabar Branch Library
- County of Los Angeles Public Library- Chet Holifield Library
- County of Los Angeles Public Library- La Mirada Library
- County of Los Angeles Public Library- Norwalk Library
- Cudahy Library
- Fullerton Public Library
- Los Nietos Library
- Orange Public Library
- Rivera Library
- Rosewood Neighborhood Library
- Santa Fe Springs City Library
- Vernon- Leon H. Washington Jr. Memorial Branch Library

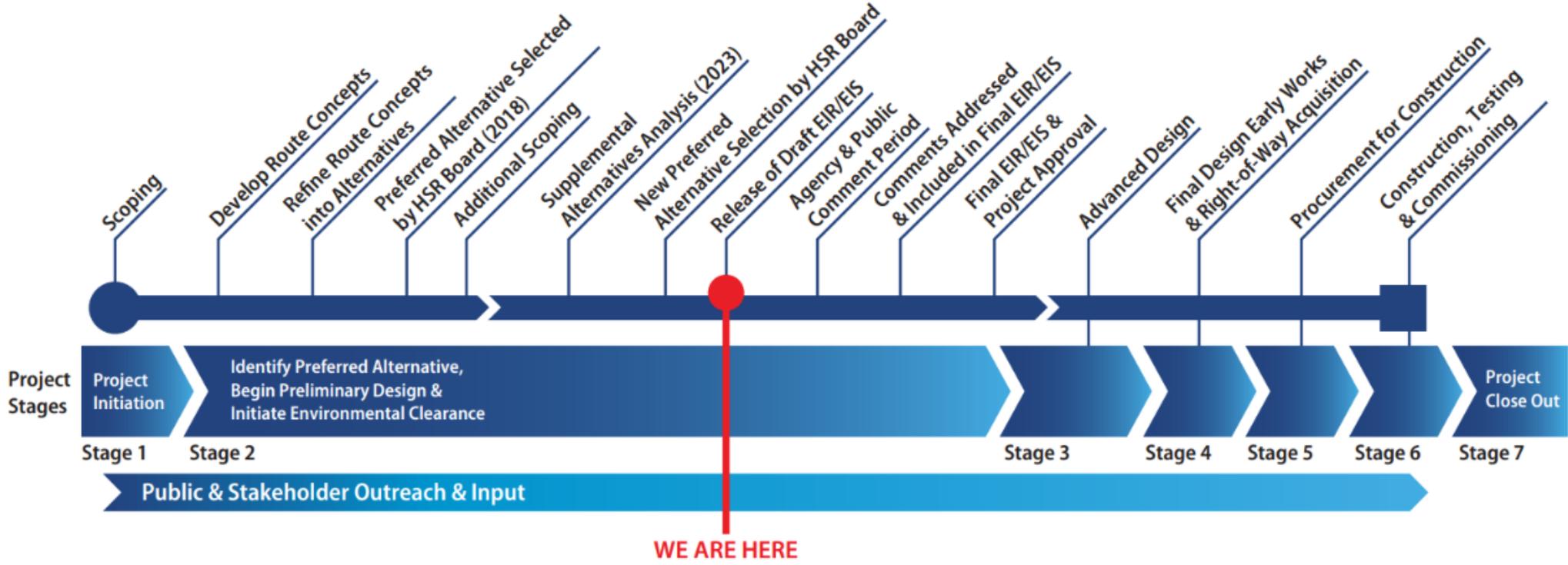
How to Submit Public Comments

- **Mail:** Attn: Los Angeles to Anaheim Project Section
Draft EIR/EIS Comment, California High-Speed Rail Authority,
355 S Grand Ave, Suite 2050, Los Angeles, CA 90071
- **Online Form:** www.hsr.ca.gov
- **Email:** los.angeles_anaheim@hsr.ca.gov
with the subject line: LA-A Project Section Draft EIR/EIS Comment
- **Phone:** Oral comment at (877) 669-0494
- **Public Hearings:** Oral and written comment at public hearings

Comments must be received orally, electronically, or written and by mail postmarked on or before 11:59 PM PST February 3, 2026.

