

NOTICE OF COMPLETION CONTINUATION FORM AND ENVIRONMENTAL DOCUMENT TRANSMITTAL

1. Project Title

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

2. Location Details

The northern project terminus for the Los Angeles to Anaheim Project Section is just south of Los Angeles Union Station (LAUS) in the city of Los Angeles, California (lat/long: 34°03'15"N/118°14'44"W)¹ LAUS is located at 800 N. Alameda St., Los Angeles, CA 90012. The southern project terminus is the Anaheim Regional Transportation Intermodal Center (ARTIC) in the city of Anaheim, California (lat/long: 33°48'10"N/117°52'39"W). ARTIC is located at 2626 E. Katella Avenue, Anaheim, CA 92806.

3. Longitude/Latitude

Northern project terminus: lat/long: 34°03'15"N/118°14'44"W

Southern project terminus: lat/long: 33° 48' 10"N/117° 52' 39"W

4. Zip Codes

The following list includes the zip codes intersected by the project footprint, plus a 0.5-mile buffer around the project footprint.

90012	90640
90013	90650
90021	90660
90023	90670
90031	92801
90033	92802
90040	92805
90058	92806
90201	92831
90605	92832
90606	92833
90621	92867
90638	92868

Sources: California High-Speed Rail Authority. 2025. Los Angeles to Anaheim Project Section Community Impact Assessment; Esri. 2025. U.S. ZIP Code Areas, download 2025. <https://hub.arcgis.com/documents/d2d4d4e600704d4ebb7d29454f744293/explore> (accessed November 2025).

5. Section/Township/Range/Base

Northern project terminus: S27/T1S/R13W/San Bernardino Meridian

Southern project terminus: S25/T4S/R10W/San Bernardino Meridian

¹ New HSR infrastructure at LAUS was already approved as part of the Burbank to Los Angeles Project Section in January 2022 or is studied as part of the Los Angeles County Metropolitan Transportation Authority Link Union Station Project.

6. Waterways

The Shared Passenger Track Alternatives would cross 11 water features: Los Angeles River, Hobart Channel, Rio Hondo, San Gabriel River, North Fork Coyote Creek, La Mirada Creek, Coyote Creek, Brea Creek, Balcom Avenue Storm Drain, Fullerton Creek, and Carbon Creek.

Source: California High-Speed Rail Authority. 2025. Los Angeles to Anaheim Project Section, *Draft Environmental Impact Report/Environmental Impact Statement* Section 3.8, Hydrology and Water Resources.

7. Schools

Educational Facilities within 0.25 Mile of the Project Footprint

FIRST 5 LA	Jesus' Hands
Union Station Gateway Child Development	Dream-I Education Center
Harry Pregerson Child Care Center	Evergreen Preschool
Proyecto Pastoral at Dolores Mission [Women's Cooperative Child Care Center]	Sunny Hills Preschool
Nishi Hongwanji Child Development Center – Day Care Center	Fullerton Children's Academy
Felicitas and Gonzalo Mendez High	Bumble Bee Christian Learning Center
Childtime of Commerce	Arborland Montessori
Maof Child Care Center	Wilshire Avenue Preschool
Plaza de la Raza / Maizeland Elementary	Color Our World Daycare
St. Marianna de Paredes School	Pacific Drive Elementary School
Pioneer High School	Fullerton First United Methodist Preschool
Los Nietos Middle School	Maple Elementary
Rio Hondo College Fire Academy	Richman Elementary School
John Glenn High School	Anaheim Montessori Academy
Eagle's Nest Preschool and Infant Center	Zion Lutheran Early Childhood Education Center (ECEC)
YMCA of Greater Whittier - La Mirada Youth Services Center	Zion Lutheran School
Escalona Elementary School	Thomas Jefferson Elementary
Froebel Daycare	Olive Street Elementary
La Mirada Adult Center (Cerritos College La Mirada Campus)	Little Blessings Preschool Academy
LiMai Montessori Academy	QPE Technical Institute

Source: California High-Speed Rail Authority. 2025. Los Angeles to Anaheim Project Section, *Draft Environmental Impact Report/Environmental Impact Statement* Section 3.10, Hazardous Materials and Wastes.

