ERRATA: APPENDIX 3.1-A, REGIONAL AND LOCAL POLICY INVENTORY AND CONSISTENCY ANALYSIS

Errata No.	Draft EIR/EIS Reference		Errata Final EIR/EIS	
	Section	Page	Correction and Rationale	Errata Page Reference
1	Transportation	3.1-A-13	Revised policy description for *City of Los Angeles General Plan, Mobility Plan* to reflect corrections to policy document name, dates, and text	16-207
2	Transportation	3.1-A-16	Revised policy description for *Boyle Heights Community Plan, Circulation Element* to reflect corrections to policy document name and text and to remove a footnote regarding a plan update	16-207
3	Transportation	3.1-A-25	Revised policy description for *City of Anaheim General Plan* to reflect corrections to policy document text and to include additional consistency analysis	16-208
4	Biological Resources	3.1-A-103	Revised policy description for *Los Angeles County 2035 General Plan* to reflect corrections to policy document text	16-209
5	Hydrology and Water Resources	3.1-A-133	Revised policy description for *Los Angeles Municipal Code* to the applicable articles of the Los Angeles Municipal Code	16-210
6	Hazardous Materials and Wastes	3.1-A-199	Revised City of Fullerton to add policy description and consistency analysis for *The Fullerton Plan's* Master Element C: The Fullerton Community	16-210
7	Safety and Security	3.1-A-211	Revised City of Los Angeles to add policy description and consistency analysis for City of Los Angeles Vision Zero (2015)	16-210
8	Socioeconomics and Communities	3.1-A-247	Revised title for Mobility Element to Mobility Plan to reflect corrections	16-211
9	Socioeconomics and Communities	3.1-A-248	Revised policy description for *Boyle Heights Community Plan, Circulation Element* and *Public Transportation Element* to reflect corrections to policy document name and text and to remove a footnote regarding a plan update	16-211
10	Station Planning, Land Use, and Development	3.1-A-277	Revised policy description for *Boyle Heights Community Plan, Circulation Element* to reflect corrections to policy document name and text and to remove a footnote regarding a plan update	16-211
11	Parks, Recreation, and Open Space	3.1-A-308	Revised *Boyle Heights Community Plan* to remove a footnote regarding a plan update	16-212
12	Aesthetics and Visual Quality	3.1-A-320	Revised *Boyle Heights Community Plan* to remove a footnote regarding a plan update	16-212
12	Cultural Resources	3.1-A-345	Revised *Boyle Heights Community Plan* to remove a footnote regarding a plan update	16-212

Errata No.	Draft EIR/EIS Reference		Errata Final EIR/EIS	
	Section	Page	Correction and Rationale	Errata Page Reference
13	Cultural Resources	3.1-A-345	Revised *Adaptive Reuse Ordinance* to update the date to 2025	16-213
14	Cultural Resources	3.1-A-353	Deleted the policy description and consistency analysis for the City of Anaheim's Historic Move-On Home Program	16-213
15	Citation/ Reference-Related Revisions	Various	Revised the following policies to correct the names and dates of certain plans and municipal codes and to present grading codes as parts of the municipal codes instead of separately: ▪ Revised "Platinum Triangle Master Land Use Plan (2017)" to "Platinum Triangle Master Land Use Plan (2025)" on pages 3.1-A-269, 3.1-A-300, and 3.1-A-339 ▪ Revised "City of Anaheim Grading Code (2005)" to "City of Anaheim Grading Code (Chapter 17 of the Anaheim Municipal Code [2025])" on page 3.1-A-158 ▪ Revised "City of Bell Municipal Code (2024)" to "City of Bell Municipal Code (2025)" on pages 3.1-A-50, 3.1-A-140, 3.1-A-179, 3.1-A-251, and 3.1-A-279 ▪ Revised "City of Bell Grading Code (2023)" to "City of Bell Grading Code (Chapter 15 of the City of Bell Municipal Code [2025])" on page 3.1-A-140 ▪ Revised "City of Buena Park Grading Code (2010)" to "City of Buena Park Grading Code (Chapter 5.86.010 of the Buena Park Municipal Code [2025])" on page 3.1-A-154. ▪ Revised "Commerce Municipal Code (2024)" to "Commerce Municipal Code (2025)" on pages 3.1-A-54, 3.1-A-81, 3.1-A-141, 3.1-A-177, 3.1-A-254, 3.1-A-280, and 3.1-A-346 ▪ Revised "City of Fullerton Grading Code (2019)" to "City of Fullerton Grading Code (Chapter 14.03 of the City of Fullerton Municipal Code [2025]" on page 3.1-A-156 ▪ Revised "La Mirada Code of Ordinances (2024)" to "La Mirada Municipal Code (2025)" on pages 3.1-A-61, 3.1-A-81, 3.1-A-116, 3.1-A-150, 3.1-A-166, 3.1-A-191, 3.1-A-260, and 3.1-A-289 ▪ Revised "City of La Mirada Grading Code (2021)" to "City of La Mirada Grading Code (Chapter 17.04 of the La Mirada Municipal Code (2025)" on page 3.1-A-150 ▪ Revised "City of Los Angeles Grading Code (2020)" to "City of Los Angeles Grading Code (Chapter 70 of the Los Angeles Municipal Code [2025])" on page 3.1-A-134 ▪ Revised "City of Los Angeles Low-Impact Development Ordinance (2015)" to "City of Los Angeles Low-Impact Development Ordinance (part of the Los Angeles Municipal Code [2025])" on page 3.1-A-134 ▪ Revised "Montebello Municipal Code (2024)" to "Montebello Municipal Code (2025)" on pages 3.1-A-55,	16-213

Errata No.	Draft EIR/EIS Reference		Errata Final EIR/EIS	
	Section	Page	Correction and Rationale	Errata Page Reference
			3.1-A-82, 3.1-A-114, 3.1-A-143, 3.1-A-164, 3.1-A-181, 3.1-A-255, and 3.1-A-281 ▪ Revised "Norwalk Municipal Code (2024)" to "Norwalk Municipal Code (2025)" on pages 3.1-A-60, 3.1-A-81, 3.1-A-148, 3.1-A-166, 3.1-A-190, 3.1-A-260, 3.1-A-288, and 3.1-A-314 ▪ Revised "Orange Municipal Code (2024)" to "Orange Municipal Code (2025)" on pages 3.1-A-271, and 3.1-A-301 ▪ Revised "City of Pico Rivera Hazard Mitigation Plan (2024)" to "City of Pico Rivera Hazard Mitigation Plan (2025)" on page 3.1-A-187 ▪ Revised "City of Santa Fe Springs Grading Code (2023)" to "City of Santa Fe Springs Grading Code (part of the Code of Santa Fe Springs [2025])" on page 3.1-A-147 ▪ Revised "The Code of the City of Vernon (2024)" to "The Code of the City of Vernon, California (2025)" on pages 3.1-A-51, 3.1-A-138, 3.1-A-163, 3.1-A-175, 3.1-A-250, and 3.1-A-278. ▪ Revised "City of Vernon Grading Code (2024)" to "City of Vernon Grading Code (Chapter 15 of The Code of the City of Vernon, California [2025])" on page 3.1-A-138 ▪ Revised "Los Angeles County Code of Ordinances" to "Los Angeles County Code" on pages 3.1-A-48, 3.1-A-104, 3.1-A-105, 3.1-A-106, 3.1-A-130, 3.1-A-160, 3.1-A-208, 3.1-A-246, 3.1-A-305, and 3.1-A-342 ▪ Revised "Los Angeles County Grading Code (2022)" to "Los Angeles County Grading Code (Chapter 26 of the Los Angeles County Code [2025])" on page 3.1-A-130 ▪ Revised "Los Angeles County Low-Impact Development Ordinance (2019)" to "Los Angeles County Low-Impact Development Ordinance (part of the Los Angeles County Code [2025])" on page 3.1-A-131 ▪ Revised "Codified Ordinances of the County of Orange (2024)" to "Codified Ordinances of the County of Orange (2025)" on pages 3.1-A-64, 3.1-A-152, 3.1-A-168, 3.1-A-193, 3.1-A-261, and 3.1-A-290 ▪ Revised "Orange County Grading and Excavation Code (2017)" to "Orange County Grading and Excavation Code (included in the Codified Ordinances of the County of Orange [2025])" on page 3.1-A-153	
17	Revised and New References and Sources	3.1-A-361	Revised published date, amended date, web link, and access date for City of Anaheim 2017 (now 2025), *Platinum Triangle Master Land Use Plan*	16-214
18	Revised and New References and Sources	3.1-A-362	Revised date published for City of Bell 2024 reference from 2024 to 2025	16-214

Errata No.	Draft EIR/EIS Reference		Errata Final EIR/EIS	
	Section	Page	Correction and Rationale	Errata Page Reference
19	Revised and New References and Sources	3.1-A-362	Revised date published for City of Commerce 2024 reference from 2024 to 2025	16-214
20	Revised and New References and Sources	3.1-A-363	Revised date published for City of La Mirada 2024 reference from 2024 to 2025 and revised title to *La Mirada Municipal Code*	16-214
21	Revised and New References and Sources	3.1-A-363	Revised title for City of Los Angeles 2009 reference to *City of Los Angeles Green Streets Policy & Green Alleys Design Guidelines Standards.*	16-214
22	Revised and New References and Sources	3.1-A-364	Added reference for City of Los Angeles 2024, *City of Los Angeles General Plan*	16-215
23	Revised and New References and Sources	3.1-A-364	Revised date published for City of Montebello 2024 reference from 2024 to 2025	16-215
24	Revised and New References and Sources	3.1-A-365	Revised date published for City of Norwalk 2024 reference from 2024 to 2025	16-215
25	Revised and New References and Sources	3.1-A-365	Revised date published for City of Orange 2024 reference from 2024 to 2025	16-215
26	Revised and New References and Sources	3.1-A-365	Revised date published for City of Pico Rivera 2024 reference from 2024 to 2025	16-215
27	Revised and New References and Sources	3.1-A-366	Revised date published for City of Vernon 2024 reference from 2024 to 2025	16-215
28	Revised and New References and Sources	3.1-A-367	Revised title for County of Los Angeles 2025 reference to *Los Angeles County Code*	16-215
29	Revised and New References and Sources	3.1-A-367	Revised date published for County of Orange 2024 reference from 2024 to 2025	16-215

EIR/EIS = environmental impact report/environmental impact statement; No. = number

APPENDIX 3.1-A REGIONAL AND LOCAL POLICY INVENTORY AND CONSISTENCY ANALYSIS

APPENDIX 3.1-A REGIONAL AND LOCAL POLICY INVENTORY AND CONSISTENCY ANALYSIS

Introduction

This appendix addresses California Environmental Quality Act and National Environmental Policy Act requirements to describe a proposed project's inconsistencies or conflicts with applicable regulations, plans, and policies. The National Environmental Policy Act requires a discussion of conflicts between the proposed undertaking and the objectives of federal, state, regional, local, and tribal[1] land use regulations, plans, policies, and controls for the areas concerned, as well as a description of the extent to which the Authority would reconcile the inconsistencies.

The High-Speed Rail Project Alternative is represented by two build alternatives: Shared Passenger Track Alternatives A and B. The following tables represent a complete inventory of the pertinent regional and local plans and policies and a determination of consistency for the High-Speed Rail Project Alternative. These policies and plans are introduced in Chapter 3 of the Draft Environmental Impact Report/Environmental Impact Statement within each section and chapter providing a determination of consistency based on the more thorough review found in this appendix.

Transportation

Policy	Consistency
3.2 TRANSPORTATION	
Southern California	
SCAG 2024–2050 Connect SoCal RTP/SCS (2024)	
The SCAG RTP/SCS is a long-range metropolitan transportation plan that is developed and updated by SCAG every 4 years. The SCAG 2024 RTP/SCS, also known as Connect SoCal, outlines a comprehensive vision for transportation and land use planning in Southern California. Policies relevant to transportation include:	--
• **Policy 7:** Encourage and support the implementation of projects, both physical and digital, that facilitate multimodal connectivity, prioritize transit and shared mobility, and result in improved mobility, accessibility and safety • **Policy 14:** Encourage the development of transportation projects that provide convenient, cost-effective and safe alternatives to single-occupancy vehicle travel (e.g., trips made by foot, on bikes, via transit, etc.)	**Consistent.** The Shared Passenger Track Alternatives are consistent with policies to improve connectivity in the region within Los Angeles County and Orange County. This improves connection within the region.
• **Policy 54:** Accelerate the deployment of a zero-emission transportation system and use near-zero-emission technology to offer short-term benefits where zero-emissions solutions are not yet feasible or commercially viable	**Consistent.** The Shared Passenger Track Alternatives will have adequate environmental analysis.

[1] No designated tribal lands exist in the vicinity of the Los Angeles to Anaheim Project Section; therefore, no analysis of tribal land use policies is provided.

Policy	Consistency
• **Policy 70:** Prioritize community and environmental justice concerns, together with economic needs, and support workforce development opportunities, particularly around deployment of zero-emission and clean technologies and their supporting infrastructure	**Consistent.** The Shared Passenger Track Alternatives contain a public outreach component to engage the community.
SCAG 2020–2045 Connect SoCal RTP/SCS (2020)	
The RTP/SCS provides a vision for transportation investments throughout the region. Using growth forecasts and economic trends that project over a 20- to 25-year period, the RTP/SCS considers the role of transportation in the broader context of economic, environmental, and quality-of-life goals for the future, identifying regional transportation strategies to address mobility needs. Goals include: • Build and maintain a robust transportation network. • Develop, connect and sustain communities that are livable and thriving. • Create a healthy region for the people of today and tomorrow. • Support a sustainable, efficient and productive regional economic environment that provides opportunities for all residents. Strategies include: • Increase multimodal connectivity (e.g., first/last mile transit and airport connections), which includes planning for and developing mobility hubs throughout the SCAG region. • Expand the region's dedicated lanes network—including new bus rapid transit, dedicated bus lanes, express bus service on managed and express lanes—as well as the region's urban and passenger rail network and transit/rail signal priority treatments. Improve transit/rail frequency, reliability, and fare and scheduling integration across operators. • Through land use planning, build residential development along high-frequency transit corridors and around transit/rail facilities and centers.	**Consistent.** The Shared Passenger Track Alternatives are consistent with policies to improve connectivity in the region within Los Angeles County and Orange County and would increase livability and economic growth among communities in the region. The Shared Passenger Track Alternatives would also reduce dependency on petroleum by providing a new transportation service powered by electricity that is 100% renewable, thereby resulting in less air pollutant emissions in the region and decreasing risks to public health.

Policy	Consistency
SCAG FTIP (2023)	
The SCAG FTIP is a listing of multimodal transportation projects proposed over a 6-year period for the SCAG region. The projects include highway improvements, transit, rail and bus facilities, high-occupancy vehicle lanes, active transportation, signal synchronization, intersection improvements, and freeway ramps, among others. SCAG produces a biennial FTIP update for the region on an even-year cycle. The FTIP is prepared to implement projects and programs listed in the RTP/SCS and is developed in compliance with state and federal requirements. The six County Transportation Commissions (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura) in the SCAG region have the responsibility under state law of proposing their county program, using current RTP/SCS policies, programs, and projects as a guide, from among submittals by cities and local agencies. The locally prioritized lists of projects are forwarded to SCAG for review. From its lists, SCAG develops the FTIP based on consistency with the current RTP/SCS, inter-county connectivity, financial constraint, and conformity determination. The goals of the FTIP are to:	--
• Document all projects for the following 6 years that will receive federal funds or are subject to a federally required action • Document all projects for the following 6 years that are defined by SCAG as regionally significant and indicate whether or not they require federal funding	**Consistent.** The Shared Passenger Track Alternatives would improve regional transportation. The Shared Passenger Track Alternatives contain no component that would prevent SCAG from documenting all projects for the following 6 years.
SCAG Sustainable Communities Program (2020)	
SCAG's SCP is a technical assistance program that strengthens partnerships with local agencies and strategic partners who are responsible for land use and transportation decisions to help the region achieve its unified goals. The SCP provides opportunities to secure resources to meet the diverse planning needs of local communities and supports implementation of regional planning policies and strategies. Specific funding categories are developed every 4 years alongside the adoption of RTP/SCS, with Calls for Applications released on a rolling basis thereafter. SCAG is currently providing technical assistance to 57 local agencies and has funded 110 projects totaling over $21.6 million since 2016. Goals include:	--

Policy	Consistency
• Provide needed planning resources to local jurisdictions for active and multimodal transportation, sustainability, land use, and affordable housing; • Promote, address, and ensure health and equity in regional land use and transportation planning and close the gap of racial injustice and better serve communities of color; • Encourage regional planning strategies to reduce motorized vehicle miles traveled and greenhouse gas emissions, particularly in environmental justice communities where there is the highest need for air quality improvements; • Develop local plans that support the implementation of key strategies and goals outlined in Connect SoCal's Sustainable Communities Strategy; • Develop resources that support the key strategies and policy direction of the adopted Connect SoCal; • Support a resilient region that looks at climate adaptation and public health preparedness as key strategies to address community prosperity, transportation safety, economic recovery and sustainability; and • Increase the region's competitiveness for federal and state funds, including, but not limited to, the California Active Transportation Program and Greenhouse Gas Reduction Funds.	**Consistent.** The Shared Passenger Track Alternatives would improve regional transportation. The project promotes more sustainable and accessible travel options and aligns with regional priorities for integrated and affordable transit.
SCAG Sustainability Planning Grant Program/Compass Blueprint Plan (2005)	
SCAG's Sustainability Planning Grant Program/Compass Blueprint Plan was established as an innovative vehicle for promoting local jurisdictional efforts to test local planning tools. Since the plan started in 2005, 202 projects have been completed through the program. The Sustainability Planning Grants Program provides direct technical assistance to SCAG member jurisdictions to complete planning and policy efforts that enable implementation of the regional SCS. Goals include:	--
• Highlighting the value that effective growth planning can bring to regional partners and regions as a whole	**Consistent.** The Shared Passenger Track Alternatives would improve regional transportation. The Shared Passenger Track Alternatives contain no component that would prevent SCAG from highlighting the importance of effective growth planning
• Supporting projects that promote: integrated land use, active transportation, and green region planning	**Consistent.** The Shared Passenger Track Alternatives would improve regional transportation. The Shared Passenger Track Alternatives contain no component that would prevent SCAG from promoting integrated land use, active transportation, or green region planning.

Policy	Consistency
SCAG Regional Comprehensive Plan (2008)	
The RCP is a problem-solving guidance document that directly responds to Southern California's challenges according to the annual State of the Region report card. It responds to SCAG's Regional Council directive in the 2002 Strategic Plan to develop a holistic, strategic plan for defining and solving California's inter-related housing, traffic, water, air quality, and other regional challenges. The RCP sets a path forward in two key ways. First, it ties together SCAG's role in transportation, land use, and air quality planning and demonstrates the need to do more than is being done today. Second, it recommends key roles and responsibilities for public and private sector stakeholders and invites them to implement reasonable policies that are within their control. The result is a proactive, unconstrained, big-picture advisory plan that envisions what a livable, sustainable, successful region could look like and challenges us to tackle difficult issues. Goals include:	
• Improving mobility for all residents	**Consistent.** The Shared Passenger Track Alternatives would improve the transportation of residents throughout the counties by offering a faster, improved method of traveling through the region and state.
• Fostering livability in all communities	**Consistent.** The Shared Passenger Track Alternatives would improve livability in communities by providing a transportation method to residents throughout the counties by offering a faster, improved method of traveling through the region.
• Enabling prosperity for all people	**Consistent.** The Shared Passenger Track Alternatives would help enable prosperity of all people by providing a transportation method of traveling through the region.
• Promoting sustainability for future generations	**Consistent.** The Shared Passenger Track Alternatives would improve the transportation of residents throughout the counties by offering a faster, improved method of traveling through the county.

Policy	Consistency
Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency Business Plan FY 2024–2025 to FY 2025–2026 (2024)	
In Chapter 7: Network Integration, Coordination, and High-Speed Rail, the Business Plan states the following: • High-Speed Rail Connection: The HSR system is planned to be an integral component of the statewide passenger rail system, and key to the statewide network integration effort. The passenger rail services along the LOSSAN rail corridor serve as a backbone for transportation throughout the central and southern California coastal regions. As such, the LOSSAN rail corridor will provide critical connections to support and compliment the HSR system in whatever form it eventually takes. Integration between the LOSSAN rail corridor and HSR system will provide mutual benefits to each service.	**Consistent.** The Shared Passenger Track Alternatives would work in conjunction with the goals of LOSSAN and improve rail service connectivity in Southern California.
Regional Transportation Planning Agency (State)	
Metro RTIP (2023)	
The RTIP is a federal- and state-mandated program document that includes information concerning local highway, state highway, and transit projects and services for the following 6 years. It is revised in its entirety every 2 years and is open for amendment submissions once a month. All transportation projects must be listed in the RTIP to be eligible for federal and state funding, federal and state permits, and review of EIRs and EISs. In order for federal funds to be released to the listed project sponsors, the RTIP must be reviewed for air quality conformity with federal and state laws, as well as SCAG, Caltrans, and USDOT regulations. Upon approval, the RTIP is incorporated into the TIP by SCAG, the FSTIP prepared by Caltrans, and the FTIP approved by USDOT. The goals of the RTIP are to:	--
• Document all projects for the following 6 years that will receive federal funds or are subject to a federally required action • Document all projects for the following 6 years that are defined by SCAG as regionally significant and indicate whether or not they require federal funding	**Consistent.** The Shared Passenger Track Alternatives would improve regional transportation. The Shared Passenger Track Alternatives contain no component that would prevent SCAG from documenting all projects for the following 6 years.
Metro 2020 LRTP (2020)	
The LRTP provides the funding plan and policies needed to move us forward to a future Los Angeles County that is environmentally and economically sustainable, while continuing to reduce congestion. General goals of the LRTP are:	--

Policy	Consistency
• Providing more transit options with improved quality and service • Managing the transportation system to reduce the amount of time people spend in traffic • Making streets and sidewalks safe and convenient for everyone, to support healthy neighborhoods • Investing in communities to expand access to jobs, housing, and mobility options	**Consistent.** The Shared Passenger Track Alternatives would improve regional transportation. The Shared Passenger Track Alternatives contain no component that would prevent the assessment of the transportation system or the identification or projects that best match regional needs.
Metro SRTP (2014)	
The SRTP is a focused 10-year plan that guides actions through 2024. The plan will advance the long-term goals outlined in the 2009 LRTP, a 30-year vision for addressing growth in Los Angeles County. The goal of the plan is to:	--
• Monitor progress in moving projects and programs forward to ensure the system moves people and goods safely	**Consistent.** The Shared Passenger Track Alternatives would improve regional transportation. The Shared Passenger Track Alternatives contain no component that would prevent monitoring moving projects.
Metro Los Angeles County CMP (2010)	
Metro's Los Angeles County CMP is Intended to address the effect of local growth on the regional transportation system and to comply with statutory requirements of the CMP, including monitoring LOS on the CMP Highway and Roadway network, measuring frequency and routing public transit, and implementing the Transportation Demand Management and Land Use Analysis. Goals include:	--
• Providing program ordinances • Helping local jurisdictions meet their responsibilities under the CMP • Establishing conditions for significant impact analysis of CMP monitoring for arterial intersections (where projects add 50 or more trips during either the AM or PM weekday peak hours of adjacent street traffic) • Establishing conditions for significant impact analysis of CMP monitoring for mainline freeway (where projects add 150 or more trips during either the AM or PM weekday peak hours)	**Consistent.** The Shared Passenger Track Alternatives would improve regional transportation. The Shared Passenger Track Alternatives contain no component that would prevent the Los Angeles County CMP from providing program ordinances, helping local jurisdictions meet their responsibilities under the CMP, establishing conditions for significant impact analysis of arterial intersections or mainline freeways.

Policy	Consistency
Metro Vision 2028 Strategic Plan (2018)	
The Metro Vision 2028 Strategic Plan provides a guideline that outlines specific infrastructure improvement strategies designed to facilitate easy, safe, and efficient access to the Metro system. The strategic plan coincides with Metro's plans to develop a world-class rail system with stations that will be a short distance (3 miles or less) from the homes of 7.8 million Los Angeles County residents. Goals include:	--
• Providing high-quality mobility options that enable people to spend less time traveling • Delivering outstanding trip experiences for all users of the transportation system • Enhancing communities and lives through mobility and access to opportunity • Transforming LA County through regional collaboration and national leadership • Providing responsive, accountable, and trustworthy governance within the Metro organization	**Consistent.** The Shared Passenger Track Alternatives would improve regional transportation. No component of the Shared Passenger Track Alternatives would prevent accomplishment of the Metro Vision 2028 Strategic Plan's goals.
Metro Complete Streets Policy (2014)	
The Complete Streets Policy was developed to establish a standard of excellence for multimodal design. The term "Complete Streets" describes a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel along and across streets for all users, including pedestrians, users and operators of public transit, bicyclists, persons with disabilities, seniors, children, motorists, users of green modes, and movers of commercial goods. Goals include:	--
• Maximizing the benefit of transit service and improving access to public transit by making it convenient, safe, and attractive for users	**Consistent.** The Shared Passenger Track Alternatives would improve the transportation of residents throughout the county by offering a faster, improved method of traveling through the county.
• Maximizing multimodal benefits and efficiencies	**Consistent.** The Shared Passenger Track Alternatives would improve the transportation of residents throughout the county by offering a faster, improved method of traveling through the county.

Policy	Consistency
• Improving safety for all users on the transportation network	**Consistent.** The Shared Passenger Track Alternatives would comply with safety standards and regulations. SS-IAMF#3 implements the Authority's hazard management program, which includes a hazard assessment conforming to the FRA's Collison Hazard Analysis Guide: Commuter and Intercity Passenger Service (FRA 2007) and the U.S. Department of Defense's System Safety Program Plan (MIL-STD-882) (U.S. Department of Defense 2023).
• Facilitating multi-jurisdictional coordination and leveraging partnerships and incentive programs to achieve a "complete" and integrated transportation system that serves all users	**Consistent.** The Shared Passenger Track Alternatives would improve connectivity of transit service within the region by offering a faster, improved method of traveling through the region and state.
• Establishing active transportation improvements as integral elements of the countywide transportation system	**Consistent.** The Shared Passenger Track Alternatives would improve active transportation by improving existing infrastructure, such as creating grade separations at existing railroad crossings.
• Fostering healthy, equitable, and economically vibrant communities where all residents have greater mobility choices	**Consistent.** The Shared Passenger Track Alternatives would improve mobility of residents by offering a faster, improved method of traveling through the region and state.
Metro Active Transportation Strategic Plan (2023)	
The Active Transportation Strategic Plan was prepared to improve mobility in the region for walking, biking, and other active transportation methods. The plan is designed for the use of cities, the County of Los Angeles, and transit agencies in planning facilities around active transit and setting priorities that contribute to regional improvements. The plan includes the following objectives:	--
• Expanded and enhanced active transportation access to transit with a focus on those that rely on non-vehicular travel for household cost savings • Expanded and enhanced active transportation access to socioeconomic opportunities • Enhanced viability and competitiveness of multi-modal transportation options • Expanded active transportation facilities in communities with the highest rates of pollution	**Consistent.** The Shared Passenger Track Alternatives would support bicycle infrastructure by completing all planned transportation improvements, including bike lanes and transportation facilities, where existing roadways cross the proposed alignment.