Los Angeles to Anaheim Milestones

- Continue stakeholder engagement
- Release Draft Environmental Impact Report/Impact Statement (Draft EIR/EIS) – December 5, 2025
- Final EIR/EIS – Mid 2026
- Notice of Determination/Record of Decision (NOD/ROD) – Late 2026



Upcoming Meetings

Open House – Virtual

Date: Thursday, December 11, 2025

Time: 6:00 p.m. - 8:00 p.m.

Registration: bit.ly/LA-AOpenHouse1

Open House/Public Hearing #1 – Santa Fe Springs

Date: Wednesday, January 7, 2026

Time: 5:00 p.m. to 8:00 p.m.

Public Comment*: 6:30 PM - 8:00 PM

Location: Santa Fe Springs Town Center Hall | Social Hall
11740 Telegraph Road , Santa Fe Springs, CA 90670

Open House/Public Hearing #2 – Anaheim

Date: Monday, January 12, 2026

Time: 5:00 p.m. to 8:00 p.m.

Public Comment*: 6:30 PM - 8:00 PM

Location: Brookhurst Community Center | East & West Rooms
2271 Crescent Avenue, Anaheim, CA 92801

Open House/Public Hearing #3 – Commerce

Date: Thursday, January 22, 2026

Time: 5:00 p.m. to 8:00 p.m.

Public Comment*: 6:30 PM - 8:00 PM

Location: Double Tree by Hilton Hotel | Grand
Ballroom
5757 Telegraph Road, Commerce, CA 90040

Public Hearing – Virtual

Date: Monday, January 26, 2026

Time: 4:00 p.m. - 7:00 p.m.

Registration: bit.ly/LA-APublicHearing

**Oral and written comments received for public record*

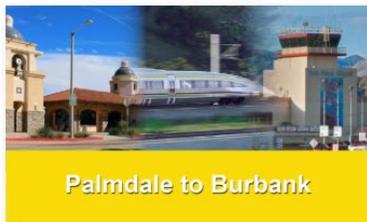
Live interpretation will be available in Spanish and Korean. All requests for reasonable accommodations and/or other language services must be made 72 hours prior to each meeting by calling (877) 669-0494. For TTY/TTD assistance, please call the California Relay Service at 711.

Website Overview



Visit Our Website!

Visit www.meethrsocal.org to learn more about the project section, view project feature videos and more.



Scan QR code or visit www.meethrsocal.org to visit the project website.

How to Submit Public Comments

- **Mail:** Attn: Los Angeles to Anaheim Project Section
Draft EIR/EIS Comment, California High-Speed Rail Authority,
355 S Grand Ave, Suite 2050, Los Angeles, CA 90071
- **Online Form:** www.hsr.ca.gov
- **Email:** los.angeles_anaheim@hsr.ca.gov
with the subject line: LA-A Project Section Draft EIR/EIS Comment
- **Phone:** Oral comment at (877) 669-0494
- **Public Hearings:** Oral and written comment at public hearings

Comments must be received orally, electronically, or written and by mail postmarked on or before 11:59 PM PST February 3, 2026.

Question & Answer Instructions



Submit your question through the Q&A function and your question will be addressed by the facilitator.



If you would like to provide a verbal question, raise your hand and you will be addressed by the facilitator. The team will be prompted to unmute you.

Public comments on the Draft EIR/EIS will not be taken during the Q&A segment at tonight's Open House.

Stay Connected

Visit the California High Speed Rail Authority website at hsr.ca.gov and Build HSR California at BuildHSR.com



Public Comment Period:

December 5, 2025 –
February 3, 2026



Scan to learn more

(877) 669-0494

los.angeles_anaheim@hsr.ca.gov

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 @CaHSRA

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 /California-high-speed-rail-authority