8. Present Land Use/Zoning/General Plan Designation

The project section would travel in an existing rail corridor, but the project footprint includes a variety of landscapes, including urban, suburban, industrial, and residential areas. Overall, approximately 47 percent of the project footprint is currently designated for industrial and mixed commercial land uses, followed by commercial, services, and offices (12 percent), single-family residential land uses (5 percent), and transportation—railroad (12 percent). Facilities (public facilities, government offices, police and sheriff stations, fire stations, major medical healthcare facilities, religious facilities, public parking facilities, special use facilities, correctional facilities, special care facilities, other special use facilities, and other public facilities) make up about 5 percent (Table 3.13-3 of the Draft EIR/EIS). The tables in Appendix 3.13-B present percentages of the different land uses along the corridor.

9. Project Description

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. A further objective is to provide an interface with commercial airports, mass transit, and the highway network and to relieve capacity constraints of the existing transportation system as intercity travel demand in California increases, in a manner sensitive to and protective of California's unique natural resources.

The California High-Speed Rail Authority has prepared a Draft EIR/EIS that further examines the Los Angeles to Anaheim Project Section (project section). The approximately 30-mile project section would provide HSR service between LAUS in Los Angeles and ARTIC in Anaheim. New HSR infrastructure at LAUS was already approved as part of the Burbank to Los Angeles Project Section in January 2022 or is studied as part of the Los Angeles County Metropolitan Transportation Authority Link Union Station Project EIS. This project section would connect to the HSR System's current southern terminus 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. The Authority's Preferred Alternative under NEPA, which serves as the proposed project for CEQA, is Shared Passenger Track Alternative A. Shared Passenger Track Alternative A proposes approximately 30 miles of new and upgraded track, overhead contact system, maintenance and traction power facilities (including a light maintenance facility at 26th Street in the City of Vernon), additional freight rail track (including storage track replacement at Hobart Yard), grade separations, drainage improvements, communications towers, security fencing, modifications to passenger train stations, and other necessary facilities to introduce HSR service into the existing Los Angeles – San Diego – San Luis Obispo Rail Corridor from south of LAUS beginning at the northern edge of U.S. Highway 101 to ARTIC. New and upgraded tracks would allow other trains to share tracks with HSR. The Preferred Alternative includes an HSR station at ARTIC. Although not included in the Preferred Alternative, the Draft EIR/EIS also evaluates an option for one intermediate HSR station, which would consist of adding an HSR station platform and station facilities at either the Norwalk/Santa Fe Springs Metrolink Station or the Fullerton Metrolink/Amtrak Station.

Consistent with the Authority's commitment to invest in regionally important early action projects to provide early benefits to transit riders and local communities in Southern California, while laying a solid foundation for implementation of the HSR system, both Shared Passenger Track Alternatives include early action projects (grade separations; freight or passenger rail track infrastructure; and improvements at passenger rail stations), which would improve safety and provide immediate mobility and reliability benefits for existing freight and passenger rail operations. These early action projects may be implemented by the Authority in collaboration with local and regional agencies, or by those other agencies relying on this Los Angeles to Anaheim Project Section EIR/EIS in advance of the HSR system as stand-alone projects. These early action projects may also be the subject of an environmental review process completed earlier than the Los Angeles to Anaheim EIR/EIS process by other implementing entities. Additional infrastructure may be required by third parties to utilize the proposed HSR improvements, and these future improvements will be studied and approved in future environmental documents in accordance with federal and state law.

10. Reviewing Agencies Checklist—Other

This is a continuation of the reviewing agencies list that the Authority recommends for State Clearinghouse distribution. California Conservation Corps

California Environmental Protection Agency

California Geological Survey

California State Transportation Agency
California Transportation Commission
California Office of Environmental Health Hazard Assessment
California Department of Health Care Access and Information
California Department of Public Health
Governor's Office of Land Use and Climate Innovation, State Clearinghouse
South Coast Air Quality Management District