Policy	Consistency
Los Angeles County	
Los Angeles County 2035 General Plan (2025)	
Los Angeles County's jurisdiction for planning purposes is generally the unincorporated areas of the county, including the communities of South Whittier, West Whittier, Whittier Narrows, South San Gabriel, and East Los Angeles. The plan has no established criteria of significance for traffic operations. The general plan establishes policies and goals to:	--
• Ensure the efficient movement of people and goods	**Consistent.** The Shared Passenger Track Alternatives would improve mobility of residents by offering a faster, improved method of traveling through the region and state.
• Promote compatibility between transportation modes and land use	**Consistent.** The Shared Passenger Track Alternatives would improve regional transportation. The Shared Passenger Track Alternatives would not prevent Los Angeles County from promoting compatibility between transportation modes and land use.
• Reduce the adverse air quality impacts of transportation	**Consistent.** The Shared Passenger Track Alternatives would provide efficient movement of people via public transportation, which would reduce total vehicle emissions, energy use, and improve air quality.
Los Angeles County Transportation Impact Analysis Guidelines (2020)	
The guidelines provide detailed guidance on acceptable traffic- and transportation-related operations. Public Works generally will require the preparation and submission of a Transportation Impact Analysis for projects that meet the following criteria:	--
• **Development Projects:** Estimated to generate a net increase of 110 or more daily vehicle trips. • **Transportation Projects:** Likely to induce additional vehicle miles traveled (VMT) by increasing vehicle capacity. • Projects for which a Transportation Impact Analysis is required by County ordinance; regulation; resolution; court order; or directive from the Board of Supervisors, Regional Planning Commission.	**Consistent.** The Shared Passenger Track Alternatives would improve regional transportation. The Shared Passenger Track Alternatives would not be inconsistent with prevent the accomplishment of any goals identified in the Traffic Impact Analysis Guidelines.
Los Angeles County Bicycle Master Plan (2012)	
The County of Los Angeles adopted the *County of Los Angeles Bicycle Master Plan* in March 2012. The plan includes the following goals and policies:	--

Policy	Consistency
• **Goal 1:** Bikeway System: Expanded, improved, and interconnected system of County bikeways and bikeway support facilities to provide a viable transportation alternative for all levels of bicycling abilities, particularly for trips of less than five miles.	**Consistent.** The Authority would work with developers to support the County of Los Angeles's goal of an expanded, improved, and interconnected bikeway system. The Shared Passenger Track Alternatives would reduce automobile dependence and feature improvements to active transportation infrastructure, such as bike lanes, mandatory bicycle parking, and pedestrian improvements, where existing roadways cross the proposed alignment.
– **Policy 2.4:** Evaluate impacts on bicyclists when designing new or reconfiguring streets.	**Consistent.** The Shared Passenger Track Alternatives would improve transportation infrastructure and not interfere with new planned trails, bikeways, and bike path extensions.
City of Los Angeles	
City of Los Angeles General Plan, Mobility Element, Mobility Plan 2035 (2024)	
The City of Los Angeles General Plan, last updated in 2024, is a dynamic document consisting of several elements, including the Land Use Element, which consists of the plans for each of the city's 35 community plan areas. Recently adopted elements are Mobility Plan 2035 (2016), an update to the 1999 Transportation Element of the General Plan, and the Plan for a Healthy Los Angeles (2015), a new Health and Wellness Element of the General Plan. Mobility Plan 2035 provides the policy foundation for achieving a transportation system that balances the needs of all road users. The plan has no established criteria of significance for traffic operations. Although an LOS of D is the desired minimum, significance is determined on a case-by-case basis. Mobility Plan 2035 includes goals that are equal in weight and define the city's high-level mobility priorities:	--
• Safety first	**Consistent.** The Shared Passenger Track Alternatives would comply with safety standards and regulations. SS-IAMF#3 implements the Authority's hazard management program, which includes a hazard assessment conforming to the FRA's Collison Hazard Analysis Guide: Commuter and Intercity Passenger Service (FRA 2007) and the U.S. Department of Defense's System Safety Program Plan (MIL-STD-882) (U.S. Department of Defense 2023).
• Access for all Angelinos	**Consistent.** The Shared Passenger Track Alternatives would improve mobility of residents by offering a faster, improved method of traveling through the region and state.

Policy	Consistency
• World class infrastructure	**Consistent.** The Shared Passenger Track Alternatives would improve existing transportation infrastructure by offering a faster, improved method of traveling through the region and state.
• Collaboration, communication, and informed choices	**Consistent.** The Shared Passenger Track Alternatives involve collaboration, communication, and decisions among multiple jurisdictions.
• Clean environments and healthy communities	**Consistent.** The Shared Passenger Track Alternatives would provide efficient movement of people via public transportation, which would reduce total vehicle emissions, energy use, and improve air quality.
Los Angeles River Revitalization Master Plan (2007)	
The goals of the master plan include revitalizing the river, greening area neighborhoods, capturing community opportunities, and creating value. In 2009, the Los Angeles River Improvement Overlay was established to implement the urban design goals and principles within the master plan. The master plan requires special permit clearance for certain properties within 300 feet of the river.	**Consistent.** The Shared Passenger Track Alternatives would be built primarily within an existing rail right-of-way, and the land use surrounding the RSA is highly urbanized. High-speed electric trains would be powered by renewable energy, thereby reducing travel-related emissions and creating a more environmentally sustainable transit network. With incorporation of PK-IAMF#1, the Authority will locate and design project components and station features to maintain safe and convenient access to and use of parks, recreational facilities, open space, and school district play areas.
City of Los Angeles 2010 Bicycle Plan (2011)	
The City of Los Angeles adopted the *2010 Bicycle Plan* in March of 2011. The plan contains the following goals and policies:	--
• **Policy 2.2.2**: Reduce impediments to bicycle lane mobility and safety. • **Policy 2.3.1**: Upgrade bridges, intersections, freeway ramps, tunnels, and grade separations that impede safe and convenient bicycle passage. • **Policy 2.3.2**: Mitigate obstacles or obstructions that impede safe and convenient bicycle passage. • **Policy 2.3.4:** Maintain and facilitate best bikeway design practices.	**Consistent.** The Shared Passenger Track Alternatives would feature improvements to active transportation infrastructure, such as bike lanes and pedestrian improvements, where existing roadways cross the proposed alignment.
Downtown Community Plan (2024)	
The City of Los Angeles adopted the *Downtown Community Plan* on May 3, 2023, and amended it in 2024. The plan contains the following goals and policies:	--
• **MC Goal 2:** An integrated and sustainable Downtown circulation system that provides access between districts through physical connections and information.	**Consistent**. The Shared Passenger Track Alternatives would provide efficient movement of people from other locations in the Southern California region, as well as the state, to downtown Los Angeles via public transportation.

Policy	Consistency
– **Policy MC 2.1:** Establish a mode share goal of 75% for transit, walking, and biking for the year 2040 to improve the sustainability of Downtown's mobility network and increase access for residents, workers, and visitors.	**Consistent**. The Shared Passenger Track Alternatives would contribute to the City of Los Angeles's mode-share goal through providing efficient movement of people and access to downtown Los Angeles.
– **Policy MC 2.2:** Implement strategies to reduce vehicle miles travelled per capita.	**Consistent.** The Shared Passenger Track Alternatives would support this policy by providing efficient movement of people and access to regional and statewide transit systems, which would also reduce total vehicle miles traveled.
– **Policy MC 2.5:** Facilitate integration between different modes of travel to create a seamless experience as users switch between modes and to promote transit use and active transportation.	**Consistent.** The Shared Passenger Track Alternatives would support this policy by providing efficient movement of people and access to regional and statewide transit systems..
• **MC Goal 3:** A safe and inviting pedestrian environment.	**Consistent**. The Shared Passenger Track Alternatives would feature improvements to active transportation infrastructure, such as bike lanes and pedestrian improvements, where existing roadways cross the proposed alignment.
– **Policy MC 3.3:** Prioritize pedestrian safety for construction detours. First contain construction staging onsite, then consider using parking and travel lanes before significantly disrupting pedestrian routes.	**Consistent**. Construction of the Shared Passenger Track Alternatives would include preparation of specific CMPs as part of the construction transportation plan to address maintenance of pedestrian access during the construction period, to the extent feasible, in accordance with design, safety, and Americans with Disabilities Act requirements.
• **MC Goal 5:** A comprehensive transit system that connects Downtown's districts and Downtown to communities throughout the region.	**Consistent**. The Shared Passenger Track Alternatives would provide efficient movement of people from other locations in the Southern California region, as well as the state, to downtown Los Angeles via public transportation.
– **Policy MC 5.1:** Support major regional rail infrastructure projects, such as Link US and California High Speed Rail that will improve connectivity between Downtown and the surrounding region and reduce travel times.	**Consistent**. The Shared Passenger Track Alternatives are a component of the overall California HSR System.
• **MC Goal 7:** A vehicular transportation network that encourages sharing, greater efficiencies, and is balanced with other modes.	**Consistent.** The Shared Passenger Track Alternatives would support this goal by providing efficient movement of people and access to downtown Los Angeles, thereby reducing reliance of vehicular transportation and strain on the vehicular transportation network.
– **Policy MC 7.1:** Balance vehicular circulation with other modes of transportation to improve safety and sustainability for all Downtown stakeholders.	**Consistent.** The Shared Passenger Track Alternatives would support this policy by providing efficient movement of people and access to downtown Los Angeles, thereby reducing the reliance of vehicular transportation and strain on the vehicular transportation network and improving roadway safety.

Policy	Consistency
Boyle Heights Community Plan, Circulation Element (2024)[1]	
Boyle Heights has high levels of transit ridership, making transit options a high priority to create better connectivity throughout the community, as well as to neighboring communities. The plan supports transportation improvements identified through the Mobility Plan 2035.	**Consistent.** The Shared Passenger Track Alternatives would support this objective by providing efficient movement of people and access to regional and statewide transit systems, which would also reduce total vehicle miles traveled.
City of Vernon	
City of Vernon General Plan (2023)	
The City of Vernon General Plan establishes policies and goals to ensure the efficient movement of people and goods, promote compatibility between transportation modes and land use, and reduce the adverse air quality impacts of transportation. Vernon, being a primarily industrial city, concentrates its efforts on:	--
• Mobility for commercial traffic, as well as providing services for industrial and commercial clients	**Consistent.** The Shared Passenger Track Alternatives would improve mobility of residents by offering a faster, improved method of traveling through the region and state.
• Maintain an established ICU LOS standard of D as an acceptable operating LOS	**Consistent.** The Shared Passenger Track Alternatives would improve public transportation, which in turn would not worsen existing vehicular mobility.
City of Vernon Bicycle Master Plan (2017)	
The City of Vernon adopted the *City of Vernon Bicycle Master Plan* in 2017. The plan contains the following strategy:	--
• **Strategy 1.A.2:** Coordinate with Metro and other regional rail providers to establish appropriate designs for existing and future transit stops and station accessways.	**Consistent.** The Shared Passenger Track Alternatives would feature improvements to active transportation infrastructure and ensure connectivity to transit stops and stations.
City of Bell	
City of Bell Bicycle Master Plan (2016)	
The City of Bell adopted the *City of Bell Bicycle Master Plan* in June of 2016. The plan contains the following goals:	--
• **Goal 1:** Improve bicycle safety • **Goal 2:** Increase bicycling – Create a safe and connected bikeway network	**Consistent.** The Shared Passenger Track Alternatives would feature improvements to active transportation infrastructure, such as bike lanes and pedestrian improvements, where existing roadways cross the proposed alignment.

Policy	Consistency
City of Commerce	
City of Commerce 2020 General Plan (2008)[1]	
The City of Commerce 2020 General Plan serves as a blueprint for future planning and development in the city. The general plan indicates the city's vision of the future through the policies and plans that are designed to shape the physical development of the community. The general plan:	--
• Acknowledges the city's previous planning efforts, the established land use patterns in the community, and adopted development policy	**Consistent.** The Shared Passenger Track Alternatives would improve regional transportation. The Shared Passenger Track Alternatives would not prevent the City of Commerce from acknowledging its previous planning efforts, established land use patterns, or adopted development policy.
• Establishes an ICU LOS D as a target LOS standard, and ICU LOS E as a threshold standard	**Consistent.** The Shared Passenger Track Alternatives would improve regional transportation. The Shared Passenger Track Alternatives would not prevent the City of Commerce from establishing transportation goals.
City of Montebello	
City of Montebello General Plan (2024)	
The general plan is Montebello's blueprint for meeting the community's long-term vision for the future. The general plan establishes policies and goals to:	--
• Promote the use of public transit through high-quality local and regional transit service and facilities.	**Consistent.** The Shared Passenger Track Alternatives would improve regional transportation and increase mobility of residents by offering a faster, improved method of traveling through the region and state.
• Foster multimodal accessibility between transit services and destinations within the city.	**Consistent.** The Shared Passenger Track Alternatives would improve regional transportation. The Shared Passenger Track Alternatives would make the city more interconnected with nearby cities in the region, and would not prevent the City of Montebello from promoting compatibility with local transportation modes.
Montebello Bicycle Master Plan (2024)	
The City of Montebello adopted the *Montebello Bicycle Master Plan* in April 2024. The plan contains the following goals:	--

Policy	Consistency
• **Goal 1:** Accessibility – Provide bicycle facilities to and from important local and regional and destinations, and coordinate with adjacent jurisdictions and other agencies to ensure bikeway connectivity and consistency. – Improve bicycling connectivity to existing and planned transit stations. • **Goal 2:** Safety – Implement designs that reduce conflicts between bicycles and other modes such as automobiles, pedestrians, and transit vehicles along roads, at intersections, and at local destinations.	**Consistent.** The Shared Passenger Track Alternatives would support these goals by providing efficient movement of people, which would reduce total vehicle miles traveled. The Shared Passenger Track Alternatives would also complete all planned transportation improvements, including bike lanes and transportation facilities, where existing roadways cross the proposed alignment.
City of Pico Rivera	
City of Pico Rivera General Plan (2014)	
The City of Pico Rivera General Plan establishes policies and goals to ensure the efficient movement of people and goods, promote compatibility between transportation modes and land use, and reduce the adverse air quality impacts of transportation. The plan's Circulation Element seeks to:	--
• Establish and maintain a safe and efficient roadway and highway network with adequate carrying capacity during peak travel hours; • Make provisions for local and regional transit services that represent viable alternatives to automobile travel during peak commuting hours as well as adequately accommodating the needs of transit-dependent residents throughout the day; • Support the community's local economy by providing for the movement of needed goods by truck and rail without impacting the community's residential neighborhoods; • Enhance the ability of children to safely access schools, parks, and library facilities by walking or riding bicycles; and • Provide adequate and accessible parking facilities. • Build a walkable city, reduce traffic congestion, improve transit, and expand the bicycle network.	**Consistent.** The Shared Passenger Track Alternatives would provide regional transit alternatives to automobile travel, reduce traffic congestion, and improve transit.

Policy	Consistency
City of Santa Fe Springs	
Re-Imagine Santa Fe Springs 2040 General Plan (2022)	
The Re-Imagine Santa Fe Springs General Plan establishes policies and goals to ensure the efficient movement of people and goods, promote compatibility between transportation modes and land use, and reduce the adverse air quality impacts of transportation. The plan also seeks to provide:	--
• A comprehensive transit system that provides convenient and reliable transit access to residential neighborhoods and activity destinations	**Consistent.** The Shared Passenger Track Alternatives would provide efficient movement of people via public transportation, which would reduce total vehicle emissions, energy use, and improve air quality.
• A multi-modal freight transportation system that facilitates the effective transport of goods while minimizing negative impacts on the community.	**Consistent.** The Shared Passenger Track Alternatives would not conflict with freight capabilities of the existing rail system.
• Street designs that accommodate transportation modes and users of all abilities • A street network managed to minimize congestion and traffic impacts • Sufficient, well-designed, and convenient off-street parking facilities.	**Consistent.** The Shared Passenger Track Alternatives would not affect the design of local streets or parking infrastructure. The project would encourage more multimodal transportation locally and reduce congestion.
• Transportation system designed to reduce vehicle miles traveled	**Consistent.** The Shared Passenger Track Alternatives would provide efficient movement of people via public transportation, which would constitute an alternative to vehicular transportation, which would help the city maintain vehicular traffic thresholds.
City of Norwalk	
Vision Norwalk – The City of Norwalk General Plan (2023)[1]	
Vision Norwalk – The City of Norwalk General Plan establishes policies and goals to ensure the efficient movement of people and goods, promote compatibility between transportation modes and land use, and reduce the adverse air quality impacts of transportation. The plan also seeks to:	--
• Provide adequate parking, encourage alternative means of transportation, and contribute toward air quality improvements	**Consistent.** The Shared Passenger Track Alternatives would provide efficient movement of people via public transportation, which would reduce total vehicle emissions, energy use, and improve air quality.

Policy	Consistency
• Maintain established ICU LOS thresholds of C and D for ADT link volumes and peak hour intersection volumes, respectively	**Consistent.** The Shared Passenger Track Alternatives would provide efficient movement of people via public transportation, which would constitute an alternative to vehicular transportation, which would help the city maintain vehicular traffic thresholds.
City of La Mirada	
City of La Mirada General Plan (2003)	
The *City of La Mirada General Plan* establishes policies and goals to ensure the efficient movement of people and goods, promote compatibility between transportation modes and land use, and reduce the adverse air quality impacts of transportation. The plan also seeks to:	--
• Provide adequate parking, encourage alternative means of transportation, and contribute toward air quality improvements	**Consistent.** The Shared Passenger Track Alternatives would provide efficient movement of people via public transportation, which would reduce total vehicle emissions, energy use, and improve air quality.
• Maintain the established V/C LOS thresholds of D for residential streets and E for non-residential streets	**Consistent.** The Shared Passenger Track Alternatives would provide efficient movement of people via public transportation, which would constitute an alternative to vehicular transportation, which would help the city maintain vehicular traffic thresholds.
Orange County	
County of Orange General Plan (2025)	
The *County of Orange General Plan* establishes policy direction for the long-range planning and growth of the county. Goals and policies have been updated to respond to changing conditions within the county. The general plan:	--
• Provides a jurisdiction with a consistent framework for land use decision-making	**Consistent.** The Shared Passenger Track Alternatives would improve regional transportation. The Shared Passenger Track Alternatives would not prevent the County of Orange from providing a consistent framework for land use decision-making.
• Establishes that for unincorporated areas all streets and arterials shall maintain HCM LOS D or better, and LOS C or better on Santiago Canyon Rd, and that CMP intersections shall maintain an HCM LOS of E or better	**Consistent.** The Shared Passenger Track Alternatives would provide efficient movement of people via public transportation, which would constitute an alternative to vehicular transportation, which would help the county maintain vehicular traffic thresholds.

Policy	Consistency
OCTA Directions 2045: LRTP (2023)	
OCTA updates the LRTP about every 4 years. The multimodal projects and programs included are the basis for the RTP. The LRTP provides a visionary blueprint for transportation improvements for Orange County and input into the development of the RTP. General goals of the LRTP are to:	**Consistent.** The Shared Passenger Track Alternatives contain no component that would prevent the assessment of the transportation system or the identification or projects that best match regional needs.
• Assess the performance of the transportation system over a 20+ year horizon • Identify the projects that best address the needs of the system based on expected population, housing, and employment growth, while taking forecast financial assumptions into account	**Consistent.** The Shared Passenger Track Alternatives contain no component that would prevent the assessment of the transportation system or the identification or projects that best match regional needs.
OCTA Orange County CMP (2023)	
The purpose of the Orange County CMP is to support regional mobility and air quality objectives through these goals:	--
• Reducing traffic congestion • Providing mechanism for coordinating land use and development decisions that support the regional economy • Determining gas tax fund eligibility • Establishing conditions for significant impact analysis of CMP monitoring locations (where projects add 2,400 or more daily trips) • Establishing conditions for significant impact analysis of locations with direct access to a CMP link (where projects add 1,600 or more daily trips)	**Consistent.** The Shared Passenger Track Alternatives would improve mobility of residents by offering a faster, improved method of traveling through the region and state. The Shared Passenger Track Alternatives would improve air quality as well.
OCTA Commuter Bikeways Strategic Plan (2009)	
OCTA developed the Commuter Bikeways Strategic Plan to encourage the enhancement of Orange County's regional bikeway network in order to make bicycle commuting a more viable and attractive travel option. Goals include providing:	--
• A strategy for improving the regional bikeway network • Eligibility for state Bicycle Transportation Account funds • Identification of roles and responsibilities for OCTA regarding bikeways • Documentation of existing and planned Orange County bikeways	**Consistent.** The Shared Passenger Track Alternatives would support bicycle infrastructure by completing all planned transportation improvements, including bike lanes and transportation facilities, where existing roadways cross the proposed alignment.

Policy	Consistency
OCTA OC Loop 70 / 30 Plan (2015)	
The OC Loop 70/30 Plan summarizes engineering recommendations to finish the last 30 percent of the route in an easy-to-read document for use by community stakeholders and to be used in pursuit of funding for implementation. Completing the OC Loop benefits the entire community with increased access to employment and popular attractions, enhanced mobility, reduced car dependency, and improved quality of life. Goals include:	--
• Attracting a wider variety of riders from all age groups and skill levels by providing low-stress bicycling and walking routes • Providing connectivity by introducing first and last mile connections to numerous bus stops and three Metrolink stations • Improving the quality of life by providing access to recreational opportunities and the ability to bike and walk in neighborhoods • Transforming underutilized and abandoned spaces along rivers and railroad rights-of-way into a community amenity	**Consistent.** The Shared Passenger Track Alternatives would support bicycle infrastructure by completing all planned transportation improvements, including bike lanes and transportation facilities, where existing roadways cross the proposed alignment.
OCTA Next 10 Delivery Plan (2024)	
In 2006, Orange County voters approved the renewal of OC Go (also known as Measure M2), the half-cent sales tax for transportation improvements. Since then, OCTA has continued to advance implementation of OC Go through the adoption of a series of early delivery plans. Annually, OCTA reviews and updates the cash flow for the complete OC Go Plan to ensure that all projects and programs can be delivered through 2041 consistent with commitments to voters. This is the most recent iteration of early delivery plans to implement the transportation improvements under OC Go (also known as Measure M2). These priorities include:	--
• Complete 14 freeways projects through construction and prepare the remaining three freeway projects for delivery. • Enhance access and amenities to rail and transit, including Metrolink operations, OC Streetcar, mobility for seniors and persons with disabilities, community-based circulators, and transit stops. • Provide annual competitive funding opportunities and flexible formula funding to local jurisdictions for streets and roads improvements. • Ensure ongoing preservation of open space preserves and provide local jurisdictions opportunities for water quality grants.	**Consistent.** The Shared Passenger Track Alternatives would not impede the County's ability to achieve these outcomes for voters. Furthermore, creation of the project would increase ridership and use of rail and other interconnected transportation options.

Policy	Consistency
Orange County Active Transportation Plan (2023)	
OC Public Works "OC on the Move" Active Transportation Plan establishes a vision and a roadmap for implementation of pedestrian and bicyclist facilities within the county's unincorporated communities and along county-owned flood control channel maintenance roads. General goals include:	--
• Reduce the number, rate, and severity of collisions involving people walking, biking, and rolling. • Provide a comprehensive, continuous network of safe and convenient active transportation facilities. • Ensure that investments are made in historically disadvantaged communities and those dependent on active transportation and transit. • Facilitate an increase in trips via active travel modes. • Develop consistent facility design and branding, maintaining a clear identity for residents and visitors. • Create a seamless walking and biking network throughout the County. • Pursue local, state, and federal grant funding for new projects, and establish regular facility maintenance strategies.	**Consistent.** The Shared Passenger Track Alternatives would support bicycle and pedestrian infrastructure by completing all planned transportation improvements, including bike lanes and transportation facilities, where existing roadways cross the proposed alignment.
Orange County Highway Design Manual (2005)	
The manual establishes the following design and operations parameters for roads built in unincorporated Orange County. Goals include:	--
• Providing updated design criteria, policies, and procedures for use as a guide • Providing guidance in the design of new and major reconstruction projects	**Consistent.** The Shared Passenger Track Alternatives would improve regional transportation. The Shared Passenger Track Alternatives would not prevent the County of Orange from providing updated design criteria, policies, and procedures or from providing guidance in the design of new and major reconstruction projects.
City of Buena Park	
Buena Park 2035 General Plan (2022)	
The City of Buena Park General Plan establishes policy direction for the long-range planning and growth of the city. Goals and policies have been updated to respond to changing conditions within the city. The plan also seeks to:	--

Policy	Consistency
• Maintain an established HCM and ICU LOS standard of E for CMP intersections and D for all other intersections and arterials	**Consistent.** The Shared Passenger Track Alternatives would provide efficient movement of people via public transportation, which would constitute an alternative to vehicular transportation, which would help the city maintain vehicular traffic thresholds.
City of Fullerton	
The Fullerton Plan (2025)	
The Fullerton Plan establishes policies and goals to ensure the efficient movement of people and goods, promote compatibility between transportation modes and land use, and reduce the adverse air quality impacts of transportation. The Fullerton Plan includes a Bicycle Element, which guides bikeway development in the city. The City of Fullerton has no established criteria of significance for traffic operations. The plan also seeks to:	--
• Provide adequate parking, encourage alternative means of transportation, and contribute toward air quality improvements	**Consistent.** The Shared Passenger Track Alternatives would provide efficient movement of people via public transportation, which would reduce total vehicle emissions, energy use, and improve air quality. Additionally, the Shared Passenger Track Alternatives would not permanently reconfigure or modify any existing or preclude any planned bicycle facilities.
City of Brea	
City of Brea General Plan (2022)	
The City of Brea General Plan establishes policies and goals to ensure the efficient movement of people and goods, promote compatibility between transportation modes and land use, and reduce the adverse air quality impacts of transportation. The plan also seeks to:	--
• Provide adequate parking, encourage alternative means of transportation, and contribute toward air quality improvements • Maintain an established V/C LOS threshold of D or better for CMP intersections (the plan does not specify criteria for other intersections or segments)	**Consistent.** The Shared Passenger Track Alternatives would provide efficient movement of people via public transportation, which would reduce total vehicle emissions and energy use, and improve air quality and would constitute an alternative to vehicular transportation, which would help the city maintain vehicular traffic thresholds.

