

Summary Form for Electronic Document Submittal

Form F

Lead agencies may include 15 hardcopies of this document when submitting electronic copies of Environmental Impact Reports, Negative Declarations, Mitigated Negative Declarations, or Notices of Preparation to the State Clearinghouse (SCH). The SCH also accepts other summaries, such as EIR Executive Summaries prepared pursuant to CEQA Guidelines Section 15123. Please include one copy of the Notice of Completion Form (NOC) with your submission and attach the summary to each electronic copy of the document.

SCH #: 2007031067

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

Lead Agency: California High-Speed Rail Authority (Authority)

Contact Name: _____

Email: _____ Phone Number: (916) 324-1541

Project Location: Los Angeles to Anaheim, Los Angeles County and Orange County

City

County

Project Description (Proposed actions, location, and/or consequences).

A Statewide Program (Tier 1) EIR/EIS was completed in November 2005 as the first phase of a tiered environmental review process for the proposed California High-Speed Rail (HSR) System planned to provide a reliable high-speed electric-powered rail system that links the major metropolitan areas of the state and that delivers predictable and consistent travel times. The Authority has prepared a Draft EIR/EIS that further examines the Los Angeles to Anaheim Project Section. The approximately 30-mile project section would provide HSR service between Los Angeles Union Station (LAUS) in Los Angeles and the Anaheim Regional Transportation Intermodal Center in Anaheim, and travels through the cities of Los Angeles, Vernon, Commerce, Bell, Montebello, Pico Rivera, Norwalk, Santa Fe Springs, portions of unincorporated LA County, La Mirada, Buena Park, Fullerton, and Anaheim. This project section would connect to the HSR System's current southern terminus located at LAUS. This Draft EIR/EIS evaluates the impacts and benefits of a No Project Alternative and two build alternatives: Shared Passenger Track Alternative A and Shared Passenger Track Alternative B.

Identify the project's significant or potentially significant effects and briefly describe any proposed mitigation measures that would reduce or avoid that effect.

Significant pre-mitigation environmental effects resulting from Shared Passenger Track Alternative A are anticipated in the following resources: transportation (construction); air quality and global climate change (construction and operations impacts); noise and vibration (construction and operation impacts); electromagnetic fields and electromagnetic interference (construction and operation impacts); public utilities and energy (construction and operation impacts); biological and aquatic resources (construction and operation impacts); hydrology and water resources (construction impacts); hazardous materials and wastes (construction impacts); safety and security (construction and operation impacts); socioeconomics and communities (construction impacts); parks, recreation, and open space (construction impacts); aesthetics and visual resources (construction and operation impacts); cultural resources (construction impacts), and cumulative impacts (construction and operation impacts). These effects would be reduced or avoided by mitigation measures TRAN-MM#6, AQ-MM#1, AQ-MM#2, AQ-MM#3, AQ-MM#4, N&V-MM#1, N&V-MM#2, N&V-MM#3, N&V-MM#4, EMF/EMI-MM#1, PUE-MM#1, BIO-MM#6, BIO-MM#14, BIO-MM#15, BIO-MM#20, BIO-MM#21, BIO-MM#25, BIO-MM#26, BIO-MM#27, BIO-MM#33, BIO-MM#34, BIO-MM#35, BIO-MM#37, BIO-MM#44, BIO-MM#47, BIO-MM#50, BIO-MM#54, BIO-MM#55, BIO-MM#56, BIO-MM#58, BIO-MM#60, BIO-MM#62, BIO-MM#63, BIO-MM#68, BIO-MM#76, BIO-MM#79, BIO-MM#80, BIO-MM#82, BIO-MM#83, BIO-MM#84, HMW-MM#1, HMW-MM#2, SS-MM#1, SO-MM#1, SO-MM#2, PR-MM#1, PR-MM#2, PR-MM#4, AVQ-MM#1, AVQ-MM#2, AVQ-MM#3, AVQ-MM#4, AVQ-MM#5, AVQ-MM#6, AVQ-MM#7, CUL-MM#1, CUL-MM#2, CUL-MM#3, CUL-MM#12, CUM-N&V-MM#1.

If applicable, describe any of the project's areas of controversy known to the Lead Agency, including issues raised by agencies and the public.

Based on the scoping meetings and public outreach efforts throughout the environmental review process, the following are known areas of controversy:

- Protection of the environment
- Alignment and station alternatives
- Connectivity and coordination with impacts on other transportation facilities
- Train technologies
- Project funding costs
- Right-of-way acquisition and planning
- Traffic impacts
- Noise and vibration impacts

Provide a list of the responsible or trustee agencies for the project.

Pursuant to U.S. Code Title 23 Section 327, under the renewed NEPA Assignment Memorandum of Understanding between the Federal Rail Authority (FRA) and the State of California, effective on July 22, 2024, the Authority is the federal lead agency for NEPA and related environmental reviews and approvals for Authority Phase 1 and Phase 2 California HSR System projects, including this project section.

The U.S. Army Corps of Engineers (USACE) and The Surface Transportation Board are included in this NEPA review process for this project section.

Responsible agencies under CEQA for the Los Angeles to Anaheim Project Section include the following agencies: California Department of Fish and Wildlife, Caltrans, California Public Utilities Commission, California State Water Resources Control Board, South Coast Air Quality Management District, California Department of Toxic Substances Control, Metro, Orange County Transportation Authority (OCTA), Riverside County Transportation Commission, and SCRRRA (Metrolink).