Policy	Consistency
City of Anaheim	
City of Anaheim General Plan (2025)	
The City of Anaheim General Plan establishes policies and goals to ensure the efficient movement of people and goods, promote compatibility between transportation modes and land use, and reduce the adverse air quality impacts of transportation. The plan also seeks to:	--
• Provide adequate parking, encourage alternative means of transportation, and contribute toward air quality improvements • Maintain an established ICU LOS threshold of D for major intersection and a peak hour ICU LOS of E or better for CMP intersections (the plan does not specify criteria for roadway segments)	**Consistent.** The Shared Passenger Track Alternatives would provide efficient movement of people via public transportation, which would reduce total vehicle emissions and energy use, and improve air quality. The Shared Passenger Track Alternatives would also constitute an alternative to vehicular transportation, which would help the city maintain vehicular traffic thresholds.
City of Anaheim Criteria for Preparation of Traffic Impact Studies (2007)	
The Criteria for Preparation of Traffic Impact Studies provides detailed guidance on acceptable traffic- and transportation-related operations. Goals include:	--
• Establishing procedures to ensure consistency of analysis, adequacy of information presented, and timely review by county staff • Defining significant transportation impacts as a difference in intersection V/C ratio of ≥ 0.05 for LOS C, ≥ 0.03 for LOS D, and ≥ 0.01 for LOS E and LOS F • Establishing that all intersections and segments where at least 51 trips during either peak hour will be added must be studied (certain exceptions may exist for intersections already at ICU LOS E or LOS F) • Establishing that projects that generate more than 100 vehicle trips in either the AM or PM peak hour must be studied	**Consistent.** The Shared Passenger Track Alternatives would improve regional transportation. The Shared Passenger Track Alternatives would not prevent the establishment of procedures and definitions for traffic impact studies.
City of Anaheim Bicycle Master Plan (2020)	
The City of Anaheim adopted the City of Anaheim Bicycle Master Plan Update in July 2020. The plan is a policy document that guides the City of Anaheim in its implementation of citywide bicycle facilities and is intended to improve bicycling safety, comfort, and accessibility. The plan does not contain any explicit plans or goals, but identifies priority projects for the city.	**Consistent.** The Shared Passenger Track Alternatives would feature improvements to active transportation infrastructure, such as bike lanes and pedestrian improvements, where existing roadways cross the proposed alignment.

Policy	Consistency
City of Placentia	
City of Placentia General Plan (2019)	
The City of Placentia General Plan establishes policies and goals to ensure the efficient movement of people and goods, promote compatibility between transportation modes and land use, and reduce the adverse air quality impacts of transportation. The City of Placentia has no established criteria of significance for traffic operations. The plan also seeks to:	--
• Provide adequate parking, encourage alternative means of transportation, and contribute toward air quality improvements	**Consistent.** The Shared Passenger Track Alternatives would provide efficient movement of people via public transportation, which would reduce total vehicle emissions, energy use, and improve air quality.
City of Orange	
Orange General Plan (2025)	
The Orange General Plan is the primary source of long-range planning and policy direction that will be used to guide growth and change, and to preserve and enhance the quality of life within the community. The plan seeks to:	**Consistent.** The Shared Passenger Track Alternatives would provide efficient movement of people via public transportation, which would constitute an alternative to vehicular transportation, which would help the city maintain vehicular traffic thresholds.
• Maintain an established V/C LOS threshold of D as the general standard for street and highway links, with a peak hour V/C LOS of D or better at intersections (LOS E at intersections along CMP routes) (the city does not have a specific unsignalized intersection threshold).	**Consistent.** The Shared Passenger Track Alternatives would provide efficient movement of people via public transportation, which would constitute an alternative to vehicular transportation, which would help the city maintain vehicular traffic thresholds.
City of Orange Bikeways Master Plan (2001)	
The City of Orange adopted the Bikeways Master Plan in 2001. The master plan contains the following goal and objective: • **Goal 1:** To Provide a safe citywide bikeway system which is integrated with other transportation systems such as buses, trains, park and ride facilities, in an effort to help reduce vehicle trips and vehicle emissions – **Objective 1.1:** Develop a bikeway system that links all transportation systems together.	**Consistent.** The Shared Passenger Track Alternatives would feature improvements to active transportation infrastructure, such as bike lanes and pedestrian improvements, where existing roadways cross the proposed alignment.

Policy	Consistency
Airport Master Plans	
LAX Airport Master Plan (2004)	
The LAX Airport Master Plan is a modernization plan that accounts for the growth of the airport since 1984. In November 2000 and January 2001, the draft LAX master plan and draft EIS/EIR were published and included three project Alternatives (A, B, and C), plus a no action/no project alternative. A fifth alternative, Alternative D, also known as the Enhanced Safety and Security Plan, was introduced later on and is the focus of the proposed final master plan. The goals of the final master plan include:	--
• Continued satisfaction of regional demands for global air transport of passengers and cargo	**Consistent.** The Shared Passenger Track Alternatives would improve regional transportation and would not prevent the global air transport of passengers and cargo.
• Ensured safety of all airport users	**Consistent.** The Shared Passenger Track Alternatives would not prevent the safety of all airport users.
• Continued efficient operations and economic benefits to local, regional, and state environments	**Consistent.** The Shared Passenger Track Alternatives would not prevent the safety of all airport users.
• Continued operation of LAX in an environmentally sensitive and responsible manner	**Consistent.** The Shared Passenger Track Alternatives would not prevent the operation of LAX in an environmentally sensitive and responsible manner.
• Maximized compatibility between LAX and the demand for housing, employment, services, and the protection of surrounding neighborhoods	**Consistent.** The Shared Passenger Track Alternatives would not prevent compatibility between LAX and surrounding neighborhoods.
• Improved ground access to and around LAX	**Consistent.** The Shared Passenger Track Alternatives would improve mobility of residents by offering a faster, improved method of traveling through the region and state.
• Continued balance between increased LAX operations and environmental, social, land use, ground access, economic, and air commerce impacts	**Consistent.** The Shared Passenger Track Alternatives would not prevent a balance between LAX operations and environmental, social, land use, ground access, economic, and air commerce impacts.
Fullerton Municipal Airport Master Plan Update (2004)	
The Fullerton Municipal Airport Master Plan Update responds to issues of aviation safety and compatibility with the surrounding community. Community needs are addressed through regular meetings with Planning Advisory Committees established for the airport. General goals of the plan include:	--

Policy	Consistency
• Administering a safe, efficient airport with sensitivity to environmental issues • Planning and executing business plans to ensure financially sound operations • Providing an aviation gateway to the National Transportation System • Providing a user-friendly aviation facility for personal and business travel and aviation public safety operations	**Consistent.** The Shared Passenger Track Alternatives would improve regional transportation. The Shared Passenger Track Alternatives would not prevent safe and efficient airport with sensitivity to environmental issues, planning and executing business plans to ensure financially sound operations, providing an aviation gateway to the National Transportation System, providing a user-friendly aviation facility for personal and business travel and aviation public safety operations.

[1] This plan is currently undergoing an update as of April 2025.

ADT = average daily traffic; Authority = California High-Speed Rail Authority; Caltrans = California Department of Transportation; CMP = Congestion Management Plan; EIR = environmental impact report; EIS = environmental impact statement; FRA = Federal Railroad Administration; FSTIP = Federal Statewide Transportation Improvement Program; FTIP = Federal Transportation Improvement Plan; FY = Fiscal Year; HCM = Highway Capacity Manual; HSR = high-speed rail; I = Interstate; ICU = Intersection Capacity Utilization; LA = Los Angeles; LAX = Los Angeles International Airport; Link US = Link Union Station; LOS = level of service; LOSSAN = Los Angeles – San Diego – San Luis Obispo; LRTP = Long Range Transportation Plan; Metro = Los Angeles County Metropolitan Transportation Authority; OC = Orange County; OCTA = Orange County Transportation Authority; RCP = Regional Comprehensive Plan; RSA = resource study area; RTIP = Regional Transportation Improvement Plan; RTP = Regional Transportation Plan; SCAG = Southern California Association of Governments; SCP = Sustainable Communities Program; SCS = Sustainable Communities Strategy; SRTP = Short Range Transportation Plan; TIP = Transportation Improvement Plan; USDOT = U.S. Department of Transportation; V/C = volume to capacity

Air Quality and Global Climate Change

Policy	Consistency
3.3 AIR QUALITY AND GLOBAL CLIMATE CHANGE	
Southern California	
SCAG 2020–2045 RTP/SCS (2020)	
The strategies, programs, and projects outlined in the 2020–2045 RTP/SCS are projected to result in GHG emissions reductions in the SCAG region that meet or exceed these targets. For SCAG, the SCS targets require SCAG to reduce per-capita emissions 8 percent below 2005 levels by 2020 and 19 percent below 2005 levels by 2035. The 2020–2045 RTP/SCS states that the region will meet the SB 375 per-capita targets. In addition, the 2020–2045 RTP/SCS has the following applicable goals: • **Goal 2:** Improve mobility, accessibility, reliability, and travel safety for people and goods • **Goal 3:** Enhance the preservation, security, and resilience of the regional transportation system • **Goal 4:** Increase person and goods movement and travel choices within the transportation system • **Goal 5:** Reduce greenhouse gas emissions and improve air quality • **Goal 6:** Support healthy and equitable communities • **Goal 7:** Adapt to a changing climate and support an integrated regional development pattern and transportation network • **Goal 8:** Leverage new transportation technologies and data-driven solutions that result in more efficient travel	**Consistent.** The Shared Passenger Track Alternatives would be consistent with the 2020–2045 RTP/SCS because they will implement project features that would reduce and control construction emissions, would reduce vehicular trips and VMT, and would encourage the use of alternative modes of transportation. The Shared Passenger Track Alternatives would reduce dependency on petroleum by providing a new transportation service powered by electricity that is 100 percent renewable. The project would be consistent with SCAQMD and CARB policies, including compliance with Rule 403, which would control fugitive dust, and use of portable equipment that would be registered with the state or SCAQMD. Disturbed lands would also be revegetated following construction activities. Although the project may increase DPM emissions, a TAC, near the communities surrounding Hobart and Commerce Yards, operation of the project would greatly reduce mobile-source emissions in the SCAB, and would encourage the use of alternative, zero-emission modes of transportation. The project would result in reductions in GHG emissions, which would help the state achieve its GHG reduction targets under AB 32 and SB 32.

Policy	Consistency
SCAG 2024–2050 Connect SoCal RTP/SCS (2024)	
The 2024–2050 SCAG RTP/SCS, or *Connect SoCal 2024*, includes goals, strategies, programs, and projects that will help the SCAG region in reducing its air quality and GHG emissions. *Connect SoCal 2024* projects that 66% of new households and 54% of new jobs between 2019–2050 will be in Priority Development Areas, either near transit or in walkable communities. On May 10, 2024, *Connect SoCal 2024* was approved by FHWA/FTA as having met all air quality conformity requirements and therefore conforming to the applicable SIP. In addition, the 2024–2050 RTP/SCS has the following applicable policies: • **Policy 2:** Promote transportation investments that advance progress toward the achievement of asset management targets, including the condition of the National Highway System pavement and bridges and transit assets (rolling stock, equipment, facilities and infrastructure) • **Policy 7:** Encourage and support the implementation of projects, both physical and digital, that facilitate multimodal connectivity, prioritize transit and shared mobility, and result in improved mobility, accessibility and safety • **Policy 14:** Encourage the development of transportation projects that provide convenient, cost-effective and safe alternatives to single-occupancy vehicle travel (e.g., trips made by foot, on bikes, via transit, etc.) • **Policy 51:** Reduce hazardous air pollutants and greenhouse gas emissions and improve air quality throughout the region through planning and implementation efforts • **Policy 52:** Support investments that reduce hazardous air pollutants and greenhouse gas emissions • **Policy 53:** Reduce the exposure and impacts of emissions and pollutants and promote local and regional efforts that improve air quality for vulnerable populations, including but not limited to Priority Equity Communities and the AB 617 Communities • **Policy 54:** Accelerate the deployment of a zero-emission transportation system and use near-zero-emission technology to offer short-term benefits where zero-emissions solutions are not yet feasible or commercially viable.	**Consistent.** The Shared Passenger Track Alternatives would be consistent with the 2024–2050 RTP/SCS because they will incorporate project features that would reduce and control construction emissions, would reduce vehicular trips and VMT, and would encourage the use of a carbon-free mode of transportation. The Shared Passenger Track Alternatives would reduce dependency on petroleum by providing a new transportation service powered by electricity that is 100% renewable and that would be consistent with the 2024–2050 RTP/SCS Mobility Policies and Strategies, as well as Air Quality and Clean Transportation policies. Although the project may increase DPM emissions, a TAC, near the communities surrounding Hobart and Commerce Yards, operation of the project would greatly reduce mobile-source emissions in the SCAB, and would encourage the use of alternative, zero-emission modes of transportation. Lastly, the project would result in reductions in GHG emissions from the transportation sector, which would greatly help the state achieve its GHG reduction targets under AB 1279.

Policy	Consistency
Amtrak	
Amtrak Sustainability Policy (2024)	
• **Sustainability Goals** – **Objective:** Achieve a 40% reduction in GHG emissions by 2030 vs. a 2010 baseline, along the path to achieve Net-Zero emissions by 2045. ▪ GHG emissions reduced by 22% in 2023 versus 2019 baseline ▪ Diesel fuel usage reduced by 10% in 2023 versus 2019 baseline ▪ Electricity usage reduced by 10% in 2023 versus 2019 baseline ▪ Recycle rate increased to 18% in 2023	**Consistent.** The Shared Passenger Track Alternatives would not conflict with Amtrak's policies to reduce GHG emissions, diesel fuel usage, and electricity usage, nor would the project conflict with Amtrak's policy to increase recycle rates. The Shared Passenger Track Alternatives do not involve operation of Amtrak locomotives.
Metrolink	
Metrolink Climate Action Plan (2021)	
• **Goal:** Accelerate the transition of the Metrolink fleet toward zero emission. • **Target:** Reduce total GHG cumulative 50% by 2030 from 2019 baseline. • **Target:** Reduce total NO_X an average of 44% annually by 2030 from 2023 baseline. • **Target:** Reduce total PM an average of 64% annually by 2030 from the 2023 baseline. Results of transitioning 15 Tier 2 locomotives to more fuel-efficient Tier 4 locomotives during the period of 2024 through 2026 estimating 5 upgrades completed each year. • **Target:** 100 percent petroleum fuel free by 2022. Results of transitioning locomotive fleet fuel from petroleum diesel to renewable diesel.	**Consistent.** The Shared Passenger Track Alternatives would not conflict with Metrolink's policies to reduce GHG and criteria air pollutant emissions, nor would the Shared Passenger Track Alternatives conflict with Metrolink's transition to more fuel-efficient locomotives and renewable diesel. The Shared Passenger Track Alternatives do not involve operation of Metrolink locomotives.
Los Angeles County	
Los Angeles County 2035 General Plan (2025), Air Quality Element (2015)	
• **Goal AQ 1:** Protection from exposure to harmful air pollutants. – **Policy AQ 1.1:** Minimize health risks to people from industrial toxic or hazardous air pollutant emissions, with an emphasis on local hot spots, such as existing point sources affecting immediate sensitive receptors. – **Policy AQ 1.2:** Encourage the use of low or no volatile organic compound (VOC) emitting materials.	**Consistent.** The Shared Passenger Track Alternatives would be consistent with the Air Quality Element. With IAMFs, emissions of harmful pollutants will be minimized, which would minimize the health risks to populations near the project. AQ-IAMF#2 will ensure that no high-VOC building coating materials would be used. IAMFs will also minimize emissions from construction, grading, excavation, and demolition. In addition, the Shared Passenger Track Alternatives would not preclude the county's work with SCAQMD to publicize air quality warnings, promoting reductions in air pollutant and GHG emissions,

Policy	Consistency
– **Policy AQ 1.3:** Reduce particulate inorganic and biological emissions from construction, grading, excavation, and demolition to the maximum extent feasible. – **Policy AQ 1.4:** Work with local air quality management districts to publicize air quality warnings, and to track potential sources of airborne toxics from identified mobile and stationary sources. • **Goal AQ 2:** The reduction of air pollution and mobile source emissions through coordinated land use, transportation and air quality planning. – **Policy AQ 2.1:** Encourage the application of design and other appropriate measures when siting sensitive uses, such as residences, schools, senior centers, daycare centers, medical facilities, or parks with active recreational facilities within proximity to major sources of air pollution, such as freeways. – **Policy AQ 2.2:** Participate in, and effectively coordinate the development and implementation of community and regional air quality programs. – **Policy AQ 2.3:** Support the conservation of natural resources and vegetation to reduce and mitigate air pollution impacts. – **Policy AQ 2.4:** Coordinate with different agencies to minimize fugitive dust from different sources, activities, and uses. • **Goal AQ 3:** Implementation of plans and programs to address the impacts of climate change. – **Policy AQ 3.1:** Facilitate the implementation and maintenance of the Community Climate Action Plan to ensure that the County reaches its climate change and greenhouse gas emission reduction goals. – **Policy AQ 3.4:** Participate in local, regional, and state programs to reduce greenhouse gas emissions. – **Policy AQ 3.5:** Encourage energy conservation in new development and municipal operations. – **Policy AQ 3.8:** Develop, implement, and maintain countywide climate change adaptation strategies to ensure that the community and public services are resilient to climate change impacts.	and would allow for coordination with other agencies regarding land use, transportation, and air quality and climate change planning.

Policy	Consistency
County of Los Angeles 2045 Climate Action Plan (2024)	
The County of Los Angeles Revised 2045 Climate Action Plan, released in adopted on June 25, 2024, includes a Transportation Element that sets forth these strategies: • **Strategy 2:** Increase Densities and Diversity of Destinations of Land Uses Near Transit • **Strategy 3:** Reduce Single-Occupancy Vehicle Trips • **Strategy 4:** Institutionalize Low-Carbon Transportation	**Consistent.** The Shared Passenger Track Alternatives would require the development of a transit project in densely populated communities that would reduce vehicle trips and VMT, contributing to improve mobility without adding to vehicular congestion in the region. Operation of the project would result in reductions in GHG emissions, which would help the state achieve its GHG reduction targets under AB 32 and SB 32. Therefore, the Shared Passenger Track Alternatives are consistent with these strategies.
City of Los Angeles	
City of Los Angeles General Plan (2024)	
Air Quality Element (1992)	
• **Goal 1:** Good air quality and mobility in an environment of continued population growth and healthy economic structure. – **Objective 1.1:** It is the objective of the City of Los Angeles to reduce air pollutants consistent with the Regional Air Quality Management Plan (AQMP), increase traffic mobility, and sustain economic growth citywide. ▪ **Policy 1.1.1:** Encourage demonstration projects which involve creative and innovative uses of market incentive mechanisms to achieve air quality objectives. – **Objective 1.2:** It is the objective of the City of Los Angeles to demonstration the City's commitment to air quality improvement through the development and regions of the City's General Plan Elements as appropriate, and to work cooperatively with federal, state, regional, and other local jurisdictions in attaining clean air.	**Consistent.** The Shared Passenger Track Alternatives are consistent with these goals and objectives. The Shared Passenger Track Alternatives would offer a new electric-powered transportation service, which would promote improved air quality and mobility in the region. Shared Passenger Track Alternatives operations would result in net decreases in all criteria pollutant emissions (VOC, CO, NO_X, SO_2, PM_{10}, and $PM_{2.5}$) when compared to existing and 2040 No Project conditions, which would be consistent with the SCAQMD's AQMP. The Shared Passenger Track Alternatives would aid in air quality improvement by offering a new form of transportation powered by cleaner technology and would demonstrate the city's ability to work cooperatively to achieve air quality improvements. The Shared Passenger Track Alternatives would not preclude demonstration projects using creative and innovative uses of market incentive mechanisms to achieve air quality objectives.

Policy	Consistency
Mobility Element: Mobility Plan 2035 (2024)	
• **Objective:** Meet a 9% per capita GHG reduction for 2020 and a 16% per capita reduction for 2035 (SCAG RTP).[2] • **Objective:** Reduce the number of unhealthy air quality days to zero by 2025.	**Consistent.** Although GHG emissions would be generated during the construction phase, the Shared Passenger Track Alternatives would result in net decreases in GHG emissions when compared to existing and 2040 No Project conditions, which would help the SCAG region achieve its GHG reduction targets. In addition, the provision of a new electric-powered transportation service would reduce criteria pollutant emissions that contribute to unhealthy air quality days in the South Coast Air Basin. Therefore, the Shared Passenger Track Alternatives are consistent with these objectives.
Los Angeles' Green New Deal (2019)	
• **Goal:** Increase the percentage of all trips made by walking, biking, micro-mobility/ matched rides or transit to at least 35% by 2025; 50% by 2035; and maintain at least 50% by 2050 • **Goal:** Reduce VMT per capita by at least 13% by 2025; 39% by 2035; and 45% by 2050	**Consistent.** Operation of the project would introduce a new electric transportation service that would reduce vehicle trips and VMT. The project would increase the opportunity for the community to use the HSR system as a means of local and regional transportation throughout California. Therefore, the Shared Passenger Track Alternatives are consistent with these goals.
City of Vernon	
City of Vernon General Plan (2023), Resources Element (2015)	
• **Goal R-2:** Contribute to the continued gradual improvement of air quality in the South Coast Air Basin. – **Policy R-2.1:** Coordinate and cooperate with the South Coast Air Quality Management District and Southern California Association of Governments in efforts to implement the regional Air Quality Management Plan. – **Policy R-2.2:** Encourage and facilitate the use of public transportation to reduce emissions associated with automobile use. – **Policy R-2.5:** Consult with the Gateway Cities Council of Governments, regional planning agencies, and surrounding municipalities to coordinate land use, circulation, and infrastructure improvement efforts.	**Consistent.** The Shared Passenger Track Alternatives would be consistent with the SCAG RTP/SCS and SCAQMD 2016 AQMP, which aim to bring the South Coast Air Basin into attainment for all criteria pollutants no later than required under the Clean Air Act. The Shared Passenger Track Alternatives would provide a new transportation service that would reduce emissions and would provide an alternative to automobile use. The Shared Passenger Track Alternatives would not preclude the City of Vernon from consulting with the Gateway Cities Council of Governments and other agencies regarding land use, circulation, and infrastructure improvement efforts. Therefore, the Shared Passenger Track Alternatives are consistent with these goals and policies.

[2] The stated goals for 2020 were met: https://sanitation.lacity.gov/cs/groups/public/documents/document/y250/mdc0/~edisp/cnt074754.pdf.

Policy	Consistency
City of Bell	
City of Bell 2030 General Plan, Resource Management Element (2022)	
• **Resource Management Element Policy 19:** The City of Bell shall continue to cooperate with other agencies that are charged with improving air and water quality in the region. The City shall cooperate with the SCAQMD and water districts in undertaking any studies of air and water quality. • **Resource Management Element Policy 21:** The City of Bell shall prepare a Sustainability Climate Action Plan to address issues related to global warming and climate change. • **Resource Management Element Policy 22:** The City of Bell shall support the implementation of SB 379 that requires cities to develop Climate Adaption Plan. The City shall comply with this requirement as part of the preparation of a Climate Action Plan for Bell.	**Consistent.** The Shared Passenger Track Alternatives would be consistent with these policies because they would offer a new transportation service to reduce dependence on fossil fuels and decrease emissions of criteria air pollutants and GHGs, thereby promoting improved air quality and supporting efforts to reduce GHG emissions. The Shared Passenger Track Alternatives would not preclude the City of Bell's interagency cooperation efforts related to improving air quality or its planning efforts related to the Sustainability Climate Action Plan and the Climate Action Plan for Bell.
City of Commerce	
City of Commerce 2020 General Plan, Air Quality Element (2008)[1]	
• **Air Quality Policy 1.1:** The city of Commerce will consider environmental justice issues as they are related to potential health impacts associated with air pollution and ensure that all land use decisions, including enforcement actions, are made in an equitable fashion to protect residents, regardless of age, culture, ethnicity, gender, race, socioeconomic status, or geographic location from the health effects of air pollution. • **Air Quality Policy 1.2:** The city of Commerce will encourage the applicants for sensitive land uses (e.g., residences, schools, daycare centers, playgrounds and medical facilities) to incorporate design features (e.g., pollution prevention, pollution reduction, barriers, landscaping, ventilation systems, or other measures) in the planning process to minimize the potential impacts of air pollution on sensitive receptors. • **Air Quality Policy 1.3:** The city of Commerce will promote and support mixed-use land patterns that allow the integration of retail, office, institutional and residential uses. Consult with the AQMD when siting new facilities with dust, odors or TAC emissions to avoid siting those facilities near sensitive receptors and avoid siting sensitive receptors near sources of air pollution. • **Air Quality Policy 1.4:** The city of Commerce will facilitate communication among residents, businesses and the AQMD to quickly resolve air pollution	**Consistent.** The Shared Passenger Track Alternatives are consistent with these policies, because they would offer a new electric–powered transportation service, which would promote improved air quality and mobility in the region. Project operations would result in net decreases in all criteria pollutant emissions when compared to existing and 2040 No Project conditions, which would reduce potential health impacts associated with air pollution. The Shared Passenger Track Alternatives would not preclude the City of Commerce from following its policies regarding siting of sensitive land uses. The Shared Passenger Track Alternatives would support the mass transit goals of the City of Commerce by providing a long-haul service that offers less car dependency for city residents, workers, and visitors.

Policy	Consistency
nuisance complaints. Distribute information to advise residents on how to register a complaint with the SCAQMD. • **Air Quality Policy 1.5:** The city of Commerce will require that owners of new developments that have the potential to emit air pollutants that would impact sensitive receptors to notify residents and businesses adjacent to the proposed site prior to starting construction. • **Air Quality Policy 1.7:** The city of Commerce will actively participate in decisions on the siting or expansion of facilities or land uses (e.g. freeway expansions), to ensure the inclusion of air quality. • **Air Quality Policy 2.7:** The city of Commerce will promote mass transit ridership through careful planning of routes, headways, origins and destinations, and types of vehicles. • **Air Quality Policy 3.4:** The city of Commerce will cooperate with federal and state agencies and the AQMD in their efforts to reduce exposure from railroad and truck emissions. • **Air Quality Policy 4.6:** The city of Commerce will work with local transit providers to incorporate best design practices for transit into new development projects. • **Air Quality Policy 4.8:** The city of Commerce will support SCAG's Regional Growth Management Plan by developing intergovernmental agreements with appropriate governmental entities such as the Gateway Cities, sanitation districts, water districts, and those sub-regional entities identified in the Regional Growth Management Plan.	
City of Montebello	
City of Montebello General Plan, Our Natural Community Element (Conservation, Open Space) (2024)	
• **Policy 1.2:** Support regional planning efforts to improve air quality. – **Action 1.2:** Coordinate air quality planning efforts with local and regional agencies to meet State and Federal ambient air quality standards in order to protect all residents from the health effects of air pollution. • **Policy 1.3:** Consider emission reduction goals in all major decisions on land use and investments in public infrastructure. – **Action 1.3a:** Reduce potential GHG emissions from development by encouraging electrification of new developments, promoting energy conservation in existing buildings, plan new development and redevelopment to reduce single-occupancy vehicle miles traveled, and	**Consistent.** The Shared Passenger Track Alternatives are consistent with these policies, because they offer a new electric-powered transportation service, which involve the use of state-of-the-art, energy-efficient trains. As discussed above, operation of the Shared Passenger Track Alternatives would result in reductions in GHG emissions, which would help the state achieve its GHG reduction targets under AB 32 and SB 32. In addition, operation of the Shared Passenger Track Alternatives would result in reductions in criteria pollutant emissions, which would help the South Coast Air Basin achieve attainment with the Clean Air Act. IAMFs will control fugitive dust and other emissions during the construction period.

Policy	Consistency
consider green space during development. Coordinate air quality planning efforts with local and regional agencies to meet State and Federal ambient air quality standards in order to protect all residents from the health effects of air pollution. – **Action 1.3b:** Educate property owners and developers on greenspace inclusion through educational pamphlets, programs, and webpages. • **Policy 1.4:** Educate businesses and the general public about air quality standards, health effects, and best practices they can make to improve air quality and reduce greenhouse gas emissions. – **Action 1.4a:** Promote public outreach and education campaigns highlighting the benefits of renewable energy and energy efficiency strategies. – **Action 1.4b:** Educate property owners and developers on greenspace inclusion through educational pamphlets, programs, and webpages. • **Policy 1.5:** Coordinate initiatives and regulatory changes with local, regional, and state agencies to reduce motor vehicle emissions. – **Action 1.5a:** Develop incentives and adopt regulatory standards to reduce transportation emissions. In addition to reducing the number of miles driven, the fuel efficiency and emissions standards of vehicles must also improve. Working in collaboration with Local, Regional, and State agencies, Montebello will seek to increase use of clean fuels in public and private automobile fleets, consider new legislation, and implement educational programs. – **Action 1.5b:** Promote use of alternate modes of transportation in the City of Montebello, including pedestrian, bicycling, public transportation, car sharing programs and emerging technologies. – **Action 1.5c:** Invest in low-emission or zero-emission vehicles to replace the City's gasoline powered vehicle fleet and transition to available clean fuel sources such as bio-diesel for trucks and heavy equipment. – **Action 1.5d:** Encourage the use of low or zero emission vehicles, bicycles, non-motorized vehicles, and car-sharing programs by supporting new and existing development that includes sustainable infrastructure and strategies such as vehicle charging stations, drop off areas for ride-sharing services, secure bicycle parking, and transportation demand management programs. – **Action 1.5e:** Require and incentivize projects to incorporate Transportation Demand Management (TDM) techniques.	

Policy	Consistency
• **Policy 1.6:** Improve the City's jobs/housing balance ratio. – **Action 1.6:** Support development that provides housing and employment opportunities to enable people to live and work within Montebello.	
City of Pico Rivera	
City of Pico Rivera General Plan, Environmental Resources Element (2014)	
• **Goal 8.1:** A sustainable community where land use and transportation improvements are consistent with regional planning efforts and adopted plans to reduce dependence on the use of fossil fuels and decrease greenhouse gas emissions. – **Policy 8.1-1 Regional Efforts:** Continue to work with the Gateway Cities COG and member agencies in regional planning efforts, and to implement regional plans and programs. – **Policy 8.1-2 Gateway Cities SCS:** Continue to implement sustainable strategies identified in, and maintain consistency with, the Gateway Cities Council of Governments 2012 Subregional Sustainable Communities Strategy and updated versions incorporated into SCAG's RTP/SCS. – **Policy 8.1-3 Environmental Integrity:** Foster sustainable living by reducing community dependency of fossil fuels and other non-renewable resources, minimizing air pollutant and GHG emissions, retaining existing open space lands, and restoring habitat areas along the Rio Hondo and San Gabriel Rivers. • **Goal 8.2:** Continued improvement in local and regional air quality with reduced greenhouse gas emissions to maintain the community's health. – **Policy 8.2-1 Regional Efforts:** Coordinate local air quality improvements and greenhouse gas emissions reduction efforts with surrounding communities, and regional agencies such as the South Coast Air Quality Management District, the Gateway Cities Council of Governments. – **Policy 8.2-2 GHG Reduction Measures:** Reduce greenhouse gas emissions in the City and the region through the following measures including, but not limited to: ▪ Implementing land use patterns that reduce automobile dependency by increasing housing and employment densities within mixed use settings and transit-oriented developments; ▪ Reducing the number of vehicular miles traveled through implementation of Transportation Demand Management Programs;	**Consistent.** The Shared Passenger Track Alternatives would be consistent with these goals and policies, because they would offer a new transportation service to reduce dependence on the use of fossil fuels and decrease greenhouse gas emissions, and would not preclude the City of Pico Rivera's additional efforts to be consistent with regional planning efforts. As discussed above, operation of the Shared Passenger Track Alternatives would result in reductions in GHG emissions, which would help the state achieve its GHG reduction targets under AB 32 and SB 32, and would not interfere with the city's other GHG reduction efforts. The Shared Passenger Track Alternatives would not interfere with the City of Pico Rivera's siting of industrial uses and Authority preference.

Policy	Consistency
▪ Encouraging the use of alternative modes of transportation by supporting transit facility and service expansion, expanding bicycle routes and improving bicycle facilities, and improving pedestrian facilities; ▪ Increasing building energy efficiency through site design, building orientation, landscaping, and incentive/rebate programs; ▪ Implementing water conservation measures; ▪ Requiring the use of drought-tolerant landscaping; and ▪ Increasing solid waste diversion through recycling efforts. – **Policy 8.2-4 Operational Emissions:** Require new development projects to incorporate feasible measures that reduce operational emissions through project and site design and use of best management practices to avoid, minimize, and/or offset their impacts consistent with South Coast Air Quality Management District requirements. – **Policy 8.2-5 Toxic Air Pollutants:** Locate uses, facilities and operations that may produce toxic or hazardous air pollutants (e.g., industrial uses, highways) an adequate distance from sensitive receptors, consistent with California Air Resources Board recommendations. – **Policy 8.2-6 Odors:** Require that adequate buffer distances be provided between odor sources such as industrial users and sensitive receptors. – **Policy 8.2-7 Consolidate Industrial Uses:** Consolidate truck-intensive industrial uses within the southern portion of the city to separate truck routes from neighborhoods and minimize potential impacts of diesel emissions on existing residential uses. – **Policy 8.2-13 Contractor Preference:** Give preference to contractors that commit to apply methods to minimize greenhouse gas emissions in building construction and operations, such as the use of low or zero-emission vehicles and equipment. – **Policy 8.2-14 Transit Vehicles:** Encourage and work with local and regional transit providers to use transit vehicles and facilities that are powered by alternative fuels and are low emissions.	

Policy	Consistency
City of Santa Fe Springs	
Re-Imagine Santa Fe Springs 2040 General Plan, Conservation and Open Space Element (2022)	
• **Goal COS-9:** Air Quality Conditions that Improve Over Time – **Policy COS-9.1: Land Use and Transportation**. Allow urban infill and transit-oriented communities within walking distance (10-minute walk or half-mile distance) of transit stops and stations to reduce vehicle trips and trip lengths. – **Policy COS-9.4: Minimize Air Quality Impacts.** Minimize the air quality impacts of new development projects on established uses and nearby sensitive receptors.	**Consistent.** Operation of the Shared Passenger Track Alternatives would result in the reduction of criteria pollutant emissions through the provision of a new electric mass transit service, which would reduce trips and VMT. Therefore, the Shared Passenger Track Alternatives are consistent with these conservation goals.
City of Norwalk	
Vision Norwalk – The City of Norwalk General Plan (2023)[1]	
• **Objective:** To encourage efforts to reduce pollution. • **Objective:** To encourage efforts to clean up contaminated earth, air, and water resources. – **Policy:** Cooperate with Federal, State and regional agencies in efforts to reduce pollution.	**Consistent.** The Shared Passenger Track Alternatives would be consistent with the City of Norwalk objectives and policy to improve air quality. The Shared Passenger Track Alternatives would be consistent with the SCAG RTP/SCS and SCAQMD 2016 AQMP, which aim to bring the South Coast Air Basin into attainment for all criteria pollutants no later than required under the Clean Air Act.
City of La Mirada	
City of La Mirada General Plan, Open Space and Conservation Element (2003)	
• **Goal 3.0:** Improve air quality for La Mirada residents. – **Policy 3.1:** Participate with the South Coast Air Quality Management District and neighboring jurisdictions in collaborative efforts to improve regional air quality. – **Policy 3.2:** Support local and regional projects that improve mobility, reduce congestion on freeways, and improve air quality – **Policy 3.3:** Promote energy conservation by the public and private sectors to reduce energy costs and improve air quality.	**Consistent.** The Shared Passenger Track Alternatives would be consistent with these policies, because they would reduce vehicle trips and VMT, and would contribute to improved mobility without adding to vehicular congestion in the region. The Shared Passenger Track Alternatives would be consistent with the SCAG RTP/SCS and SCAQMD 2016 AQMP, which aim to bring the South Coast Air Basin into attainment for all criteria pollutants no later than required under the Clean Air Act.

Policy	Consistency
Orange County	
County of Orange General Plan (2025)	
Air Resources Component: • **Goal 1:** Promote optimum sustainable environmental quality standards for air resources. – **Objective 1.1:** To the extent feasible, attainment of federal and state air quality standards by the year 2007. ▪ **Policy 1.1:** To develop and support programs which improve air quality or reduce air pollutant emissions.	**Consistent.** Operation of the Shared Passenger Track Alternatives would be consistent with these policies and objectives, because it would result in reductions in criteria pollutant emissions relative to No Build conditions. The Shared Passenger Track Alternatives would be consistent with the SCAG RTP/SCS and SCAQMD 2016 AQMP, which aim to bring the South Coast Air Basin into attainment for all criteria pollutants no later than required under the Clean Air Act.
City of Buena Park	
Buena Park 2035 General Plan (2022), Conservation and Sustainability Element (2010)	
• **Goal CS-14:** Effective reduction of emissions during construction activities. – **Policy CS-14.1:** Ensure that construction activities follow current South Coast Air Quality Management District rules, regulations, and thresholds. – **Policy CS-14.2:** Ensure all applicable best management practices are used in accordance with the SCAQMD to reduce emitting criteria pollutants during construction. – **Policy CS-14.3:** Require all construction equipment for public and private projects comply with CARB's vehicle standards. For projects that may exceed daily construction emissions established by the SCAQMD, Best Available Control Measures will be incorporated to reduce construction emissions to below daily emission standards established by the SCAQMD. – **Policy CS-14.4:** Require project proponents to prepare and implement a Construction Management Plan, which will include Best Available Control Measures among others. Appropriate control measures will be determined on a project by project basis, and should be specific to the pollutant for which the daily threshold is exceeded. Such control measures may include but not be limited to: ▪ Minimizing simultaneous operation of multiple construction equipment units. ▪ Implementation of SCAQMD Rule 403, Fugitive Dust Control Measures. ▪ Watering the construction area to minimize fugitive dust.	**Consistent.** The Shared Passenger Track Alternatives would be consistent with SCAQMD and CARB policies, including compliance with Rule 403, which would control fugitive dust, and use of portable equipment that would be registered with the state or SCAQMD. The Shared Passenger Track Alternatives would provide a new transportation service that would reduce vehicle trips and VMT, and would contribute to improved mobility without adding to vehicular congestion in the region. As discussed above, operation of the Shared Passenger Track Alternatives would result in reductions in GHG emissions, which would help the state achieve its GHG reduction targets under AB 32 and SB 32, and would not interfere with the City's other GHG reduction efforts.

Policy	Consistency
▪ Require that off-road diesel powered vehicles used for construction shall be new low emission vehicles, or use retrofit emission control devices, such as diesel oxidation catalysts and diesel particulate filters verified by CARB. ▪ Minimizing idling time by construction vehicles. • **Goal CS-15:** Minimized stationary source pollution (point source and area source) throughout the City through existing regulations and new technology. – **Policy CS-15.3:** Reduce exposure of the City's sensitive receptors to poor air quality nodes through smart land use decisions. • **Goal CS-16:** Improved traffic circulation on local roadways to reduce emissions produced by vehicles and ultimately improve the general air quality within the City. – **Policy CS-16.1:** Strive to relieve traffic congestion and improve the efficiency of the City's transportation and circulation network in an effort to improve air quality. • **Goal CS-17:** Development of transportation and transit-based measures to reduce trips and vehicle miles traveled, consistent with South Coast Air Quality Management District (SCAQMD) and Congestion Management Plan (CMP) requirements. – **Policy CS-17.1:** Continue to support programs which are designed to reduce air pollution within Buena Park and those sources of pollution located outside its planning boundaries which adversely affect the City. – **Policy CS-17.2:** Coordinate with the California Department of Transportation (Caltrans) and consider adopting Transportation Control Measures (TCM) in compliance with SCAQMD goals. – **Policy CS-17.3:** Encourage the development of transportation nodes in mixed-use commercial areas with stops in residential and outlying areas to encourage the use of public transportation. – **Policy CS-20.4:** Expand and promote the use of bus, rail, and other forms of transit or telecommuting within the City to further reduce pollutants. • **Goal CS-21:** GHG emissions inventories established for all sectors within the City. – **Policy CS-21.1:** The City will establish a baseline inventory of GHG emissions including municipal emissions, and emissions from all business sectors and the community.	

Policy	Consistency
– **Policy CS-21.2:** The City will use methods approved by, or are consistent with guidance from, the CARB. – **Policy CS-21.3:** The City will update inventories every four years to incorporate improved methods, better data, and more accurate tools and methods, in order to assess progress. • **Goal CS-22:** An action plan established to reduce or encourage reductions in GHG emissions from all sectors within the City. – **Policy CS-22.1:** The City will establish a Climate Action Plan which will include measures to reduce GHG emissions from municipal activities by up to 30 percent by 2020 compared to the "business as usual" municipal emissions (including any reductions required by CARB under AB 32). – **Policy CS-22.2:** The City will, in collaboration with the business community, establish a Business Climate Action Plan, which will include measures to reduce GHG emissions from business activities, and which will seek to reduce emissions by at least 30 percent by 2020 compared to "business as usual" business emissions. – **Policy CS-22.3:** Cooperate with the State and SCAG to promote implementation of SB 375, in particular utilizing its incentives for transit-oriented development.	

Policy	Consistency
City of Fullerton	
The Fullerton Plan (2025)	
• **Goal 21:** Protection and improvement of air quality. – **P21.3 Inter-Jurisdictional Regulation:** Support regional and subregional efforts to implement programs that regulate pollution across jurisdictions, particularly where the source is not under the City's authority. – **P21.6 Construction Impacts:** Support projects, programs, policies and regulations to reduce impacts to air quality caused by private and public construction projects. – **P21.7 Development Impacts:** Support projects, programs, policies and regulations to reduce impacts to air quality caused by the design or operation of a site or use. • **Goal 22:** Participation in regional efforts to address climate change and its local impacts. – **P22.1 Motor Vehicle-related GHG Emissions:** Support regional and subregional efforts to reduce greenhouse gas emissions associated with transportation through land use strategies and policies, transportation system improvements, and transportation demand management programs. – **P22.2 GHG Emissions from Electrical Generation:** Support regional and subregional efforts to reduce greenhouse gas emissions associated with electrical generation through energy conservation strategies and alternative/ renewable energy programs. – **P22.5 Technology to Reduce Emissions:** Support projects, programs, policies and regulations to use technology whenever feasible to minimize travel for City meetings and trainings. – **P22.7 Climate Adaptation:** Support projects, programs, policies and regulations to address climate change impacts relevant to the City as an inland community, including rises in average and extreme temperature, less annual precipitation, more flooding during El Niño seasons, increased power outages and higher levels of smog.	**Consistent.** Operation of the Shared Passenger Track Alternatives would be consistent with these goals and policies, because it would result in reductions in GHG emissions, which would help the state achieve its GHG reduction targets under AB 32 and SB 32, and would not interfere with the city's other GHG reduction efforts. The Shared Passenger Track Alternatives would be consistent with the SCAG RTP/SCS and SCAQMD 2016 AQMP, which aim to bring the South Coast Air Basin into attainment for all criteria pollutants no later than required under the Clean Air Act.

Policy	Consistency
City of Anaheim	
City of Anaheim General Plan (2025)	
• **Goal 8.1:** Reduce locally generated emissions through improved traffic flows and construction management practices. – **Policy 2:** Regulate construction practices, including grading, dust suppression, chemical management, and encourage pre-determined construction routes that minimize dust and particulate matter pollution.	**Consistent.** The proposed Shared Passenger Track Alternatives are consistent with these policies, because they would follow all SCAQMD rules related to construction, and AQ-IAMF#1 through AQ-IAMF#5 will control fugitive dust and other emissions during the construction period.

[1] This plan is currently undergoing an update as of April 2025.
AB = Assembly Bill; Amtrak = National Railroad Passenger Corporation; AQMD = Air Quality Management District; AQMP = Air Quality Management Plan; Authority = California High-Speed Rail Authority; CARB = California Air Resources Board; CO = carbon monoxide; COG = Council of Governments; DPM = diesel particulate matter; FHWA = Federal Highway Administration; FTA = Federal Transit Administration; GHG = greenhouse gas; HSR = high-speed rail; IAMF = impact avoidance and minimization feature; NO_X = nitrogen oxide; PM = particulate matter; PM_{10} = particulate matter 10 microns or less in diameter; $PM_{2.5}$ = particulate matter 2.5 microns or less in diameter; RTP = Regional Transportation Plan; SB = Senate Bill; SCAB = South Coast Air Basin; SCAG = Southern California Association of Governments; SCAQMD = South Coast Air Quality Management District; SCS = Sustainable Communities Strategy; SIP = State Implementation Plan; SO_2 = sulfur oxide; TAC = toxic air contaminant; VMT = vehicle miles traveled; VOC = volatile organic compound

Noise and Vibration

Policy	Consistency
3.4 NOISE AND VIBRATION	
Los Angeles County	
Los Angeles County 2035 General Plan (2025), Noise Element (2015)	
• **Goal N 1:** The reduction of excessive noise impacts.	**Consistent.** The noise and vibration analysis takes into consideration the affected land uses and their level of sensitivity when determining the potential impact as well as potential mitigation.
– **Policy N 1.1:** Utilize land uses to buffer noise-sensitive uses from sources of adverse noise impacts.	**Consistent.** The noise and vibration analysis takes into consideration the affected land uses and their level of sensitivity when determining the potential impact as well as potential mitigation.
– **Policy N 1.2:** Reduce exposure to noise impacts by promoting land use compatibility.	**Consistent.** The noise and vibration analysis takes into consideration the affected land uses and their level of sensitivity when determining the potential impact as well as potential mitigation.
– **Policy N 1.3:** Minimize impacts to noise-sensitive land uses by ensuring adequate site design, acoustical construction, and use of barriers, berms, or additional engineering controls through Best Available Technologies (BAT).	**Consistent.** Where feasible, the noise and vibration analysis recommends placing long-term stationary equipment at the greatest distance possible from noise-sensitive receptors in order to minimize impacts. Where necessary, further reduction measures are recommended to meet noise level standards.

Policy	Consistency
– **Policy N 1.4:** Enhance and promote noise abatement programs in an effort to maintain acceptable levels of noise as defined by the Los Angeles County Exterior Noise Standards and other applicable noise standards.	**Consistent.** Using the FTA Noise Criteria, which specifically compare noise level impacts generated by the project to existing noise levels, the noise and vibration analysis takes into consideration the noise level increase over existing conditions when determining the potential impact at sensitive receptors.
– **Policy N 1.5:** Ensure compliance with the jurisdictions of State Noise Insulation Standards (Title 24, California Code of Regulations and Chapter 35 of the Uniform Building Code), such as noise insulation of new multifamily dwellings constructed within the 60 dB (CNEL or L_{dn}) noise exposure contours.	**Inconsistent.** The FRA HSR Manual utilizes a sliding scale for sensitive receptors to determine potential impacts whereas the County of Los Angeles uses specific numeric thresholds to determine impacts.
– **Policy N 1.6:** Ensure cumulative impacts related to noise do not exceed health-based safety margins.	**Consistent.** Just like the construction of freeways and other infrastructure projects, some noise impacts would likely be unavoidable. To the maximum extent practicable, the contractor would use noise barriers (which are used extensively in Europe and Japan) to mitigate noise impacts where feasible. Good land use decisions, including transportation planning, promote healthy communities and reduce noise impacts. Therefore, the Shared Passenger Track Alternatives would be consistent with this objective.
– **Policy N 1.7:** Utilize traffic management and noise suppression techniques to minimize noise from traffic and transportation systems.	**Consistent.** To the maximum extent practicable, the contractor would use noise barriers (which are used extensively in Europe and Japan) to mitigate noise impacts where feasible. Good land use decisions, including transportation planning, promote healthy communities and reduce noise impacts. Therefore, the Shared Passenger Track Alternatives would be consistent with this goal.
– **Policy N 1.8:** Minimize noise impacts to pedestrians and transit-riders in the design of transportation facilities and mobility networks.	**Consistent.** To the maximum extent practicable, the contractor would use noise barriers (which are used extensively in Europe and Japan) to mitigate noise impacts where feasible. Good land use decisions, including transportation planning, promote healthy communities and reduce noise impacts. Therefore, the Shared Passenger Track Alternatives would be consistent with this goal.

Policy	Consistency
– **Policy N 1.9:** Require construction of suitable noise attenuation barriers on noise-sensitive uses that would be exposed to exterior noise levels of 65 dBA CNEL and above, when unavoidable impacts are identified.	**Consistent.** The FRA HSR Manual utilizes a sliding scale for sensitive receptors to determine potential impacts whereas the County of Los Angeles uses specific numeric thresholds to determine impacts. Additionally, noise barriers are subject to criteria to ensure they are both acoustically feasible and cost effective. Where feasible, the noise and vibration analysis recommends placing long-term stationary equipment at the greatest distance possible from noise-sensitive receptors in order to minimize impacts. Where necessary, further reduction measures are recommended to meet noise level standards.
– **Policy N 1.10:** Orient residential units away from major noise sources (in conjunction with applicable building codes).	**Consistent.** Where feasible, the noise and vibration analysis recommends placing long-term stationary equipment at the greatest distance possible from noise-sensitive receptors in order to minimize impacts. Where necessary, further reduction measures are recommended to meet noise level standards.
– **Policy N 1.11:** Maximize buffer distances and design and orient sensitive receptor structures (hospitals, residential, etc.) to prevent noise and vibration transfer from commercial/light industrial uses.	**Consistent.** Where feasible, the noise and vibration analysis recommends placing long-term stationary equipment at the greatest distance possible from noise-sensitive receptors in order to minimize impacts. Where necessary, further reduction measures are recommended to meet noise level standards.
– **Policy N 1.12:** Decisions on land adjacent to transportation facilities, such as the airports, freeways and other major highways, must consider both existing and future noise levels of these transportation facilities to assure the compatibility of proposed uses.	**Consistent.** The noise and vibration analysis takes into consideration the affected land uses and their level of sensitivity when determining the potential impact as well as potential mitigation.
Los Angeles County Airport Land Use Commission Comprehensive Land Use Plan (2004)	
– **Policy N-1:** Use Community Noise Equivalent Level (CNEL) method for measuring noise impacts near airports in determining suitability for various types of lands uses.	**Inconsistent.** The noise and vibration analysis used L_{dn} to analyze noise impacts on sensitive receptors.
– **Policy N-3:** Utilize the Table Listing Land Use Compatibility for Airport Noise Environments in evaluating projects within the planning boundaries.	**Inconsistent.** The noise and vibration analysis used L_{dn} to analyze noise impacts on sensitive receptors. Additionally, this policy in the Los Angeles County Airport Land Use Commission Comprehensive Land Use Plan is intended to assist in land use decisions to minimize exposure of new community residents to excessive noise.

Policy	Consistency
Los Angeles County Code of Ordinances (2025)	
Section 12.08.010 of the County Code aims "to control unnecessary, excessive, and annoying noise and vibration…." It declares that the purpose of the County policy is to "…maintain quiet in those areas which exhibit low noise levels and to implement programs aimed at reducing noise in those areas within the county where noise levels are above acceptable values."	**Consistent.** Where feasible, the noise and vibration analysis recommends placing long-term stationary equipment at the greatest distance possible from noise-sensitive receptors in order to minimize impacts. Where necessary, further reduction measures are recommended to meet noise level standards.
Table 11.2 of the Noise General Element overviews Los Angeles County Community Noise Criteria and additional information on noise barrier strategies can be found in Appendix G.	**Consistent.** Where feasible, the noise and vibration analysis recommends placing long-term stationary equipment at the greatest distance possible from noise-sensitive receptors in order to minimize impacts. Where necessary, further reduction measures are recommended to meet noise level standards.
Section 12.08.350, states, "operating or permitting the operation of any device that creates vibration that is above the vibration perception threshold of any individual at or beyond the property boundary of the source if on private property, or at 150 feet (46 meters) from the source if on a public space or public right-of-way is prohibited. The perception threshold shall be a motion velocity of 0.01 in/sec [inch per second] over the range of 1 to 100 Hertz."	**Inconsistent.** The FTA Noise and Vibration Manual uses different construction noise standards than the county's standards. Additionally, the FTA Manual considers the possibility of nighttime construction whereas the Municipal Code restricts construction to hours to hours within the daytime hours of 7:00 a.m. to 7:00 p.m.
City of Los Angeles	
City of Los Angeles General Plan (2024), Noise Element (1999)	
• **Objective 2 (Nonairport):** Reduce or eliminate nonairport related intrusive noise, especially relative to noise-sensitive uses.	**Consistent.** Where feasible, the noise and vibration analysis recommends placing long-term stationary equipment at the greatest distance possible from noise-sensitive receptors in order to minimize impacts. Where necessary, further reduction measures are recommended to meet noise level standards.
– **Policy 2.2:** Enforce and/or implement applicable city, state and federal regulations intended to mitigate proposed noise producing activities, reduce intrusive noise and alleviate noise that is deemed a public nuisance.	**Consistent.** The Authority would coordinate closely with city personnel during construction. To the maximum extent practicable, the contractor would use noise barriers (which are used extensively used in Europe and Japan) to mitigate noise impacts during operation where feasible. Therefore, the Shared Passenger Track Alternatives would be consistent with this policy.
• **Objective 3 (Land Use Development):** Reduce or eliminate noise impacts associated with proposed development of land and changes in land use.	**Consistent.** The noise and vibration analysis takes into consideration the affected land uses and their level of sensitivity when determining the potential impact as well as potential mitigation.

Policy	Consistency
– **Policy 3.1:** Develop land use policies and programs that will reduce or eliminate potential and existing noise impacts.	**Consistent.** The Authority would coordinate closely with city personnel during construction. To the maximum extent practicable, the contractor would use noise barriers (which are used extensively used in Europe and Japan) to mitigate noise impacts during operation where feasible. Therefore, the Shared Passenger Track Alternatives would be consistent with this policy.
Downtown Community Plan (2024)	
• **Program:** Implement appropriate provisions of the City's Noise Element.	**Consistent.** The project design of the Shared Passenger Track Alternatives implements the city's Noise Element.
Los Angeles Municipal Code (2025)	
• **Chapter XI Section 111.02**, Sound Level Measurement Procedure and Criteria, sets forth how to measure sound.	**Consistent.** Using the Sound Level Measurement Procedure and Criteria, which specifically compare noise level impacts generated by the project to existing noise levels, the noise and vibration analysis takes into consideration the noise level increase over existing conditions when determining the potential impact at sensitive receptors.
• **Chapter XI Article 2** covers special noise sources including construction noise, power equipment intended for repetitive use in residential areas, other machinery, equipment and devices, and maximum noise level of powered equipment or power hand tools.	**Consistent.** The Authority would enforce a construction noise monitoring program that would detail how implementing entities would monitor construction noise to verify compliance with noise limits.
• **Chapter IV**, Public Welfare – **Section 41.40**, Noise due to Construction, Excavation Work – When Prohibited, stipulates prohibitions and restrictions for construction noise in Los Angeles.	**Consistent.** The Authority would enforce a construction noise monitoring program that would detail how implementing entities would monitor construction noise to verify compliance with noise limits.
City of Vernon	
City of Vernon General Plan (2023), Noise Element (2015)	
• **Goal N-1:** Reduce impacts from transportation noise sources to the extent they may affect industrial businesses.	**Consistent.** The Authority would coordinate closely with city personnel during construction. To the maximum extent practicable, the contractor would use noise barriers to mitigate noise impacts on businesses during operation where feasible. Therefore, the Shared Passenger Track Alternatives would be consistent with this policy.
– **Policy N-1.1:** Encourage the effective enforcement of local, state, and federal noise levels by all appropriate City divisions.	**Consistent.** The Authority uses local, federal, and state noise levels appropriate by city divisions to determine if noise impacts would occur.

Policy	Consistency
– **Policy N-1.2:** Review noise impacts when rail corridors are consolidated, and review ways to reduce impacts on adjacent businesses.	**Consistent.** The Authority would coordinate closely with city personnel during construction. To the maximum extent practicable, the contractor would use noise barriers to mitigate noise impacts on businesses during operation where feasible. Therefore, the Shared Passenger Track Alternatives would be consistent with this policy.
– **Policy N-1.3:** Minimize adverse noise effects on new residential developments through carefully planned site design and construction approaches that limit noise intrusion, wherever practical.	**Consistent.** The Authority would implement a construction noise monitoring program that would detail how contractors would monitor construction noise to verify compliance with noise limits.
• **Goal N-2:** Incorporate noise and vibration considerations into land use planning decisions.	**Consistent.** The noise and vibration analyses takes into consideration the affected land uses and their level of sensitivity when determining the potential impact as well as potential mitigation.
– **Policy N-2.1:** Consider the noise levels likely to be produced by any new businesses or substantially expanded business activities locating near existing noise-sensitive uses such as schools, community facilities, and residences, as well as adjacent to established businesses involving vibration-sensitive activities.	**Consistent.** Just like the construction of freeways and other infrastructure projects, some noise impacts would likely be unavoidable. To the maximum extent practicable, the contractor would use noise barriers (which are used extensively in Europe and Japan) to mitigate noise impacts where feasible. Good land use decisions, including transportation planning, promote healthy communities and reduce noise impacts. Therefore, the Shared Passenger Track Alternatives would be consistent with this objective.
– **Policy N-2.2:** Encourage acoustical design in all new construction.	**Consistent.** The design of the Shared Passenger Track Alternatives incorporates NV-IAMF#1 that will limit noise and vibration effects on sensitive receivers.
– **Policy N-2.3:** Prohibit the establishment of new noise-sensitive land uses in Vernon, including but not limited to schools, day-care facilities, and community facilities. Permit new residential uses only within the Housing Overlay District, and require new developments to incorporate appropriate noise attenuation to achieve City noise standards.	**Consistent.** The Authority would coordinate closely with city personnel during construction. To the maximum extent practicable, the contractor would use noise barriers to mitigate noise impacts on noise-sensitive receptors during operation where feasible. Therefore, the Shared Passenger Track Alternatives would be consistent with this policy.
• **Goal N-3:** Develop measures to control non-transportation noise and similar impacts.	**Consistent.** Where feasible, the noise and vibration analysis recommends placing long-term stationary equipment at the greatest distance possible from noise-sensitive receptors in order to minimize impacts. Where necessary, further reduction measures are recommended to meet noise level standards.

Policy	Consistency
– **Policy N-3.1:** Continue to enforce the noise and vibration performance standards in the City Code to mitigate conflicts among neighboring uses.	**Consistent.** The Authority would coordinate closely with city personnel during construction. To the maximum extent practicable, the contractor would use noise barriers (which are used extensively used in Europe and Japan) to mitigate noise impacts during operation where feasible. Therefore, the Shared Passenger Track Alternatives would be consistent with this policy.
– **Policy N-3.2:** Establish and maintain coordination among City agencies involved in noise abatement.	**Consistent.** The Authority would coordinate closely with city personnel during construction to mitigate effects from noise. To the maximum extent practicable, the contractor would use noise barriers to mitigate noise impacts during operation where feasible. Therefore, the Shared Passenger Track Alternatives would be consistent with this policy.
– **Policy N-3.3:** City departments will comply with all state and federal OSHA noise standards, and all new City equipment purchases shall comply with state and federal noise standards.	**Consistent.** The Authority would coordinate with Cal-OSHA and OSHA to provide information on occupational noise requirements within the city. To the maximum extent practicable, the contractor would use noise barriers to mitigate noise impacts during operation where feasible. Therefore, the Shared Passenger Track Alternatives would be consistent with this policy.
The Code of the City of Vernon (2024)	
Table 26.4.1-7(b)(2) outlines noise standards for the City of Vernon.	**Inconsistent.** The FRA HSR Manual utilizes a sliding scale for sensitive receptors to determine potential impacts whereas the City of Vernon uses specific numeric thresholds to determine impacts.
City of Bell	
City of Bell 2030 General Plan, Health and Safety Element (2022)	
• **Policy 20:** The City of Bell shall encourage the reduction of noise throughout the City in the review of new development. New development projects will undergo review to ensure that noise impacts from such developments are reduced as much as possible.	**Consistent.** The Authority would coordinate closely with city personnel during construction. To the maximum extent practicable, the contractor would use noise barriers to mitigate noise impacts during operation where feasible. Therefore, the Shared Passenger Track Alternatives would be consistent with this policy.
• **Policy 21:** The City of Bell shall promote the development of a compatible noise environment throughout the City. The City shall consider noise and land use compatibility in the review of new development projects.	**Consistent.** The Authority would coordinate closely with city personnel during construction. To the maximum extent practicable, the contractor would use noise barriers to mitigate noise impacts during operation where feasible. Therefore, the Shared Passenger Track Alternatives would be consistent with this policy.

Policy	Consistency
• **Policy 22:** The City shall implement noise regulations that will lower excessive and intrusive noise to levels that conform to acceptable standards. The City shall ensure Code Enforcement and the Police Department will continue to enforce noise control regulations.	**Consistent.** The Authority would coordinate closely with city personnel during construction. To the maximum extent practicable, the contractor would use noise barriers to mitigate noise impacts during operation where feasible. Therefore, the Shared Passenger Track Alternatives would be consistent with this policy.
• **Policy 23:** The City of Bell shall cooperate with all public agencies so as to minimize transportation related noise. Applicable City, State, and Federal noise control regulations shall be enforced.	**Consistent.** The Authority would coordinate closely with city personnel during construction. To the maximum extent practicable, the contractor would use noise barriers to mitigate noise impacts during operation where feasible. Therefore, the Shared Passenger Track Alternatives would be consistent with this policy.
• **Policy 25:** The City of Bell shall ensure that the design and improvement of future master planned roadway links in the City is accomplished in a manner that minimizes noise impacts on adjacent noise sensitive land uses. These measures may involve the use of sound walls and other architectural features that promote noise reduction.	**Consistent.** The Authority would coordinate closely with city personnel during construction. To the maximum extent practicable, the contractor would use noise barriers to mitigate noise impacts during operation where feasible. Therefore, the Shared Passenger Track Alternatives would be consistent with this policy.
• **Policy 26:** The City of Bell shall continue to require noise attenuation in new residential developments that are exposed to significant noise levels from freeway and arterial roadway traffic. The City shall make every effort to inform developers, businesses, and residents of noise control measures. Noise studies must be performed new noise sensitive projects that are located near arterial roadways and freeways.	**Consistent.** The Authority would coordinate closely with city personnel during construction. To the maximum extent practicable, the contractor would use noise barriers to mitigate noise impacts during operation where feasible. Therefore, the Shared Passenger Track Alternatives would be consistent with this policy.
City of Bell Municipal Code (2024)	
Chapter 8.28 of the Bell Municipal Code covers noise for the City of Bell.	**Consistent.** The Authority would enforce a construction noise monitoring program that would detail how implementing entities would monitor construction noise to verify compliance with noise limits.

Policy	Consistency
City of Commerce	
City of Commerce 2020 General Plan (2008)[1]	
• **Safety Policy 6.1:** The city of Commerce will ensure that residents are protected from harmful and irritating noise sources to the greatest extent possible.	**Consistent.** Just like the construction of freeways and other infrastructure projects, some noise impacts would likely be unavoidable. To the maximum extent practicable, the contractor would use noise barriers (which are used extensively in Europe and Japan) to mitigate noise impacts where feasible. Good land use decisions, including transportation planning, promote healthy communities and reduce noise impacts. Therefore, the Shared Passenger Track Alternatives would be consistent with this objective.
• **Safety Policy 6.2:** The city of Commerce will work with businesses in the city and other public agencies to identify ways to reduce noise impacts throughout the city.	**Consistent.** The Authority would coordinate closely with city personnel during construction. To the maximum extent practicable, the contractor would use noise barriers to mitigate noise impacts on businesses during operation where feasible. Therefore, the Shared Passenger Track Alternatives would be consistent with this policy.
• **Safety Policy 6.3:** The city of Commerce will continue to enforce the existing city's noise control ordinance.	**Consistent.** The Authority would coordinate closely with city personnel during construction. To the maximum extent practicable, the contractor would use noise barriers to mitigate noise impacts during operation where feasible. Therefore, the Shared Passenger Track Alternatives would be consistent with this policy.
• **Safety Policy 6.4:** The city of Commerce will incorporate noise considerations into land use planning decisions.	**Consistent.** The noise and vibration analysis takes into consideration the affected land uses and their level of sensitivity when determining the potential impact as well as potential mitigation.
• **Safety Policy 6.5:** The city of Commerce will prohibit noise-intensive land uses adjacent to or near residential areas, schools, convalescent homes, and other noise-sensitive receptors.	**Consistent.** The noise and vibration analysis takes into consideration the affected land uses and their level of sensitivity when determining the potential impact as well as potential mitigation.
• **Safety Policy 6.6:** The city of Commerce will encourage acoustical design in all new construction.	**Consistent.** The design of the Shared Passenger Track Alternatives incorporates IAMFs that will limit noise and vibration effects on sensitive receivers.
• **Safety Policy 6.7:** The City of Commerce will require additional landscaping in industrial and commercial projects to help reduce noise impacts through increased setbacks.	**Consistent.** The Authority would coordinate closely with city personnel during construction. To the maximum extent practicable, the contractor would use noise barriers and landscaping to mitigate noise impacts on businesses during operation where feasible. Therefore, the Shared Passenger Track Alternatives would be consistent with this policy.

Policy	Consistency
• **Safety Policy 6.10:** The City of Commerce will establish and maintain coordination among the city agencies involved in noise abatement.	**Consistent.** The Authority would coordinate closely with city personnel during construction. To the maximum extent practicable, the contractor would use noise barriers and landscaping to mitigate noise impacts on businesses during operation where feasible. Therefore, the Shared Passenger Track Alternatives would be consistent with this policy.
• **Safety Policy 7.1:** The City of Commerce will strive to reduce railroad noise impacts in the vicinity of Astor Avenue.	**Consistent.** The Authority would coordinate closely with city personnel during construction. To the maximum extent practicable, the contractor would use noise barriers and landscaping to mitigate noise impacts on businesses during operation where feasible. Therefore, the Shared Passenger Track Alternatives would be consistent with this policy.
• **Safety Policy 7.2:** The City of Commerce will work with Union Pacific Railroad to reduce noise impacts from railroad operations in the vicinity of Washington Boulevard.	**Consistent.** The Authority would coordinate closely with city personnel during construction. To the maximum extent practicable, the contractor would use noise barriers and landscaping to mitigate noise impacts on businesses during operation where feasible. Therefore, the Shared Passenger Track Alternatives would be consistent with this policy.
• **Safety Policy 7.3:** The City of Commerce will provide for measures to reduce noise impacts from transportation-related noise sources.	**Consistent.** The Authority would coordinate closely with city personnel during construction. To the maximum extent practicable, the contractor would use noise barriers and landscaping to mitigate noise impacts on businesses during operation where feasible. Therefore, the Shared Passenger Track Alternatives would be consistent with this policy.
• **Safety Policy 7.4:** The City of Commerce will evaluate the feasibility of constructing sound barriers to mitigate transportation-related noise from railroads and the freeways.	**Consistent.** The Authority would coordinate closely with city personnel during construction. To the maximum extent practicable, the contractor would use noise barriers and landscaping to mitigate noise impacts on businesses during operation where feasible. Therefore, the Shared Passenger Track Alternatives would be consistent with this policy.
• **Safety Policy 7.5:** The City of Commerce, together with the railroads, will consider the feasibility of constructing sound walls wherever residential uses abut railroad rights-of-way.	**Consistent.** The Authority would coordinate closely with city personnel during construction. To the maximum extent practicable, the contractor would use noise barriers and landscaping to mitigate noise impacts on businesses during operation where feasible. Therefore, the Shared Passenger Track Alternatives would be consistent with this policy.
Commerce Municipal Code (2024)	
The noise ordinance of the City of Commerce Municipal Code is Section 19.19.160 and the vibration ordinance is Section 19.19.180.	**Inconsistent.** The FRA HSR Manual utilizes a sliding scale for sensitive receptors to determine potential impacts whereas the City of Commerce uses specific numeric thresholds to determine impacts.

Policy	Consistency
City of Montebello	
City of Montebello General Plan (2024)	
• **Goal CSS-5:** Minimize the exposure of residents to unhealthful noise conditions.	**Consistent.** The noise and vibration analysis takes into consideration the affected land uses and their level of sensitivity when determining the potential impact as well as potential mitigation.
– **Policy CSS-5.1:** Prioritize the reduction of traffic-related noise in residential areas and near noise-sensitive land uses.	**Consistent.** The noise and vibration analysis takes into consideration temporary traffic-generated noise from rerouting traffic during construction as well as permanent traffic noise impact.
– **Policy CSS-5.2:** Strictly enforce violations of Chapter 9.08 of the Montebello Municipal Code related to public nuisances in the form of loud or raucous noise.	**Inconsistent.** The FRA HSR Manual uses a sliding scale for sensitive receptors to determine potential impacts whereas the City of Montebello uses specific numeric thresholds to determine impacts.
– **Policy CSS-5.4:** Enforce the use truck routes to minimize traffic noise impacts on residential neighborhoods.	**Consistent.** The design of the Shared Passenger Track Alternatives incorporates an IAMF that will minimize noise during construction, including potentially re-routing trucks away from residential streets.
– **Policy CSS-5.5:** Work with railroad operators to ensure that the timing, length of idleness, and number of trains through the City limits noise impacts.	**Consistent.** The noise and vibration analysis recommends mitigation measures to minimize noise impacts from HSR operations.
Montebello Municipal Code (2024)	
The noise ordinance of the City of Montebello Municipal Code is Section 17.22.110 and the vibration ordinance is Section 17.32.170.	**Inconsistent.** The FRA HSR Manual utilizes a sliding scale for sensitive receptors to determine potential impacts whereas the City of Montebello uses specific numeric thresholds to determine impacts.
City of Pico Rivera	
City of Pico Rivera General Plan (2014)	
• **Goal 11.1:** An acceptable noise environment for existing and future residents that also meets the business needs of the community.	**Consistent.** The Authority would coordinate closely with city personnel during construction. To the maximum extent practicable, the contractor would use noise barriers to mitigate noise impacts on businesses during operation where feasible. Therefore, the Shared Passenger Track Alternatives would be consistent with this policy.
– **Policy 11.1-1 Land Use Compatibility:** Strive to achieve and maintain land use patterns that are consistent with the noise compatibility guidelines set forth in Table 11-1.	**Consistent.** The noise and vibration analyses takes into consideration the affected land uses and their level of sensitivity when determining the potential impact as well as potential mitigation.

Policy	Consistency
– **Policy 11.1-2 Existing Noise Incompatibilities:** Within areas where existing or future noise levels exceed the guidelines set forth in Table 11-1, encourage establishment of noise buffers and barriers, modifications to noise-generating operations, and/or retrofitting of buildings housing noise-sensitive uses, where feasible and appropriate.	**Consistent.** The noise and vibration analyses takes into consideration the affected land uses and their level of sensitivity when determining the potential impact as well as potential mitigation.
• **Goal 11.2:** Minimize disruptions to residential neighborhoods and businesses caused by transportation-related noise.	**Consistent.** The Shared Passenger Track Alternatives would comply with FRA guidelines and minimize noise impacts. Design measures require the Authority to document how federal guidelines for minimizing noise and vibration would be employed when construction is occurring near sensitive receivers (such as hospitals, residential neighborhoods, and schools). In addition, the Authority will enforce mitigation measures to minimize the impacts on sensitive receivers from construction noise, such as using alternate truck routes.
– **Policy 11.2-1 New High Noise-Generating Uses:** Locate future transit stations, rail projects such as the potential Metro Gold Line light rail and High Speed Rail, or other high noise-generating uses away from noise-sensitive land uses to the extent feasible.	**Consistent.** To the maximum extent practicable, the contractor would use noise barriers to mitigate noise impacts where feasible. Good land use decisions, including transportation planning, promote healthy communities and reduce noise impacts. Therefore, the Shared Passenger Track Alternatives would be consistent with this goal.
– **Policy 11.2-5 Development along Major Roadways and Rail Lines:** Require that noise attenuation measures be incorporated into all new development and remodels of noise-sensitive uses in close proximity to major roadways and existing or known planned rail lines where railroad-generated noise levels exceed the guidelines set forth in Table 11-1.	**Consistent.** To the maximum extent practicable, the contractor would use noise barriers to mitigate noise impacts where feasible. Good land use decisions, including transportation planning, promote healthy communities and reduce noise impacts. Therefore, the Shared Passenger Track Alternatives would be consistent with this goal.
– **Policy 11.2-6 Railroad Noise:** Work with the railroad lines operating in Pico Rivera to minimize noise levels produced by trains and whistle noise by continuing to construct additional grade separations at busy intersections, reducing nighttime operations, and maintaining consistency with the noise levels shown in Table 11-1.	**Consistent.** To contractor would work with railroad lines in the city to minimize noise level by using barriers to mitigate noise impact where feasible.
• **Goal 11.3:** Minimize disruptions to residential neighborhoods and businesses caused by construction-related noise.	**Consistent.** The Shared Passenger Track Alternatives would comply with FRA guidelines and minimize noise impacts. Design measures require the Authority to document how federal guidelines for minimizing noise and vibration would be employed when construction is occurring near sensitive receivers (such as hospitals, residential neighborhoods, and schools). In addition, the Authority will enforce mitigation measures to minimize the impacts on sensitive receivers from construction noise, such as using alternate truck routes.

Policy	Consistency
– **Policy 11.3-1 Construction Noise:** Minimize construction-related noise and vibration by limiting construction activities within 500 feet of noise-sensitive uses from 7:00 A.M. to 7:00 P.M. seven days a week; after hour permission shall be granted by City staff, Planning Commission, or the City Council.	**Consistent.** The Authority would coordinate closely with city personnel during construction to limit construction activities and comply with after hour work guidelines. To the maximum extent practicable, the contractor would use noise barriers to mitigate noise impacts during operation where feasible. Therefore, the Shared Passenger Track Alternatives would be consistent with this policy.
– **Policy 11.3-2 Vibration Standards:** Require construction projects and new development anticipated to generate a significant amount of vibration to ensure acceptable interior vibration levels at nearby noise-sensitive uses based on Federal Transit Administration criteria as shown in Table 11-2.	**Consistent.** The Shared Passenger Track Alternatives would comply with FRA guidelines and minimize noise and vibration impacts. Design measures require the Authority to document how federal guidelines for minimizing noise and vibration would be employed when construction is occurring near sensitive receivers (such as hospitals, residential neighborhoods, and schools). In addition, the Authority will enforce mitigation measures to minimize the impacts on sensitive receivers from construction noise, such as using alternate truck routes.
Pico Rivera Municipal Code (2025)	
The noise ordinance of the City of Pico Rivera Municipal Code is Chapter 8.40.	**Inconsistent.** The FRA HSR Manual utilizes a sliding scale for sensitive receptors to determine potential impacts whereas the City of Pico Rivera uses specific numeric thresholds to determine impacts.
City of Santa Fe Springs	
Re-Imagine Santa Fe Springs 2040 General Plan, Noise Element (2022)	
• **Transportation Noise Goal N-1:** Reduced Traffic and Train Noise.	**Consistent.** To the maximum extent practicable, the contractor would use noise barriers (which are used extensively in Europe and Japan) to mitigate noise impacts where feasible. Good land use decisions, including transportation planning, promote healthy communities and reduce noise impacts. Therefore, the Shared Passenger Track Alternatives would be consistent with this goal.
– **Policy N-1.2: Residential Noise Impacts.** Update truck routes and redesignate routes to reduce noise exposure in residential neighborhoods and on sensitive community noise receptors that are within noise zones of 70 CNEL or higher.	**Consistent.** To the maximum extent practicable, the contractor would use noise barriers (which are used extensively in Europe and Japan) to mitigate noise impacts where feasible. Good land use decisions, including transportation planning, promote healthy communities and reduce noise impacts. Therefore, the Shared Passenger Track Alternatives would be consistent with this goal.

Policy	Consistency
– **Policy N-1.5: Rail Noise and Vibrations** Consult with rail companies that operate lines through the City to include noise and vibration reduction strategies— signal noise, at-grade crossing noise, and vibration levels produced by heavy and light rail traffic—to minimize train noise impacts on residential neighborhoods.	**Consistent.** The Shared Passenger Track Alternatives would comply with FRA guidelines and minimize noise impacts. Design measures require the Authority to document how federal guidelines for minimizing noise and vibration would be employed when construction is occurring near sensitive receivers (such as hospitals, residential neighborhoods, and schools). In addition, the Authority will enforce mitigation measures to minimize the impacts on sensitive receivers from construction noise, such as using alternate truck routes.
• **Noise and Land Use Planning Integration Goal N-2:** Land Use Decisions that Minimize Noise Exposure	**Consistent.** The noise and vibration analysis takes into consideration the affected land uses and their level of sensitivity when determining the potential impact as well as potential mitigation.
– **Policy N-2.1: Noise Standards.** Review and update as necessary noise standards in the Municipal Code to ensure they sufficiently address community noise.	**Consistent.** The noise and vibration analysis takes into consideration the affected land uses and their level of sensitivity when determining the potential impact as well as potential mitigation. The project will comply with any updates to the municipal code to address any effects related to noise.
– **Policy N-2.2: Land Use Compatibility**. Include the noise/land use compatibility standards of Table N-1 and compliance with the Municipal Code noise regulations as part of development review.	**Consistent.** The noise and vibration analysis takes into consideration the affected land uses and their level of sensitivity when determining the potential impact as well as potential mitigation. In addition, where feasible, the noise and vibration analysis recommends placing long-term stationary equipment at the greatest distance possible from noise-sensitive receptors in order to minimize impacts. Where necessary, further reduction measures are recommended to meet noise level standards.
– **Policy N-2.3: Noise Studies.** Require developers of projects that are considered potential sources of noise, or when the projects are proposed next to existing or planned noise-sensitive land uses to prepare an acoustical study that describes the existing and future noise environments and defines noise-reducing design incorporated into the project that will achieve a noise environment consistent with City standards and guidelines.	**Consistent.** The EIR/EIS incorporates a noise and vibration analysis that takes into consideration the affected land uses and their level of sensitivity to determine the potential impact as well as potential mitigation. In addition, where feasible, the noise and vibration analysis recommends placing long-term stationary equipment at the greatest distance possible from noise-sensitive receptors to minimize impacts. Where necessary, further reduction measures are recommended to meet noise level standards. These efforts will help project operations achieve appropriate noise levels to comply with city standards and guidelines.
Code of Santa Fe Springs (2025)	
The noise ordinance of the City of Santa Fe Springs Municipal Code is Section 155.424 and the vibration ordinance is Section 155.428.	**Inconsistent.** The FRA HSR Manual utilizes a sliding scale for sensitive receptors to determine potential impacts whereas the City of Santa Fe Springs uses specific numeric thresholds to determine impacts.

Policy	Consistency
City of Norwalk	
Vision Norwalk – The City of Norwalk General Plan, Noise Element (2023)[1]	
• **Objective:** To have noise levels in all areas of the City meet the minimum standards of land use compatibility established in the Noise Element, especially adjacent to noise-sensitive uses.	**Consistent.** The noise and vibration analysis takes into consideration the affected land uses and their level of sensitivity when determining the potential impact as well as potential mitigation.
• **Objective:** To promote the reduction of noise impacts from existing transportation to a new level of compatibility with adjoining land uses.	**Consistent.** To the maximum extent practicable, the contractor would use noise barriers (which are used extensively in Europe and Japan) to mitigate noise impacts where feasible. Good land use decisions, including transportation planning, promote healthy communities and reduce noise impacts. Therefore, the Shared Passenger Track Alternatives would be consistent with this goal.
– **Policy:** Encourage compliance with state and federal legislation designed to abate and control noise pollution.	**Consistent.** The noise and vibration analysis takes into consideration the affected land uses and their level of sensitivity when determining the potential impact as well as potential mitigation. In addition, the noise and vibration analysis recommends placing long-term stationary equipment at the greatest distance possible from noise-sensitive receptors in order to minimize impacts. Where necessary, further reduction measures are recommended to meet noise level standards. Moreover, to the maximum extent practicable, the contractor would use noise barriers (which are used extensively in Europe and Japan) to mitigate noise impacts where feasible. Good land use decisions, including transportation planning, promote healthy communities and reduce noise impacts.
– **Policy:** Existing noise sources that exceed the appropriate maximum standard shall be encouraged to reduce their noise level to at least the land use compatibility standards of the noise element.	**Consistent.** Using the FTA Noise Criteria, which specifically compares noise level impacts generated by the project to existing noise levels, the noise and vibration analysis takes into consideration the noise level increase over existing conditions when determining the potential impact at sensitive receptors.
– **Policy:** Discourage truck traffic from using local residential streets.	**Consistent.** The Shared Passenger Track Alternatives would comply with FRA guidelines and minimize noise impacts. Design measures require the Authority to document how federal guidelines for minimizing noise and vibration would be employed when construction is occurring near sensitive receivers (such as hospitals, residential neighborhoods, and schools). In addition, the Authority would implement mitigation measures to minimize the impacts on sensitive receivers from construction noise, such as using alternate truck routes.

Policy	Consistency
– **Policy:** Encourage railroads to institute noise reduction techniques to reduce impacts on adjoining land uses.	**Consistent.** The Authority would coordinate closely with city personnel during construction. To the maximum extent practicable, the contractor would use noise barriers and landscaping to mitigate noise impacts on businesses during operation where feasible. Therefore, the Shared Passenger Track Alternatives would be consistent with this policy.
– **Policy:** Ensure that proposed noise sources are reduced below a level of significance and properly muffled to prevent noise impacts on neighboring properties.	**Consistent.** To the maximum extent practicable, the contractor would use noise barriers (which are used extensively in Europe and Japan) to mitigate noise impacts where feasible. Good land use decisions, including transportation planning, promote healthy communities and reduce noise impacts. Therefore, the Shared Passenger Track Alternatives would be consistent with this goal.
Norwalk Municipal Code (2024)	
The noise ordinance is in the City of Norwalk Municipal Code Section 9.04 Article 3, Noise.	**Inconsistent.** The FRA HSR Manual utilizes a sliding scale for sensitive receptors to determine potential impacts whereas the City of Norwalk uses specific numeric thresholds to determine impacts.
City of La Mirada	
City of La Mirada General Plan (2003)	
– **Policy 4.1:** Work with railroad companies to install a grade separation at Valley View Avenue to reduce congestion and noise caused by trains.	**Consistent.** Valley View Avenue is currently an undercrossing. Construction of the undercrossing was completed around 2014, over 10 years after the 2003 general plan was implemented. The project would not result in any grade separation improvements at this location, however, the contractor would work with railroad lines in the city to minimize noise level by using barriers to mitigate noise impact where feasible.
• **Goal 5.0:** Shield residents from undesirable traffic noise to the extents possible.	**Consistent.** To the maximum extent practicable, the contractor would use noise barriers (which are used extensively in Europe and Japan) to mitigate noise impacts where feasible. Good land use decisions, including transportation planning, promote healthy communities and reduce noise impacts. Therefore, the Shared Passenger Track Alternatives would be consistent with this goal. In addition, where feasible, the noise and vibration analysis recommends placing long-term stationary equipment at the greatest distance possible from noise-sensitive receptors in order to minimize impacts. Where necessary, further reduction measures are recommended to meet noise level standards.

Policy	Consistency
• **Goal 6.0:** Reduce noise originating from the regional transportation system.	**Consistent.** To the maximum extent practicable, the contractor would use noise barriers (which are used extensively in Europe and Japan) to mitigate noise impacts where feasible. Good land use decisions, including transportation planning, promote healthy communities and reduce noise impacts. Therefore, the Shared Passenger Track Alternatives would be consistent with this goal.
– **Policy 6.2:** Work with railroad operators to ensure that the timing and number of trains passing through the City limits noise impacts.	**Consistent.** The Authority would coordinate closely with city personnel during construction. To the maximum extent practicable, the contractor would use noise barriers and landscaping to mitigate noise impacts on businesses during operation where feasible. Therefore, the Shared Passenger Track Alternatives would be consistent with this policy.
– **Policy 6.3:** Pursue completion of a grade separation of the line rail line at Valley View Boulevard and Stage Road.	**Consistent.** The contractor would work with railroad lines in the city to minimize noise level by using barriers to mitigate noise impacts where feasible.
La Mirada Code of Ordinances (2024)	
The noise and vibration ordinance of the La Mirada Code of Ordinances is Section 21.70.080.	**Inconsistent.** The FRA HSR Manual utilizes a sliding scale for sensitive receptors to determine potential impacts whereas the city of La Mirada uses specific numeric thresholds to determine impacts.
Orange County	
County of Orange General Plan (2025)	
• **Policy 1:** To cooperate with other County agencies and levels of government to bring about a comprehensive and coordinated effort to reduce noise levels.	**Consistent.** The Authority uses local, federal, and state noise levels appropriate by city divisions to determine if noise impacts would occur. In addition, the noise and vibration analysis takes into consideration the affected land uses and their level of sensitivity when determining the potential impact as well as potential mitigation.
• **Policy 1.2:** To cooperate in effects to develop mechanisms to assure coordination of all government jurisdictions in the field of noise control.	**Consistent.** The Authority uses local, federal, and state noise levels appropriate by city divisions to determine if noise impacts would occur. In addition, the noise and vibration analysis takes into consideration the affected land uses and their level of sensitivity when determining the potential impact as well as potential mitigation.

Policy	Consistency
• **Policy 3:** To encourage the control of noise from transportation systems as the most efficient and effective means of reducing noise at the source.	**Consistent.** Just like the construction of freeways and other infrastructure projects, some noise impacts would likely be unavoidable. To the maximum extent practicable, the contractor would use noise barriers (which are used extensively in Europe and Japan) to mitigate noise impacts where feasible. Good land use decisions, including transportation planning, promote healthy communities and reduce noise impacts. Therefore, the Shared Passenger Track Alternatives would be consistent with this objective. The contractor also would work with railroad lines in the city to minimize noise levels by using barriers to mitigate noise impact where feasible.
• **Policy 3.4:** To study commercial truck movements and operations in the County and establish truck routes away from noise-sensitive areas where feasible.	**Consistent.** The Shared Passenger Track Alternatives would comply with FRA guidelines and minimize noise impacts. Design measures require the Authority to document how federal guidelines for minimizing noise and vibration would be employed when construction is occurring near sensitive receivers (such as hospitals, residential neighborhoods, and schools). In addition, the Authority will enforce mitigation measures to minimize the impacts on sensitive receivers from construction noise, such as using alternate truck routes.
• **Policy 3.5:** To encourage development of a mass multi-modal transit system with reduced noise emission characteristics.	**Consistent.** To the maximum extent practicable, the contractor would use noise barriers (which are used extensively in Europe and Japan) to mitigate noise impacts where feasible. Good land use decisions, including transportation planning, promote healthy communities and reduce noise impacts. Therefore, the Shared Passenger Track Alternatives would be consistent with this goal.
• **Policy 3.6:** To review the Federal Railroad Noise Standards of 1974 for possible adoption by Orange County.	**Consistent.** The Authority would coordinate closely with city personnel during construction. To the maximum extent practicable, the contractor would use noise barriers and landscaping to mitigate noise impacts on businesses during operation where feasible. Therefore, the Shared Passenger Track Alternatives would be consistent with this policy.
• **Policy 4.0:** To monitor noise levels, and adopt and enforce noise abatement programs.	**Consistent.** The Authority would enforce a construction noise monitoring program that would detail how implementing entities would monitor construction noise to verify compliance with noise limits.
• **Policy 4.1:** To enforce the County's Noise Ordinance to prohibit or mitigate harmful and unnecessary noise within the County.	**Consistent.** The Authority would enforce a construction noise monitoring program that would detail how implementing entities would monitor construction noise to verify compliance with noise limits.

Policy	Consistency
• **Policy 4.2:** To encourage Orange County cities to adopt the County's model noise ordinance.	**Consistent.** The noise and vibration analysis takes into consideration the affected land uses and their level of sensitivity when determining the potential impact as well as potential mitigation.
• **Policy 4.3:** To develop and enforce standards in addition to those presently included in the Noise Ordinance to regulate noise from construction and maintenance activities and commercial and public and industrial land uses.	**Consistent.** The noise and vibration analysis takes into consideration the affected land uses and their level of sensitivity when determining the potential impact as well as potential mitigation. Good land use decisions, including transportation planning, promote healthy communities and reduce noise impacts.
• **Policy 5.0:** To fully integrate noise considerations in land use planning to prevent new noise/land use conflicts.	**Consistent.** The noise and vibration analysis takes into consideration the affected land uses and their level of sensitivity when determining the potential impact as well as potential mitigation. Good land use decisions, including transportation planning, promote healthy communities and reduce noise impacts. In addition, sound barriers will be used to the maximum extent possible.
• **Policy 5.1:** To utilize the criteria of acceptable noise levels for various types of land uses as depicted on Tables VIII-2 and VIII-3 in the review of development proposal.	**Consistent.** The noise and vibration analysis takes into consideration the affected land uses and their level of sensitivity when determining the potential impact as well as potential mitigation. Good land use decisions, including transportation planning, promote healthy communities and reduce noise impacts. In addition, sound barriers will be used to the maximum extent possible.
• **Policy 5.3:** To limit new non-residential noise-sensitive land uses that are within a 65-decibel CNEL area from any sources.	**Consistent.** The noise and vibration analysis takes into consideration the affected land uses and their level of sensitivity when determining the potential impact as well as potential mitigation. Good land use decisions, including transportation planning, promote healthy communities and reduce noise impacts. In addition, sound barriers will be used to the maximum extent possible.

Policy	Consistency
• **Policy 5.4:** To stress the importance of building and design techniques in future site planning for noise reduction.	**Consistent.** To the maximum extent practicable, the contractor would use noise barriers (which are used extensively in Europe and Japan) to mitigate noise impacts where feasible. Good land use decisions, including transportation planning, promote healthy communities and reduce noise impacts. Therefore, the Shared Passenger Track Alternatives would be consistent with this goal. In addition, the noise and vibration analysis recommends placing long-term stationary equipment at the greatest distance possible from noise-sensitive receptors in order to minimize impacts. Where necessary, further reduction measures are recommended to meet noise level standards.
• **Policy 6.4:** To require that all new residential units have an interior noise level in habitable rooms that does not exceed acceptable levels as caused by aircraft fly-overs or as caused by individual passing railroad trains.	**Consistent.** Where feasible, the noise and vibration analysis recommends placing long-term stationary equipment at the greatest distance possible from noise-sensitive receptors in order to minimize impacts. Where necessary, further reduction measures are recommended to meet noise level standards.
Codified Ordinances of the County of Orange (2024)	
Title 4, Division 6, Noise Control, of the Codified Ordinances of the County of Orange contains ordinances related to noise which stipulates noise standards, procedures for sound measurement, and special provisions.	**Inconsistent.** The FRA HSR Manual utilizes a sliding scale for sensitive receptors to determine potential impacts whereas Orange County uses specific numeric thresholds to determine impacts.
City of Buena Park	
Buena Park 2035 General Plan (2022)	
• **Goal N-1:** Appropriate Federal, State, and City standards, guidelines, and ordinances for noise control implemented and enforced throughout the City.	**Consistent.** The noise and vibration analysis takes into consideration the affected land uses and their level of sensitivity when determining the potential impact as well as potential mitigation. To the maximum extent practicable, the contractor would use noise barriers (which are used extensively in Europe and Japan) to mitigate noise impacts where feasible. Good land use decisions, including transportation planning, promote healthy communities and reduce noise impacts. Therefore, the Shared Passenger Track Alternatives would be consistent with this goal.

Policy	Consistency
– **Policy N-1-1:** Continue to monitor noise throughout Buena Park and enforce the standards and regulations of the City's Noise Ordinance.	**Consistent.** The noise and vibration analyses takes into consideration the affected land uses and their level of sensitivity when determining the potential impact as well as potential mitigation. The Authority would coordinate closely with city personnel during construction. To the maximum extent practicable, the contractor would use noise barriers (which are used extensively used in Europe and Japan) to mitigate noise impacts during operation where feasible. Therefore, the Shared Passenger Track Alternatives would be consistent with this policy. The Authority would implement a construction noise monitoring program that would detail how contractors would monitor construction noise to verify compliance with noise limits.
– **Policy N-1.2:** Continue to enforce noise standards consistent with health and quality of life goals and employ effective techniques of noise abatement through such means as a noise ordinance, building codes, and subdivision and zoning regulations.	**Consistent.** The noise and vibration analyses takes into consideration the affected land uses and their level of sensitivity when determining the potential impact as well as potential mitigation. The contractor would coordinate closely with city personnel during construction. To the maximum extent practicable, the contractor would use noise barriers (which are used extensively used in Europe and Japan) to mitigate noise impacts during operation where feasible. Therefore, the Shared Passenger Track Alternatives would be consistent with this policy.
– **Policy N-1.5:** Coordinate with California Occupational Safety and Health Administration (Cal-OSHA) to provide information on occupational noise requirements within the City.	**Consistent.** The Authority would coordinate with Cal-OSHA and OSHA to provide information on occupational noise requirements within the city. To the maximum extent practicable, the contractor would use noise barriers to mitigate noise impacts during operation where feasible. Therefore, the Shared Passenger Track Alternatives would be consistent with this policy.
– **Policy N-1.6:** Conform to the noise attenuation standards sets forth in the Airport Environs Land Use Plan (AELUP) for residential, commercial, and industrial development within the Fullerton Municipal Airport and Los Alamitos Joint Forces Training Center planning areas.	**Consistent.** Where airports exist, airport land use compatibility was used with respect to noise so that new noise-sensitive uses are not located near, or do not encroach on, areas surrounding airports.
• **Goal N-2:** Minimized noise levels from construction and maintenance equipment, vehicles, and activities.	**Consistent.** The Authority would enforce a construction noise monitoring program that would detail how implementing entities would monitor construction noise to verify compliance with noise limits.
– **Policy N-2.1:** Regulate construction activities to ensure all noise associated with construction activities comply with the City's Noise Ordinance.	**Consistent.** The Authority would enforce a construction noise monitoring program that would detail how implementing entities would monitor construction noise to verify compliance with noise limits.

Policy	Consistency
– **Policy N-2.2:** Employ construction noise reduction methods to the maximum extent feasible. These measures may include, but are not limited to, shutting off idling equipment, installing temporary acoustic barriers around stationary construction noise sources, maximizing the distance between construction equipment staging areas and occupied sensitive receptor areas, and use of electric air compressors and similar power tools, rather than diesel equipment.	**Consistent.** The Authority would enforce a construction noise monitoring program that would detail how implementing entities would monitor construction noise to verify compliance with noise limits.
– **Policy N-2.4:** Exceedance of noise standards may occur on a case-by-case basis for special circumstances including emergency situations, special events, and expedited development projects.	**Consistent.** Using the Sound Level Measurement Procedure and Criteria, which specifically compare noise level impacts generated by the project to existing noise levels, the noise and vibration analysis takes into consideration the noise level increase over existing conditions when determining the potential impact at sensitive receptors.
– **Policy N-2.5:** Ensure acceptable noise levels are maintained near schools, hospitals, convalescent homes, churches, and other noise-sensitive areas.	**Consistent.** The Authority would enforce a construction noise monitoring program that would detail how implementing entities would monitor construction noise to verify compliance with noise limits.
• **Goal N-3:** Consideration of noise affects in the land use planning process.	**Consistent.** Good land use decisions, including transportation planning, promote healthy communities and reduce noise impacts.
– **Policy N-3.1:** Fully integrate noise considerations into land use planning decisions to prevent new noise/land use conflicts.	**Consistent.** Good land use decisions, including transportation planning, promote healthy communities and reduce noise impacts.
– **Policy N-3.2:** Consider the compatibility of proposed land uses with the noise environment when preparing, revising, or reviewing development proposals.	**Consistent.** The noise and vibration analysis takes into consideration the affected land uses and their level of sensitivity when determining the potential impact as well as potential mitigation.
– **Policy N-3.4:** Permit only those new development or redevelopment projects that have incorporated appropriate mitigation measures, so that standards contained in the Noise Element or adopted ordinance are met.	**Consistent.** The noise and vibration analysis takes into consideration the affected land uses and their level of sensitivity when determining the potential impact as well as potential mitigation. In addition, the noise and vibration analysis recommends placing long-term stationary equipment at the greatest distance possible from noise-sensitive receptors in order to minimize impacts. Where necessary, further reduction measures are recommended to meet noise level standards.

Policy	Consistency
– **Policy N-3.5:** Encourage proper site planning and architecture to reduce noise impacts.	**Consistent.** The noise and vibration analysis takes into consideration the affected land uses and their level of sensitivity when determining the potential impact as well as potential mitigation. In addition, the noise and vibration analysis recommends placing long-term stationary equipment at the greatest distance possible from noise-sensitive receptors in order to minimize impacts. Where necessary, further reduction measures are recommended to meet noise level standards.
– **Policy N-3.6:** Discourage the development of sensitive uses in areas in excess of 65 dBA CNEL without appropriate mitigation.	**Consistent.** The noise and vibration analyses takes into consideration the affected land uses and their level of sensitivity when determining the potential impact as well as potential mitigation.
– **Policy N-3.9:** Incorporate noise reduction features for items such as but not limited to parking and loading areas, ingress/egress point, HVAC units, and refuse collection areas, during site planning to mitigate anticipated noise impacts on affected noise-sensitive land uses.	**Consistent.** To the maximum extent practicable, the contractor would use noise barriers (which are used extensively in Europe and Japan) to mitigate noise impacts where feasible. Good land use decisions, including transportation planning, promote healthy communities and reduce noise impacts. Therefore, the Shared Passenger Track Alternatives would be consistent with this goal.
– **Policy N-3.10:** Require the design of mixed-use structures to incorporate techniques to prevent the transfer of noise and vibration from the commercial to residential use.	**Consistent.** To the maximum extent practicable, the contractor would use noise barriers (which are used extensively in Europe and Japan) to mitigate noise impacts where feasible. Good land use decisions, including transportation planning, promote healthy communities and reduce noise impacts. Therefore, the Shared Passenger Track Alternatives would be consistent with this goal.
– **Policy N-3.14:** Conform to the noise attenuation standards set forth in the Airport Environs Land Use Plan (AELUP) for residential, commercial, and industrial development, within the Orange County Airport Land Use Commissions planning area boundaries for the Fullerton Municipal Airport and Los Alamitos Joint Forces Training Base.	**Consistent.** Where airports exist, airport land use compatibility was used with respect to noise so that new noise-sensitive uses are not near, or do not encroach on, areas surrounding airports. To the maximum extent practicable, the contractor would use noise barriers (which are used extensively in Europe and Japan) to mitigate noise impacts where feasible. Good land use decisions, including transportation planning, promote healthy communities and reduce noise impacts. Therefore, the Shared Passenger Track Alternatives would be consistent with this goal. And, the noise and vibration analyses takes into consideration the affected land uses and their level of sensitivity when determining the potential impact as well as potential mitigation.

Policy	Consistency
• **Goal N-4:** Ambient noise conditions in sensitive land use areas maintained and/or improved.	**Consistent.** To the maximum extent practicable, the contractor would use noise barriers (which are used extensively in Europe and Japan) to mitigate noise impacts where feasible. Good land use decisions, including transportation planning, promote healthy communities and reduce noise impacts. Therefore, the Shared Passenger Track Alternatives would be consistent with this goal.
– **Policy N-4.1:** Identify and reduce or eliminate unnecessary noise near noise-sensitive areas (such as parks, residential areas, hospitals, libraries, convalescent homes, etc.) to meet established regulations outlined in the City's Municipal Code.	**Consistent.** To the maximum extent practicable, the contractor would use noise barriers (which are used extensively in Europe and Japan) to mitigate noise impacts where feasible. Good land use decisions, including transportation planning, promote healthy communities and reduce noise impacts. Therefore, the Shared Passenger Track Alternatives would be consistent with this goal.
– **Policy N-4.2:** Encourage the use of noise absorbing materials in existing and new development to reduce interior noise impacts to sensitive land uses.	**Consistent.** To the maximum extent practicable, the contractor would use noise barriers (which are used extensively in Europe and Japan) to mitigate noise impacts where feasible. Good land use decisions, including transportation planning, promote healthy communities and reduce noise impacts. Therefore, the Shared Passenger Track Alternatives would be consistent with this goal. In addition, the noise and vibration analysis takes into consideration the affected land uses and their level of sensitivity when determining the potential impact as well as potential mitigation.
– **Policy N-4.3:** Encourage existing noise-sensitive uses, including schools, libraries, health care facilities, and residential uses in areas where existing or future noise levels exceed 65 dBA CNEL to incorporate fences, walls, and/or other noise buffers and barriers, where appropriate and feasible.	**Consistent.** The noise and vibration analysis takes into consideration the affected land uses and their level of sensitivity when determining the potential impact as well as potential mitigation.
– **Policy N-4.4:** Discourage new projects located in commercial or entertainment areas from exceeding stationary-source noise standards at the property line of proximate residential or commercial uses, as appropriate.	**Consistent.** The noise and vibration analysis takes into consideration the affected land uses and their level of sensitivity when determining the potential impact as well as potential mitigation. In addition, the noise and vibration analysis recommends placing long-term stationary equipment at the greatest distance possible from noise-sensitive receptors in order to minimize impacts. Where necessary, further reduction measures are recommended to meet noise level standards.
– **Policy N-4.5:** For sensitive land uses located near to or adjacent to industrial land uses, evaluate the ambient noise condition and, as appropriate, reduce noise affects upon the sensitive land use (such as erecting noise barriers, restricting hours of operation, investing in noise canceling technologies, etc.).	**Consistent.** The noise and vibration analysis takes into consideration the affected land uses and their level of sensitivity when determining the potential impact as well as potential mitigation.

Policy	Consistency
– **Policy N-4.6:** Ensure new industrial uses comply with the City's Noise Ordinance.	**Consistent.** The noise and vibration analysis takes into consideration the affected land uses and their level of sensitivity when determining the potential impact as well as potential mitigation. In addition, the noise and vibration analysis recommends placing long-term stationary equipment at the greatest distance possible from noise-sensitive receptors in order to minimize impacts. Where necessary, further reduction measures are recommended to meet noise level standards.
– **Policy N-4.7:** Encourage school districts or other educational facilities to locate outdoor activity areas, such as playgrounds and sport fields, away from residential areas.	**Consistent.** The noise and vibration analysis takes into consideration the affected land uses and their level of sensitivity when determining the potential impact as well as potential mitigation. In addition, the noise and vibration analysis recommends placing long-term stationary equipment at the greatest distance possible from noise-sensitive receptors in order to minimize impacts. Where necessary, further reduction measures are recommended to meet noise level standards.
• **Goal N-5:** Reduction of noise from circulation-related sources such as motor vehicles, trains, and airplanes. – **Policy N-5.1:** Encourage the construction of noise barriers and maintenance of existing noise barriers for residential uses along the Artesia (SR-91) and Santa Ana (I-5) Freeways.	**Consistent.** Where airports exist, airport land use compatibility was used with respect to noise so that new noise-sensitive uses are not located near, or do not encroach on, areas surrounding airports.
– **Policy N-5.2:** Continue to encourage the enforcement of regulations such as the State Vehicle Code Noise Standards for automobiles, trucks, and motorcycles operating within the City.	**Consistent.** The Authority uses local, federal, and state noise levels appropriate by city divisions to determine if noise impacts would occur. The noise and vibration analysis takes into consideration the affected land uses and their level of sensitivity when determining the potential impact as well as potential mitigation.
– **Policy N-5.3:** Enforce established hours and routes for delivery trucks and through truck traffic.	**Consistent.** The Shared Passenger Track Alternatives would comply with FRA guidelines and minimize noise impacts. Design measures require the Authority to document how federal guidelines for minimizing noise and vibration would be employed when construction is occurring near sensitive receivers (such as hospitals, residential neighborhoods, and schools). In addition, the Authority would implement mitigation measures to minimize the impacts on sensitive receivers from construction noise, such as using alternate truck routes.

Policy	Consistency
– **Policy N-5.4:** Discourage through traffic on residential local streets to reduce noise.	**Consistent.** The Shared Passenger Track Alternatives would comply with FRA guidelines and minimize noise impacts. Design measures require the Authority to document how federal guidelines for minimizing noise and vibration would be employed when construction is occurring near sensitive receivers (such as hospitals, residential neighborhoods, and schools). In addition, the Authority would implement mitigation measures to minimize the impacts on sensitive receivers from construction noise, such as using alternate truck routes.
– **Policy N-5.5:** Employ noise mitigation practices, as necessary, when designing future streets and highways, and when improvements occur along existing road segments. Mitigation measures should emphasize the establishment of buffers or setbacks between the arterial roadways and adjoining noise-sensitive areas.	**Consistent.** The noise and vibration analysis takes into consideration the affected land uses and their level of sensitivity when determining the potential impact as well as potential mitigation.
– **Policy N-5.6:** Continue to encourage all active railroads within the City to reduce the level of noise produced by train movements within the City.	**Consistent.** The Shared Passenger Track Alternatives would comply with FRA guidelines and minimize noise impacts. Design measures require the Authority to document how federal guidelines for minimizing noise and vibration would be employed when construction is occurring near sensitive receivers (such as hospitals, residential neighborhoods, and schools). In addition, the Authority would implement mitigation measures to minimize the impacts on sensitive receivers from construction noise, such as using alternate truck routes.
– **Policy N-5.7:** Encourage all active railroads within the City to schedule trains during daylight hours when possible.	**Consistent.** The Shared Passenger Track Alternatives would comply with FRA guidelines and minimize noise impacts. Design measures require the Authority to document how federal guidelines for minimizing noise and vibration would be employed when construction is occurring near sensitive receivers (such as hospitals, residential neighborhoods, and schools). In addition, the Authority would implement mitigation measures to minimize the impacts on sensitive receivers from construction noise, such as using alternate truck routes.

Policy	Consistency
– **Policy N-5.8:** Encourage the Public Utilities Commission, Southern California Regional Rail Authority, Union Pacific, Burlington Northern & Santa Fe, Amtrak, and Metrolink to minimize the level of noise produced by train movements and whistle noise within the City by reducing the number of nighttime operations, improving vehicle system technology, and developing improved sound barriers where residences exist next to the track.	**Consistent.** The Shared Passenger Track Alternatives would comply with FRA guidelines and minimize noise impacts. Design measures require the Authority to document how federal guidelines for minimizing noise and vibration would be employed when construction is occurring near sensitive receivers (such as hospitals, residential neighborhoods, and schools). In addition, the Authority would implement mitigation measures to minimize the impacts on sensitive receivers from construction noise, such as using alternate truck routes.
– **Policy N-5.9:** Coordinate with the Fullerton Municipal Airport and the Los Alamitos Joint Forces Training Base to continue the implementation of noise control procedures for the airport and create new procedures and policies to reduce noise impacts to the City.	**Consistent.** Where airports exist, airport land use compatibility was used with respect to noise so that new noise-sensitive uses are not located near, or do not encroach on, areas surrounding airports.
– **Policy N-5.10:** Encourage Caltrans to meet the State standard of 65 dBA CNEL for exterior noise levels for the Artesia Freeway (SR-91) and Santa Ana Freeway (I-5).	**Consistent.** To the maximum extent practicable, the contractor would use noise barriers (which are used extensively in Europe and Japan) to mitigate noise impacts where feasible. Good land use decisions, including transportation planning, promote healthy communities and reduce noise impacts. Therefore, the Shared Passenger Track Alternatives would be consistent with this goal. In addition, the noise and vibration analysis recommends placing long-term stationary equipment at the greatest distance possible from noise-sensitive receptors in order to minimize impacts. Where necessary, further reduction measures are recommended to meet noise level standards.
– **Policy N-5.11:** Encourage Caltrans to keep the interior residential noise levels below the State standard of 45 dBA CNEL, where appropriate and feasible.	**Consistent.** To the maximum extent practicable, the contractor would use noise barriers (which are used extensively in Europe and Japan) to mitigate noise impacts where feasible. Good land use decisions, including transportation planning, promote healthy communities and reduce noise impacts. Therefore, the Shared Passenger Track Alternatives would be consistent with this goal. In addition, the noise and vibration analysis recommends placing long-term stationary equipment at the greatest distance possible from noise-sensitive receptors in order to minimize impacts. Where necessary, further reduction measures are recommended to meet noise level standards.

Policy	Consistency
– **Policy N-5.12:** Continue to work with Caltrans to ensure that soundwalls or other appropriate mitigations are provided where the Artesia Freeway (SR-91) and Santa Ana Freeway (I-5) abuts residential areas or areas with sensitive receptors within the City.	**Consistent.** To the maximum extent practicable, the contractor would use noise barriers (which are used extensively in Europe and Japan) to mitigate noise impacts where feasible. Good land use decisions, including transportation planning, promote healthy communities and reduce noise impacts. Therefore, the Shared Passenger Track Alternatives would be consistent with this goal.
– **Policy N-5.13:** Encourage Caltrans to develop a range of sound attenuation alternatives to mitigate noise impacts from the Artesia Freeway (SR-91) and Santa Ana Freeway (I-5).	**Consistent.** To the maximum extent practicable, the contractor would use noise barriers (which are used extensively in Europe and Japan) to mitigate noise impacts where feasible. Good land use decisions, including transportation planning, promote healthy communities and reduce noise impacts. Therefore, the Shared Passenger Track Alternatives would be consistent with this goal. In addition, the noise and vibration analysis takes into consideration the affected land uses and their level of sensitivity when determining the potential impact as well as potential mitigation.
• **Goal N-6:** Noise levels created by the Union Pacific, Southern Pacific, Metrolink, and any other future rail systems located in close proximity to residential and other noise-sensitive land uses will be minimized or reduced.	**Consistent.** The Shared Passenger Track Alternatives would comply with FRA guidelines and minimize noise impacts. Design measures require the Authority to document how federal guidelines for minimizing noise and vibration would be employed when construction is occurring near sensitive receivers (such as hospitals, residential neighborhoods, and schools). In addition, the Authority would implement mitigation measures to minimize the impacts on sensitive receivers from construction noise, such as using alternate truck routes.
– **Policy N-6.1:** Work with rail operators to ensure noise impacts are considered and mitigated through proper design, siting, and construction.	**Consistent.** The Shared Passenger Track Alternatives would comply with FRA guidelines and minimize noise impacts. Design measures require the Authority to document how federal guidelines for minimizing noise and vibration would be employed when construction is occurring near sensitive receivers (such as hospitals, residential neighborhoods, and schools). In addition, the Authority would implement mitigation measures to minimize the impacts on sensitive receivers from construction noise, such as using alternate truck routes.

Policy	Consistency
– **Policy N-6.2:** Work with rail operators to install and maintain noise mitigation features where operations adversely impact existing or planned residential and other noise-sensitive land uses.	**Consistent.** The Shared Passenger Track Alternatives would comply with FRA guidelines and minimize noise impacts. Design measures require the Authority to document how federal guidelines for minimizing noise and vibration would be employed when construction is occurring near sensitive receivers (such as hospitals, residential neighborhoods, and schools). In addition, the Authority would implement mitigation measures to minimize the impacts on sensitive receivers from construction noise, such as using alternate truck routes.
– **Policy N-6.3:** Encourage noise attenuation measures be incorporated into all new development, renovations, and remodels of residential, health care facilities, schools, libraries, senior facilities, and churches in close proximity to existing or known planned rail lines.	**Consistent.** To the maximum extent practicable, the contractor would use noise barriers (which are used extensively in Europe and Japan) to mitigate noise impacts where feasible. Good land use decisions, including transportation planning, promote healthy communities and reduce noise impacts. Therefore, the Shared Passenger Track Alternatives would be consistent with this goal. In addition, the noise and vibration analysis recommends placing long-term stationary equipment at the greatest distance possible from noise-sensitive receptors in order to minimize impacts. Where necessary, further reduction measures are recommended to meet noise level standards.
– **Policy N-6.4:** Require future rail projects under the City's control to analyze noise impacts and to identify and incorporate noise reducing features into the project design.	**Consistent.** The Shared Passenger Track Alternatives would comply with FRA guidelines and minimize noise impacts. Design measures require the Authority to document how federal guidelines for minimizing noise and vibration would be employed when construction is occurring near sensitive receivers (such as hospitals, residential neighborhoods, and schools). In addition, the Authority would implement mitigation measures to minimize the impacts on sensitive receivers from construction noise, such as using alternate truck routes.
Buena Park Municipal Code (2025)	
• Section 8.28.020 contains city amendments to Orange County noise regulations.	**Inconsistent.** The FRA HSR Manual utilizes a sliding scale for sensitive receptors to determine potential impacts whereas the City of Buena Park uses specific numeric thresholds to determine impacts.
• Section 8.28.040, Loud, disturbing and unnecessary noise prohibited, 4.a. Construction or repair activities, stipulates restriction on the timing and use of construction activities unless express written permission is granted by the city engineer.	**Consistent.** The Authority would coordinate closely with city personnel during construction. To the maximum extent practicable, the contractor would use noise barriers (which are used extensively used in Europe and Japan) to mitigate noise impacts during operation where feasible. Therefore, the Shared Passenger Track Alternatives would be consistent with this policy.

Policy	Consistency
• Title 19 of the Buena Park Municipal Code contains ordinances related to vibration.	**Consistent.** The noise and vibration analysis takes into consideration the affected land uses and their level of sensitivity when determining the potential impact as well as potential mitigation.
City of Fullerton	
The Fullerton Plan (2025), Master Element A: The Fullerton Built Environment – Noise (2012)	
• **Goal 8:** Protection from the adverse effects of noise.	**Consistent.** The noise and vibration analysis takes into consideration the affected land uses and their level of sensitivity when determining the potential impact as well as potential mitigation. The Authority would coordinate closely with city personnel during construction. To the maximum extent practicable, the contractor would use noise barriers and landscaping to mitigate noise impacts on businesses during operation where feasible. To the maximum extent practicable, the contractor would use noise barriers (which are used extensively in Europe and Japan) to mitigate noise impacts where feasible. Good land use decisions, including transportation planning, promote healthy communities and reduce noise impacts.
– **P8.1: Noise Reduction Measures:** Support regional and subregional efforts to implement projects or programs that abate and/or attenuate noise across jurisdictions, particularly where the source is not under the City's authority.	**Consistent.** The noise and vibration analysis takes into consideration the affected land uses and their level of sensitivity when determining the potential impact as well as potential mitigation. The Authority would coordinate closely with city personnel during construction. To the maximum extent practicable, the contractor would use noise barriers and landscaping to mitigate noise impacts on businesses during operation where feasible. In addition, to the maximum extent practicable, the contractor would use noise barriers (which are used extensively in Europe and Japan) to mitigate noise impacts where feasible. Good land use decisions, including transportation planning, promote healthy communities and reduce noise impacts. Therefore, the Shared Passenger Track Alternatives would be consistent with this goal.
– **P8.2 Mobile Sources:** Support projects, programs, policies and regulations to control and abate noise generated by mobile sources.	**Consistent.** To the maximum extent practicable, the contractor would use noise barriers (which are used extensively in Europe and Japan) to mitigate noise impacts where feasible. Good land use decisions, including transportation planning, promote healthy communities and reduce noise impacts. Therefore, the Shared Passenger Track Alternatives would be consistent with this goal.

Policy	Consistency
– **P8.3 Consideration of Noise in Land Use Decisions:** Support projects, programs, policies and regulations which ensure noise-compatible land use planning recognizing the relative importance of noise sources in order of community impact, the local attitudes towards these sources, and the suburban or urban characteristics of the environment, while identifying noise-sensitive uses.	**Consistent.** The noise and vibration analysis takes into consideration the affected land uses and their level of sensitivity when determining the potential impact as well as potential mitigation. The Authority would coordinate closely with city personnel during construction. To the maximum extent practicable, the contractor would use noise barriers and landscaping to mitigate noise impacts on businesses during operation where feasible. In addition, to the maximum extent practicable, the contractor would use noise barriers (which are used extensively in Europe and Japan) to mitigate noise impacts where feasible. Good land use decisions, including transportation planning, promote healthy communities and reduce noise impacts. Therefore, the Shared Passenger Track Alternatives would be consistent with this goal.
– **P8.4 Noise Reduction Measures:** Support projects, programs, policies and regulations to control and abate noise generated by stationary sources.	**Consistent.** The Authority uses local, federal, and state noise levels appropriate by city divisions to determine if noise impacts would occur. In addition, the noise and vibration analysis takes into consideration the affected land uses and their level of sensitivity when determining the potential impact as well as potential mitigation.
– **P8.5 Focus Area Planning:** Support projects, programs, policies and regulations to evaluate ways to ensure noise compatible land use planning as part of community-based planning of Focus Areas.	**Consistent.** The noise and vibration analysis takes into consideration the affected land uses and their level of sensitivity when determining the potential impact as well as potential mitigation.
– **P8.6 Noise Receptors:** Support projects, programs, policies, and regulations to permit uses where the noise level of the surroundings—after taking into account noise insulation features and other control techniques of the use—is not detrimental to the use.	**Consistent.** The noise and vibration analysis takes into consideration the affected land uses and their level of sensitivity when determining the potential impact as well as potential mitigation.
– **P8.7 Noise Generators:** Support projects, programs, policies and regulations to permit uses and/or activities where the noise generated by the use and/or activity is not detrimental or otherwise a nuisance to the surroundings.	**Consistent.** The noise and vibration analysis takes into consideration the affected land uses and their level of sensitivity when determining the potential impact as well as potential mitigation.
Fullerton Municipal Code (2025)	
Section 15.90.030 contains noise standards for the city of Fullerton.	**Inconsistent.** The FRA HSR Manual utilizes a sliding scale for sensitive receptors based on exterior noise levels to determine potential impacts whereas the City of Fullerton uses specific numeric thresholds based on interior noise levels to determine impacts.
Section 15.90.040 contains exempt activities from noise standards.	**Consistent.** The noise and vibration analysis takes into consideration the affected land uses and their level of sensitivity when determining the potential impact as well as potential mitigation.

Policy	Consistency
Chapters 15.17, 15.30, 15.40, and 15.70 contain ordinances related to vibration.	**Consistent.** The noise and vibration analysis takes into consideration the affected land uses and their level of sensitivity when determining the potential impact as well as potential mitigation.
City of Anaheim	
City of Anaheim General Plan (2025), Noise Element (2004)	
• **Goal 1.1:** Protect sensitive land uses from excessive noise through diligent planning and regulation.	**Consistent.** The noise and vibration analysis takes into consideration the affected land uses and their level of sensitivity when determining the potential impact as well as potential mitigation.
– **Policy 1:** Update City regulations to adopt Land Use Compatibility for Community Noise Exposure and California Interior and Exterior Noise Standards as appropriate.	**Consistent.** The noise and vibration analysis takes into consideration the affected land uses and their level of sensitivity when determining the potential impact as well as potential mitigation.
– **Policy 2:** Continue to enforce acceptable noise standards consistent with health and quality of life goals and employ effective techniques of noise abatement through such means as a noise ordinance, building codes, and subdivision and zoning regulations.	**Consistent.** The Authority evaluates a project's impacts by reviewing local, federal, and state noise levels appropriate by city divisions to determine if noise impacts would occur.
– **Policy 3:** Consider the compatibility of proposed land uses with the noise environment when preparing, revising, or reviewing development proposals.	**Consistent.** The noise and vibration analysis takes into consideration the affected land uses and their level of sensitivity when determining the potential impact as well as potential mitigation.
– **Policy 4:** Require mitigation where sensitive uses are to be placed along transportation routes to ensure that noise levels are minimized through appropriate means of mitigation thereby maintaining quality of life standards.	**Consistent.** The noise and vibration analysis takes into consideration the affected land uses and their level of sensitivity when determining the potential impact as well as potential mitigation. The Authority would coordinate closely with city personnel during construction. To the maximum extent practicable, the contractor would use noise barriers and landscaping to mitigate noise impacts on businesses during operation where feasible.
– **Policy 5:** Encourage proper site planning and architecture to reduce noise impacts.	**Consistent.** The Authority would coordinate closely with city personnel during construction. To the maximum extent practicable, the contractor would use noise barriers and landscaping to mitigate noise impacts on businesses during operation where feasible. The noise and vibration analysis takes into consideration the affected land uses and their level of sensitivity when determining the potential impact as well as potential mitigation

Policy	Consistency
– **Policy 6:** Discourage the siting of sensitive uses in areas in excess of 65 dBA CNEL without appropriate mitigation.	**Consistent.** Where feasible, the noise and vibration analysis recommends placing long-term stationary equipment at the greatest distance possible from noise-sensitive receptors in order to minimize impacts. Where necessary, further reduction measures are recommended to meet noise level standards.
– **Policy 7:** Require that site-specific noise studies be conducted by a qualified acoustic consultant utilizing acceptable methodologies while reviewing the development of sensitive land uses or development that has the potential to impact sensitive land uses.	**Consistent.** The noise and vibration analysis takes into consideration the affected land uses and their level of sensitivity when determining the potential impact as well as potential mitigation.
• **Goal 2.1:** Encourage the reduction of noise from transportation-related noise sources such as motor vehicles, aircraft operations, and railroad movements.	**Consistent.** The Authority would coordinate closely with city personnel during construction. To the maximum extent practicable, the contractor would use noise barriers and landscaping to mitigate noise impacts on businesses during operation where feasible. Therefore, the Shared Passenger Track Alternatives would be consistent with this policy.
– **Policy 1:** Continue to enforce the noise standards of the State Motor Vehicle Code and other State and Federal legislation pertaining to motor vehicle noise.	**Consistent.** The Authority uses local, federal, and state noise levels appropriate by city divisions to determine if noise impacts would occur. The noise and vibration analysis takes into consideration the affected land uses and their level of sensitivity when determining the potential impact as well as potential mitigation.
– **Policy 3:** Require that development generating increased traffic and subsequent increases in the ambient noise level adjacent to noise-sensitive land uses provide appropriate mitigation measures.	**Consistent.** The Authority uses local, federal, and state noise levels appropriate by city divisions to determine if noise impacts would occur. The Authority would coordinate closely with city personnel during construction. To the maximum extent practicable, the contractor would use noise barriers and landscaping to mitigate noise impacts on businesses during operation where feasible.
– **Policy 4:** Maintain roadways so that the paving is in good condition to reduce noise-generating cracks, bumps, and potholes.	**Consistent.** The noise and vibration analysis takes into consideration the affected land uses and their level of sensitivity when determining the potential impact as well as potential mitigation.
– **Policy 5:** Require sound walls, berms, and landscaping along existing and future freeways and railroad rights-of-way to beautify the landscape and reduce noise, where appropriate.	**Consistent.** The Authority would coordinate closely with city personnel during construction. To the maximum extent practicable, the contractor would use noise barriers and landscaping to mitigate noise impacts on businesses during operation where feasible. Therefore, the Shared Passenger Track Alternatives would be consistent with this policy.

Policy	Consistency
– **Policy 6:** Encourage the construction of noise barriers by the Public Utilities Commission, Southern California Regional Rail Authority, Union Pacific, Burlington Northern & Santa Fe and Amtrak where residences exist next to the track.	**Consistent.** To the maximum extent practicable, contractor would use noise barriers (which are used extensively in Europe and Japan) to mitigate noise impacts where feasible. Good land use decisions, including transportation planning, promote healthy communities and reduce noise impacts. Therefore, the Shared Passenger Track Alternatives would be consistent with this goal.
– **Policy 7:** Encourage the Public Utilities Commission, Southern California Regional Rail Authority, Union Pacific, Burlington Northern & Santa Fe and Amtrak to minimize the level of noise produced by train movements and whistle noise within the City by reducing the number of nighttime operations, improving vehicle system technology and developing improved sound barriers where residences exist next to the track.	**Consistent.** The Shared Passenger Track Alternatives would comply with FRA guidelines and minimize noise impacts. Design measures require the Authority to document how federal guidelines for minimizing noise and vibration would be employed when construction is occurring near sensitive receivers (such as hospitals, residential neighborhoods, and schools). In addition, the Authority would implement mitigation measures to minimize the impacts on sensitive receivers from construction noise, such as using alternate truck routes.
– **Policy 8:** Encourage the use sound-deadening matting (as opposed to wood) leading to, from and between the rails where public roads cross tracks in residential areas.	**Consistent.** To the maximum extent practicable, the contractor would use noise barriers (which are used extensively in Europe and Japan) to mitigate noise impacts where feasible. Good land use decisions, including transportation planning, promote healthy communities and reduce noise impacts. Therefore, the Shared Passenger Track Alternatives would be consistent with this goal.
– **Policy 10:** Participate in the planning activities of County, regional and State agencies relative to the location of new airports and the assessment of their impact on the environment of the City.	**Consistent.** The noise and vibration analysis takes into consideration the affected land uses and their level of sensitivity when determining the potential impact as well as potential mitigation. Where airports exist, airport land use compatibility was used with respect to noise so that new noise-sensitive uses are not located near, or do not encroach on, areas surrounding airports.
– **Policy 11:** Encourage the development of alternative transportation modes that minimize noise within residential areas.	**Consistent.** The noise and vibration analysis takes into consideration the affected land uses and their level of sensitivity when determining the potential impact as well as potential mitigation. The Shared Passenger Track Alternatives would comply with FRA guidelines and minimize noise impacts. Design measures require the Authority to document how federal guidelines for minimizing noise and vibration would be employed when construction is occurring near sensitive receivers (such as hospitals, residential neighborhoods, and schools). In addition, the Authority would implement mitigation measures to minimize the impacts on sensitive receivers from construction noise, such as using alternate truck routes.

Policy	Consistency
– **Policy 12:** Monitor proposals for future transit systems and require noise control to be considered in the selection of transportation systems that may affect the City.	**Consistent.** The Shared Passenger Track Alternatives would comply with FRA guidelines and minimize noise impacts. Design measures require the Authority to document how federal guidelines for minimizing noise and vibration would be employed when construction is occurring near sensitive receivers (such as hospitals, residential neighborhoods, and schools). In addition, the Authority would implement mitigation measures to minimize the impacts on sensitive receivers from construction noise, such as using alternate truck routes.
• **Goal 3.1:** Protect residents from the effects of "spill over" or nuisance noise emanating from the City's activity centers.	**Consistent.** The noise and vibration analysis takes into consideration the affected land uses and their level of sensitivity when determining the potential impact as well as potential mitigation. To the maximum extent practicable, the contractor would use noise barriers (which are used extensively in Europe and Japan) to mitigate noise impacts where feasible. Good land use decisions, including transportation planning, promote healthy communities and reduce noise impacts.
– **Policy 1:** Discourage new projects located in commercial or entertainment areas from exceeding stationary-source noise standards at the property line of proximate residential or commercial uses, as appropriate.	**Consistent.** Where feasible, the noise and vibration analysis recommends placing long-term stationary equipment at the greatest distance possible from noise-sensitive receptors in order to minimize impacts. Where necessary, further reduction measures are recommended to meet noise level standards.
– **Policy 2:** Prohibit new industrial uses from exceeding commercial or residential stationary-source noise standards at the most proximate land uses, as appropriate. (Industrial noise may spill over to proximate industrial uses so long as the combined noise does not exceed the appropriate industrial standards.)	**Consistent.** Where feasible, the noise and vibration analysis recommends placing long-term stationary equipment at the greatest distance possible from noise-sensitive receptors in order to minimize impacts. Where necessary, further reduction measures are recommended to meet noise level standards.
– **Policy 3:** Enforce standards to regulate noise from construction activities. Particular emphasis shall be placed on the restriction of the hours in which work other than emergency work may occur. Discourage construction on weekends or holidays except in the case of construction proximate to schools where these operations could disturb the classroom environment.	**Consistent.** The Authority would implement a construction noise monitoring program that would detail how contractors would monitor construction noise to verify compliance with noise limits.
– **Policy 4:** Require that construction equipment operate with mufflers and intake silencers no less effective than originally equipped.	**Consistent.** The Authority would enforce a construction noise monitoring program that would detail how implementing entities would monitor construction noise to verify compliance with noise limits.
– **Policy 5:** Encourage the use of portable noise barriers for heavy equipment operations performed within 100 feet of existing residences or make applicant provide evidence as to why the use of such barriers is infeasible.	**Consistent.** The Authority would enforce a construction noise monitoring program that would detail how implementing entities would monitor construction noise to verify compliance with noise limits.

Policy	Consistency
Anaheim Municipal Code (2025)	
Chapter 6.70 of the City of Anaheim Municipal Code contains ordinances related to noise. This section describes standard sound levels, violations and penalties, and enforcement powers.	**Inconsistent.** The FRA HSR Manual utilizes a sliding scale for sensitive receptors to determine potential impacts whereas the City of Anaheim uses specific numeric thresholds to determine impacts.
Chapters 18.08 and 18.10 contain ordinances related to vibration.	**Consistent.** The noise and vibration analysis takes into consideration the affected land uses and their level of sensitivity when determining the potential impact as well as potential mitigation.

[1] This plan is currently undergoing an update as of April 2025.
Authority = California High-Speed Rail Authority; Cal-OSHA = California Occupational Safety and Hazard Administration; Caltrans = California Department of Transportation; CEQA = California Environmental Quality Act; CNEL = Community Noise Equivalent Level; dBA = A-weighted decibel; EIR/EIS = environmental impact report/environmental impact statement; FRA = Federal Railroad Administration; FTA = Federal Transit Administration; HVAC = heating, ventilating, and air conditioning; HSR = high-speed rail; I = Interstate; IAMF = impact avoidance and minimization feature; L_{dn} = day-night average sound level; Metro = Los Angeles County Metropolitan Transportation Authority; OSHA = Occupational Safety and Health Administration; SR = State Route

Electromagnetic Fields/Electromagnetic Interference

Policy	Consistency
3.5 EMF/EMI	
City of Los Angeles	
Los Angeles Municipal Code (2025)	
The Los Angeles Municipal Code effective from June 30, 2024, includes the following relevant electromagnetic policies:	--
• **12.21.20.a.1:** The antenna on any monopole or support structure must meet the minimum siting distances to habitable structures required for compliance with Federal Communications Commission (FCC) regulations and standards governing the environmental effects of radio frequency emissions.	**Consistent.** The project proposes an HSR system that would adhere to FCC and state regulations governing environmental effects of radio frequency emissions, including siting distance requirements. The Authority will prepare an EMCPP to ensure electromagnetic compatibility of HSR equipment and facilities with themselves, with equipment and facilities of the HSR's neighbors, and with passengers, workers, and neighbors of the HSR.
• **12.21.20.b.4:** (Application requirements) Statements regarding the regulations of the Federal Aviation Administration (FAA) and the Federal Communications Commission (FCC), respectively, that: (ii) the application complies with the regulations of the Federal Communications Commission, or a statement from the applicant that compliance is not necessary, and the reasons therefor.	**Consistent.** The City of Los Angeles policy cited does not establish thresholds regarding wireless communications systems. The project would adhere to federal and state regulations and the Authority would prepare an EMCPP to ensure compatibility of HSR equipment and the surrounding area.

Policy	Consistency
City of Commerce	
Commerce Municipal Code (2024)	
The Commerce Municipal Code is current through Ordinance No. 812, which was passed December 12, 2023, and includes the following relevant electromagnetic policy:	--
• **19.19.150:** No activity shall be permitted if it causes electrical disturbance that affects the operation of equipment located beyond the property line. Radio, television, and microwave transmitters shall be suitably wired, shielded, and controlled so that they do not emit electrical waves or impulses that may affect other electronic devices or equipment.	**Consistent.** The project proposes an HSR system that would comply with federal and state regulations governing wireless communications systems. The Authority would prepare an EMCPP to ensure electromagnetic compatibility with the surrounding area.
City of Norwalk	
Norwalk Municipal Code (2024)	
The Norwalk Municipal Code current through Ordinance 23-1746, December 3, 2023, includes the following relevant electromagnetic policies:	--
• **17.02.295.B.2.b (Application requirements):** An engineering certification demonstrating planned compliance with all existing federal radio frequency emissions standards, and providing technical data sufficient to justify the proposed height of the proposed wireless telecommunication facility	**Consistent.** The project proposes an HSR system that would comply with federal and state regulations governing wireless communications systems. The Authority would prepare an EMCPP to ensure electromagnetic compatibility with the surrounding area. This is a permitting and documentation requirement only.
• **17.02.295.D.1.a (Peer Review):** Compliance with applicable radio frequency emission standards	**Consistent.** The project proposes an HSR system that would comply with federal and state regulations governing wireless communications systems.
City of Montebello	
Montebello Municipal Code (2024)	
The Montebello Municipal Code current through Ordinance 2475, updated March 27, 2024, includes the following relevant electromagnetic policy:	--

Policy	Consistency
• **17.32.180.B:** Radio and television transmitters shall be operated at the regularly assigned wave lengths (or within the authorized tolerances therefor) as assigned thereto by the appropriate governmental agency. All electrical and electronic devices and equipment shall be suitably wired, shielded, and controlled so that in operation they shall not, beyond the lot lines, emit any electrical impulse or wave which will adversely affect the operation and control of any other electrical or electronic devices and equipment.	**Consistent.** The project proposes an HSR system that would comply with federal and state regulations governing wireless communications systems. The Authority would prepare an EMCPP to ensure electromagnetic compatibility with the surrounding area.
City of Pico Rivera	
Pico Rivera Municipal Code (2025)	
The Pico Rivera Municipal Code current through Ordinance 1194 adopted May 13, 2025., includes the following relevant electromagnetic policies:	--
• **18.49.010:** To provide a comprehensive set of standards for the development of wireless telecommunication facilities in the city. The regulations contained herein are designed to protect and promote the safety, welfare, image and aesthetic values of the community as set forth in the goals, objectives and policies of the Pico Rivera general plan; while allowing the orderly development of wireless telecommunication facilities.	**Consistent.** The Shared Passenger Track Alternatives would not prevent the goals articulated in this municipal code. HSR wireless communications systems would comply with federal and state regulations.
• **18.49.030.C:** Provider to provide proof of compliance with existing federal or ANSI (American National Standards Institute) standards relative to RF (Radio Frequency) or EMF (Electromagnetic Field) transmissions. Letter from certified RF engineer fulfills this requirement. Additional compliance verification may be required should federal standards be modified.	**Consistent.** The project proposes an HSR system that would comply with federal and state regulations governing wireless communications systems. The Authority would prepare an EMCPP to demonstrate electromagnetic compatibility with the surrounding area.
City of La Mirada	
La Mirada Code of Ordinances (2024)	
The La Mirada Code of Ordinances is current through Ordinance 732, updated February 13, 2024, and includes the following relevant electromagnetic policies:	--
• **21.46.010.a:** These standards are intended to ensure that the design and location of those antennas and facilities are consistent with previously adopted policies of the city, to promote the public health, safety, comfort, convenience, and general welfare of the city's residents, and to enhance the aesthetic quality and appearance of the city by maintaining architectural and structural integrity and by protecting views and vistas from obtrusive and unsightly accessory uses and facilities.	**Consistent.** The Shared Passenger Track Alternatives would not prevent the goals articulated in this municipal code. HSR wireless communications systems would comply with federal and state regulations.

Policy	Consistency
• **21.46.010.c:** With regard to the regulatory requirements set forth herein, the city council expressly finds and determines that they are necessary, desirable, and in the best interests of the community to protect public safety. The city council further finds and determines that these regulatory requirements are applicable to the proposed installation of satellite earth station antennas or fixed wireless antenna facilities that are not permitted accessory uses and that, because of legitimate safety-related concerns, do not meet the criteria for exemption from local regulation established by the Federal Communications Commission (FCC) under the Telecommunications Act of 1996.	**Consistent.** The project proposes an HSR system that would comply with federal and state regulations governing wireless communications systems. The Authority would prepare an EMCPP to demonstrate electromagnetic compatibility with the surrounding area. Proof of compliance would be provided.
• **21.46.120.b.4 (Review requirement):** Documentation that the electromagnetic fields (EMFs) from the proposed wireless facility, both individually and cumulatively, will be within the limits approved by the FCC. As a condition of approval of any permit or other entitlement, the approving authority may require the annual submission of a report prepared by a qualified person evidencing the fact that EMFs continue to be within approved FCC limits.	**Consistent.** The project proposes an HSR system that would comply with federal and state regulations governing wireless communications systems. The Authority would prepare an EMCPP to demonstrate electromagnetic compatibility with the surrounding area. This is a permitting and documentation requirement only.
• **21.46.120.b.5 (Review requirement):** A statement concerning the minimum distance from the proposed wireless antenna facility that is required to ensure that no person will be exposed to any harmful effects attributable to EMFs.	**Consistent.** The project proposes an HSR system that would comply with federal and state regulations governing wireless communications systems. The Authority would prepare an EMCPP to demonstrate electromagnetic compatibility with the surrounding area. This is a permitting and documentation requirement only.
City of Buena Park	
Buena Park Municipal Code (2025)	
The Buena Park Municipal Code includes the following relevant electromagnetic policies:	--
• **19.1220.010.C:** (Applicability) These regulations prohibit: (3) Wireless telecommunications facilities not in compliance with the regulations of this chapter that do not have legal non-conforming status.	**Consistent.** The project proposes an HSR system that would comply with federal and state regulations governing wireless communications systems. The Authority would prepare an EMCPP to demonstrate electromagnetic compatibility with the surrounding area.
• **19.1220.040:** Wireless telecommunications facilities are subject to approvals at federal, state, county and city levels. Applicants are responsible to obtain approvals at each level.	**Consistent.** The project proposes an HSR system that would comply with federal and state regulations governing wireless communications systems. The Authority would prepare an EMCPP to demonstrate electromagnetic compatibility with the surrounding area. This is a permitting and documentation requirement only.

Policy	Consistency
• **19.1220.060.B.6:** The City shall be provided wireless telecommunications facility monitoring reports with conclusions and recommendations, prepared at the applicant's expense by a qualified engineer, that assess ongoing compliance with federal and state radiofrequency electromagnetic field emission requirements.	**Consistent.** The project proposes an HSR system that would comply with federal and state regulations governing wireless communications systems. The Authority would prepare an EMCPP to demonstrate electromagnetic compatibility with the surrounding area. This is a permitting and documentation requirement only.
City of Anaheim	
Anaheim Municipal Code (2025)	
The Anaheim Municipal Code current through Ordinance 6611, passed May 29, 2025, includes the following relevant electromagnetic policies:	--
• **18.38.060.010:** The purpose of this section is to provide placement, design and screening criteria for wireless communication facilities, in order to protect the public health, safety, general welfare and quality of life in the City of Anaheim, consistent with the policy direction in the Anaheim General Plan, while preserving the rights of wireless communication providers.	**Consistent.** The Shared Passenger Track Alternatives would not prevent the goals articulated in this municipal code. HSR wireless communications systems would comply with federal and state regulations.
• **18.38.060.0202:** The following facilities are exempt from the provisions of this section: (.03) Unobtrusive, ground-plane-designed, ham- or citizens'-band-radio antennas, subject to proper Federal Communication Commission (FCC) licensed operation for such radio service stations and installation pursuant to FCC standards.	**Consistent.** HSR wireless communications systems would all be FCC compliant.
• **18.38.060.060.0601:** All wireless communication facilities shall be erected, located, operated, and maintained at all times in compliance with this section and all applicable City, State or Federal laws and regulations.	**Consistent.** The project proposes an HSR system that would comply with applicable regulations governing wireless communications systems. The Authority would prepare an EMCPP to ensure electromagnetic compatibility with the surrounding area.
• **18.38.060.060.0602 Radio Frequency Emissions Compliance:** All wireless communication facilities shall comply with the federal requirements relating to radio frequency emissions and maximum exposure limits provided in Title 47 of the Code of Federal Regulations, Sections 1.1307, 1.1310 and 2.1093, as those sections may be amended from time to time.	**Consistent.** The project proposes an HSR system that would comply with federal and state regulations governing wireless communications systems.
• **18.38.060.090.0906:** That the telecommunications equipment operator shall ensure that its installation and choice of frequencies will not interfere with the 800 MHz radio frequencies required by the City of Anaheim to provide adequate spectrum capacity for Public Safety and related purposes.	**Consistent.** HSR wireless communications systems would all be FCC compliant. The Authority would prepare an EMCPP to demonstrate electromagnetic compatibility.

Authority = California High-Speed Rail Authority; EMCPP = Electromagnetic Compatibility Program Plan; EMF = electromagnetic field; EMI = electromagnetic interference; FCC = Federal Communications Commission; HSR = high-speed rail; RF = radio frequency

Public Utilities and Energy

Policy	Consistency
3.6 PUBLIC UTILITIES AND ENERGY	
Southern California	
SCAG 2024–2050 Connect SoCal RTP/SCS (2024)	
The SCAG RTP/SCS is a long-range metropolitan transportation plan that is developed and updated by SCAG every 4 years. The SCAG 2024 RTP/SCS, also known as Connect SoCal, outlines a comprehensive vision for transportation and land use planning in Southern California. Policies relevant to public utilities and energy include:	--
• **Policy 48:** Promote sustainable development and best practices that enhance resource conservation, reduce resource consumption and promote resilience	**Consistent.** The Shared Passenger Track Alternatives incorporate design elements to limit electricity consumption (PUE-IAMF#1) and plans to coordinate with utilities (PUE-IAMF#4) enable utilities to continue normal operations and delivery of services to consumers. The Shared Passenger Track Alternatives will promote conservation of resources such as energy, water, and waste reduction/recycling measures to prevent unmanageable increases in demand on utility services.
• **Policy 51:** Reduce hazardous air pollutants and greenhouse gas emissions and improve air quality throughout the region through planning and implementation efforts	**Consistent.** The Shared Passenger Track Alternatives would result in reduced VMT and thereby reduce greenhouse gas emissions and improve air quality.
• **Policy 56:** Consider the full environmental life cycle of clean transportation technologies, including upstream production and end of life as an important part of meeting SCAG's objectives in economic development and recovery, resilience planning and achievement of equity	**Consistent.** The public utilities and energy impacts analysis (Section 3.6.6.3) for the Shared Passenger Track Alternatives analyzes construction and operational impacts on public utilities and service systems and energy systems in order to predict and plan for any changes in demand on utility and energy services.

Policy	Consistency
• **Policy 67:** Promote sustainable water use planning, practices and storage that improve regional water security and resilience in a drier environment	**Consistent.** The Shared Passenger Track Alternatives would result in a conversion of land from industrial uses, and ultimately result in a net decrease in water usage as compared to baseline conditions. According to available water availability, the project would have enough supply for construction of the Shared Passenger Track Alternatives. However, because of changing water availability and climate change in the region, the availability of water resources during operation cannot reasonably be guaranteed for the project's lifetime. The project would implement PUE-MM#1, which requires the preparation of updated water supply analyses for the project that will detail water supply needs for operation of the LMFs and stations. Regularly updated water analyses (every 5 years after operation begins) under PUE-MM#1 will maintain consistency with this policy through the operational life of the project. The Authority would, to the maximum extent feasible, coordinate with the water agencies to verify the sufficiency of water supplies and fund the expansion of water supplies and infrastructure necessary to reduce impacts related to operational water use at stations. The Authority would also promote sustainable water planning as part of its sustainability program.
• **Policy 69:** Leverage and prioritize investments, particularly where there are mutual co-benefits to both freight and passenger/commuter rail	**Consistent.** The Shared Passenger Track Alternatives would result in improvements to the regional transportation system and would not conflict with freight railway operations.
Los Angeles County	
Los Angeles County 2035 General Plan (2025)	
The County of Los Angeles adopted the *Los Angeles County 2035 General Plan* on October 6, 2015, and revised it in 2025. The general plan includes the following policies:	--

Policy	Consistency
• **Public Services and Facilities Element, Policy PS/F 1.1:** Discourage development in areas without adequate public services and facilities.	**Consistent.** The Shared Passenger Track Alternatives would be in urban portions of the city served by existing public services and facilities and would not occur in areas without adequate public services or facilities. Because the need for public services would be required, the HSR system would, at a minimum, use water conservation and efficiency guidelines in CALGreen Code mandatory and voluntary sections for all planning, procurement, design, construction, operations, and maintenance of facilities. The goal for facilities is, where appropriate for the climate, to work toward potable water self-sufficiency through consumption reduction, recycling, and on-site capture and storage. Stormwater would be either managed on site to supply the facility's internal water demands and landscaping or be released for management through acceptable natural time-scale surface flow, groundwater recharge, agricultural use or adjacent building needs. The HSR plantings would be drought-resistant plants wherever reasonable. Additionally, PUE-IAMF#4 requires preparation of a technical memorandum documenting how construction activities will be coordinated with service providers to minimize or avoid interruptions.
• **Public Services and Facilities Element, Policy PS/F 1.2:** Ensure that adequate services and facilities are provided in conjunction with development through phasing or other mechanisms.	**Consistent.** The Shared Passenger Track Alternatives' analysis considers impacts related to increased or changed demand on public services and addresses the need for additional facilities. For example, although construction would result in a temporary increase in energy demand, the increased demand would fall within available local utility resources and the project would result in a net energy decrease over the project lifetime. Therefore, the project would not require creation of new energy resources. The project incorporates various IAMFs (PUE-IAMF#1, PUE-IAMF#3, PUE-IAMF#4, HMW-IAMF#10, HYD-IAMF#1, HYD-IAMF#2, HYD-IAMF#3, HYD-IAMF#4) to ensure adequate public utilities and energy resources remain available, such as public notifications, hazardous materials and stormwater management plans, floodwater protection measures, and more.
• **Public Services and Facilities Element, Policy PS/F 1.3:** Ensure coordinated service provision through collaboration between County departments and service providers.	**Consistent.** The Authority would work closely with city and county departments to ensure collaboration with appropriate service providers.
• **Public Services and Facilities Element, Policy PS/F 1.4:** Ensure the adequate maintenance of infrastructure.	**Consistent.** The Authority would work closely with city and county departments to ensure any necessary coordination regarding maintenance of infrastructure is performed.

Policy	Consistency
• **Public Services and Facilities Element, Policy PS/F 1.5:** Focus infrastructure investment, maintenance, and expansion efforts where the General Plan encourages development.	**Consistent.** The Shared Passenger Track Alternatives would improve the regional transportation system and upgrade existing transportation infrastructure, in alignment with regional development goals. Please refer to Section 3.6, Public Utilities and Energy, for further discussion of the Shared Passenger Track Alternatives' consistency with goals to streamline infrastructure development.
• **Public Services and Facilities Element, Policy PS/F 1.6:** Support multi-faceted public facility expansion efforts, such as substations, mobile units, and satellite offices.	**Consistent.** The Shared Passenger Track Alternatives would improve the regional transportation system and upgrade existing infrastructure as required to accommodate changed or increased demand on infrastructure from operations of the HSR system. Please refer to Section 3.6 for further discussion of the Shared Passenger Track Alternatives' consistency with analyzing and addressing the need for additional facilities.
• **Public Services and Facilities Element, Policy PS/F 1.7:** Consider resource preservation in the planning of public facilities.	**Consistent.** The HSR system would, at a minimum, use water conservation and efficiency guidelines in CALGreen Code mandatory and voluntary sections. Where appropriate, the HSR system would work toward potable water self-sufficiency. The project design incorporates elements that minimize electricity consumption (e.g., using regenerative breaking and energy-saving equipment and facilities). All HSR facilities would qualify for LEED certification. To the extent feasible, renewable energy would power the Shared Passenger Track Alternatives. Therefore, the Shared Passenger Track Alternatives would minimize the consumption of energy, water and other natural resources.
• **Public Services and Facilities Element, Policy PS/F 6.1:** Ensure efficient and cost-effective utilities that serve existing and future needs.	**Consistent.** The project design incorporates elements that minimize electricity consumption (e.g., using regenerative breaking and energy-saving equipment and facilities). All HSR facilities would qualify for LEED certification. To the extent feasible, renewable energy would power the Shared Passenger Track Alternatives. Furthermore, the Shared Passenger Track Alternatives are anticipated to reduce VMT in personal vehicles from operations. Therefore, the Shared Passenger Track Alternatives would reduce overall energy demand in the region, and the system design has taken energy conservation and efficiency into account throughout.

Policy	Consistency
• **Public Services and Facilities Element, Policy PS/F 6.4:** Protect and enhance utility facilities to maintain the safety, reliability, integrity, and security of utility services.	**Consistent.** The HSR system would, at a minimum, use water conservation and efficiency guidelines in CALGreen Code mandatory and voluntary sections. Where appropriate, the HSR system would work toward potable water self-sufficiency. The project design incorporates elements that minimize electricity consumption (e.g., using regenerative breaking and energy-saving equipment and facilities). The project would avoid utility conflicts and temporary service interruptions to the extent feasible. Where utility service interruptions cannot be avoided, the Authority would notify the public no less than 7 days prior to outage. Construction would be coordinated to avoid interruptions to hospitals and other critical users. Once the project is operational, the Authority would maintain project equipment and facilities.
• **Public Services and Facilities Element, Policy PS/F 6.5:** Encourage the use of renewable energy sources in utility and telecommunications networks.	**Consistent.** The project would introduce an electric transportation system and associated facilities. The project design incorporates elements that minimize electricity consumption (e.g., using regenerative breaking and energy-saving equipment and facilities). All HSR facilities would qualify for LEED certification. To the extent feasible, renewable energy would power the Shared Passenger Track Alternatives. Therefore, the Shared Passenger Track Alternatives would reduce energy demand through energy conservation and efficiency.
• **Public Services and Facilities Element, Policy PS/F 6.8:** Encourage projects that incorporate on-site renewable energy systems.	**Consistent.** The project design incorporates elements that minimize electricity consumption (e.g., using regenerative breaking and energy-saving equipment and facilities). All HSR facilities would qualify for LEED certification. To the extent feasible, renewable energy would power the Shared Passenger Track Alternatives. Furthermore, the Shared Passenger Track Alternatives are anticipated to reduce VMT in personal vehicles from operations. This would result in a decrease in demand for fossil fuel energy and support proliferation of further renewable infrastructure.
• **Conservation Element, Policy C/NR 12.1:** Encourage the production and use of renewable energy resources.	**Consistent.** The project design incorporates elements that minimize electricity consumption (e.g., using regenerative breaking and energy-saving equipment and facilities). All HSR facilities would qualify for LEED certification. To the extent feasible, renewable energy would power the Shared Passenger Track Alternatives. Therefore, the Shared Passenger Track Alternatives would reduce energy demand through energy conservation and efficiency.

Policy	Consistency
Los Angeles Regional Water Quality Control Board Water Quality Control Plan for the Los Angeles Region (Basin Plan) (2024)	
The Los Angeles Regional Water Quality Control Board manages stormwater drainage into unincorporated areas of the county. The Basin Plan, originally adopted in 2014 and most recently amended in February of 2024, is a resource for the Los Angeles Regional Water Quality Control Board to provide for the continuity of programs that fulfill requirements of the State Water Resources Control Board General Permit and Section 402(p) of the Clean Water Act.	**Consistent.** The HSR system would, at a minimum, use water conservation and efficiency guidelines in CALGreen Code mandatory and voluntary sections for all planning, procurement, design, construction, operations, and maintenance of facilities. The goal for facilities is, where appropriate for the climate, to work toward potable water self-sufficiency through consumption reduction, recycling, and on-site capture and storage. Stormwater would be either managed on site to supply the facility's internal water demands and landscaping, or released for management through acceptable natural time-scale surface flow, groundwater recharge, agricultural use or adjacent building needs. The HSR plantings would be drought-resistant plants wherever reasonable.
2020 Urban Water Management Plan for District 40 (2021)	
The County of Los Angeles adopted the 2020 UWMP for District 40 on October 2021. The plan includes the following goal:	--
To provide reliable high-quality supplies from the Metropolitan Water District of Southern California and other sources to meet present and future needs at an equitable and economical cost and promote water use efficiency for all of Los Angeles County.	**Consistent.** The HSR system would, at a minimum, use water conservation and efficiency guidelines in CALGreen Code mandatory and voluntary sections for all planning, procurement, design, construction, operations, and maintenance of facilities. The goal for facilities is, where appropriate for the climate, to work toward potable water self-sufficiency through consumption reduction, recycling, and on-site capture and storage. Stormwater would be either managed on site to supply the facility's internal water demands and landscaping, or released for management through acceptable natural time-scale surface flow, groundwater recharge, agricultural use or adjacent building needs. The HSR plantings would be drought-resistant plants wherever reasonable.
City of Los Angeles	
City of Los Angeles General Plan (2024), Framework Element (2023)	
The City of Los Angeles adopted the Framework Element of the *City of Los Angeles General Plan* on December 11, 1996, and updated it on August 8, 2001. The city's latest amendment to the Framework Element was in 2023. The Framework Element includes the following goals:	--

Policy	Consistency
• **Objective 9.5:** Ensure that all properties are protected from flood hazards in accordance with applicable standards and that existing drainage systems are adequately maintained.	**Consistent.** The project will incorporate a SWPPP and construction best management practices (HYD-IAMF#3, HYD-IAMF#4) to avoid or minimize erosion and sedimentation from increased rates and volumes of flows. Please refer to Section 3.8, Hydrology and Water Quality, for a detailed discussion of the Shared Passenger Track Alternatives' consistency with designing drainage devices that are compatible with the natural terrain and environment.
• **Objective 9.9:** Manage and expand the City's water resources, storage facilities, and water lines to accommodate projected population increases and new or expanded industries and businesses.	**Consistent.** The Authority would seek to connect the operational facilities to the existing water supply system as part of the project. Existing and planned water supplies for the city of Los Angeles are anticipated to be adequate with respect to meeting project demand through 2045. Please refer to Sections 3.6 and 3.8 for further discussions of the Shared Passenger Track Alternatives' consistency with analyzing and addressing the need for additional facilities.
• **Objective 9.10:** Ensure that water supply, storage, and delivery systems are adequate to support planned development.	**Consistent.** The Authority would seek to connect the operational facilities to the existing water supply system as part of the project. Existing and planned water supplies for the city of Los Angeles are anticipated to be adequate with respect to meeting project demand through 2045. PUE-MM#1 also requires regularly updated water analysis to occur over the project's operational life to ensure that water demand does not exceed supplies. Please refer to Section 3.8 for a detailed discussion of the Shared Passenger Track Alternatives' consistency with ensuring water supply and delivery are maintained to serve needs of future residents and businesses.
• **Objective 9.27:** Continue to ensure that all electric power customers will receive a dependable supply of electricity at competitive rates	**Consistent.** The Shared Passenger Track Alternatives includes construction measures for notifying businesses and residents of potential temporary utility interruptions to ensure service providers maintain a dependable supply of electricity. Therefore, the project is consistent with this objective.

Policy	Consistency
• **Objective 9.28:** Provide adequate power supply transmission and distribution facilities to accommodate existing uses and projected growth.	**Consistent.** The project design incorporates elements that minimize electricity consumption (e.g., using regenerative breaking and energy-saving equipment and facilities) to minimize impacts on energy infrastructure. All HSR facilities would qualify for LEED certification. To the extent feasible, renewable energy would power the Shared Passenger Track Alternatives. Refer to Section 3.6 for analysis of regional energy demand incorporating HSR and VMT reductions anticipated due to project operations. The project would ensure that power supply transmission and distribution would accommodate existing uses and be prepared for projected growth. Furthermore, the Shared Passenger Track Alternatives are anticipated to reduce VMT in personal vehicles from operations.
City of Vernon	
City of Vernon General Plan (2023)	
The City of Vernon adopted the *City of Vernon General Plan* on December 3, 2007; it was most recently amended on July 18, 2023. The general plan includes the following goals and policies:	--
• **Circulation and Infrastructure Element, Goal CI-6:** Improve the City's capability to generate and supply electric power to achieve energy self-sufficiency.	**Consistent.** The project design incorporates elements that minimize electricity consumption (e.g., using regenerative breaking and energy-saving equipment and facilities). All HSR facilities would qualify for LEED certification. To the extent feasible, renewable energy would power the Shared Passenger Track Alternatives. This would ensure that power supply transmission and distribution would accommodate existing uses and projected growth. Therefore, the Shared Passenger Track Alternatives would reduce energy demand through energy conservation and efficiency.
• **Circulation and Infrastructure Element, Policy CI-6.1:** Expand, operate, and maintain an electrical utility system in an effort to provide an adequate level of service to businesses and other uses in the city.	**Consistent.** The project design incorporates elements that minimize electricity consumption (e.g., using regenerative breaking and energy-saving equipment and facilities). All HSR facilities would qualify for LEED certification. To the extent feasible, renewable energy would power the Shared Passenger Track Alternatives. This would ensure that power supply transmission and distribution would accommodate existing uses and projected growth. Therefore, the Shared Passenger Track Alternatives would reduce energy demand through energy conservation and efficiency.

Policy	Consistency
• **Circulation and Infrastructure Element, Policy CI-6.2:** Improve the electrical utility system in an effort to allow the City to meet any changes in demand over time.	**Consistent.** The project design incorporates elements that minimize electricity consumption (e.g., using regenerative breaking and energy-saving equipment and facilities). All HSR facilities would qualify for LEED certification. To the extent feasible, renewable energy would power the Shared Passenger Track Alternatives. This would ensure that power supply transmission and distribution would accommodate existing uses and projected growth. Therefore, the Shared Passenger Track Alternatives would reduce energy demand through energy conservation and efficiency.
• **Circulation and Infrastructure Element, Policy CI-6.3:** Cooperate and/or participate with other agencies or parties in the expansion or development of power generation	**Consistent.** The Authority would work closely with city and county departments to collaborate in any expansion or development of power generation by others.
• **Circulation and Infrastructure Element, Policy CI-6.4:** Evaluate the impact of all new development on the electrical energy system and require that the cost of upgrading existing facilities is paid by the development that necessitates the upgrade.	**Consistent.** The analysis considers the impact of all associated development on the electrical energy system as well as the need for upgrading existing facilities. The construction or expansion of new facilities is not anticipated to be needed.
• **Resources Element, Goal R1:** Conserve and protect the region's water and energy resources.	**Consistent.** The project design features include elements for both water conservation and energy efficiency to reduce impacts on local systems. To minimize electricity consumption, the HSR system would incorporate using regenerative breaking and energy-saving equipment and facilities. All HSR facilities would qualify for LEED certification. To the extent feasible, renewable energy would power the Shared Passenger Track Alternatives. Therefore, the Shared Passenger Track Alternatives would promote energy conservation and efficiency. The HSR system would, at a minimum, use water conservation and efficiency guidelines in CALGreen Code mandatory and voluntary sections for all planning, procurement, design, construction, operations, and maintenance of facilities. The goal for facilities is, where appropriate for the climate, to work toward potable water self-sufficiency through consumption reduction, recycling, and on-site capture and storage.

Policy	Consistency
• **Resources Element, Policy R-1.1:** Encourage water conservation and the use of recycled water in new developments and by all industries.	**Consistent.** The HSR system would, at a minimum, use water conservation and efficiency guidelines in CALGreen Code mandatory and voluntary sections for all planning, procurement, design, construction, operations, and maintenance of facilities. The goal for facilities is, where appropriate for the climate, to work toward potable water self-sufficiency through consumption reduction, recycling, and on-site capture and storage. Stormwater would be either managed on site to supply the facility's internal water demands and landscaping, or released for management through acceptable natural time-scale surface flow, groundwater recharge, agricultural use or adjacent building needs. The HSR plantings would be drought-resistant plants wherever reasonable.
• **Resources Element, Policy R-1.2:** Support the use of energy-saving designs and equipment in all new development and reconstruction projects.	**Consistent.** The project design incorporates elements that minimize electricity consumption (e.g., using regenerative breaking and energy-saving equipment and facilities). All HSR facilities would qualify for LEED certification. To the extent feasible, renewable energy would power the Shared Passenger Track Alternatives. Therefore, the Shared Passenger Track Alternatives would promote energy conservation and efficiency.
• **Resources Element, Policy R-1.3:** Seek and pursue the most practicable and cost-effective means of implementing National Pollutant Discharge Elimination System requirements.	**Consistent.** During construction, soil would be exposed, increasing the potential for erosion. In addition, chemicals, liquid products, petroleum products (such as paints, solvents, and fuels), and concrete-related waste may be spilled or leaked and have the potential to be transported by stormwater runoff to receiving waters, which could affect water quality. The Authority will implement various erosion and sedimentation controls as part of HYD-IAMF#1, HYD-IAMF#2, HYD-IAMF#3, and HYD-IAMF#4 to stabilize disturbed soils and prevent erosion from occurring along slopes and prevent sediments and other pollutants from entering nearby storm drains and waterbodies. Please refer to Section 3.8 for a discussion of the Shared Passenger Track Alternatives' consistency with requirements of the NPDES.
City of Pico Rivera	
City of Pico Rivera General Plan (2014)	
Pico Rivera published the *City of Pico Rivera General Plan* on September 15, 2014. The general plan includes the following policies:	--

Policy	Consistency
• **Energy Conservation, Policy 8.1-5:** Promote energy conservation by improving energy efficiency and water conservation in existing city buildings and new development projects and providing for renewable energy generation at city facilities, with the aim of meeting 5 percent of city facilities' energy needs with renewable energy generation by 2030.	**Consistent.** The HSR system would, at a minimum, use water conservation and efficiency guidelines CALGreen Code mandatory and voluntary sections for all planning, procurement, design, construction, operations, and maintenance of facilities. The goal for facilities is, where appropriate for the climate, to work toward potable water self-sufficiency through consumption reduction, recycling, and on-site capture and storage. Stormwater would be either managed on site to supply the facility's internal water demands and landscaping, or released for management through acceptable natural time-scale surface flow, groundwater recharge, agricultural use or adjacent building needs. The HSR plantings would be drought-resistant plants wherever reasonable. Therefore, the Shared Passenger Track Alternatives would not interfere with the city's goal to facilitate a 20% reduction in water use by 2030.
• **Energy Efficiency, Policy 8.3-7:** Encourage all new development to implement additional energy efficient measures beyond what is required by state law to exceed minimum energy efficiency requirements.	**Consistent.** The project design incorporates elements that minimize electricity consumption (e.g., using regenerative breaking and energy-saving equipment and facilities). All HSR facilities would qualify for LEED certification. To the extent feasible, renewable energy would power the Shared Passenger Track Alternatives. Therefore, the Shared Passenger Track Alternatives would promote energy conservation and efficiency.
• **National Pollutant Discharge Elimination System, Policy 8.4-5:** Regulate construction and operational activities to incorporate stormwater protection measures and best management practices in accordance with the City's National Pollutant Discharge Elimination System (NPDES) permit.	**Consistent.** During construction, soil would be exposed, increasing the potential for erosion. In addition, chemicals, liquid products, petroleum products (such as paints, solvents, and fuels), and concrete-related waste may be spilled or leaked and have the potential to be transported by stormwater runoff to receiving waters, which could affect water quality. The Authority will implement various erosion and sedimentation controls as part of HYD-IAMF#1, HYD-IAMF#2, HYD-IAMF#3, and HYD-IAMF#4 to stabilize disturbed soils and prevent erosion from occurring along slopes and prevent sediments and other pollutants from entering nearby storm drains and waterbodies. Please refer to Section 3.8 for a discussion of the Shared Passenger Track Alternatives 's consistency with requirements of the NPDES.
City of Norwalk	
2020 Urban Water Management Plan for the City of Norwalk (2021)	
The City of Norwalk published the UWMP in June 2021. The plan includes the following goal:	--

Policy	Consistency
• The City must showcase that it meets the state's water reduction goal. The City may choose to comply with SBx7-7 individually or as a region in collaboration with other retail water suppliers in Los Angeles County. Under the regional compliance option, the City is still required to report its individual water use targets. The City is required to be in compliance with SBx7-7 either individually or as part of the alliance, or demonstrate they have a plan or have secured funding to be in compliance, in order to be eligible for water related state grants and loans.	**Consistent.** The HSR system would, at a minimum, use water conservation and efficiency guidelines in CALGreen Code mandatory and voluntary sections for all planning, procurement, design, construction, operations, and maintenance of facilities. The goal for facilities is, where appropriate for the climate, to work toward potable water self-sufficiency through consumption reduction, recycling, and on-site capture and storage. Stormwater would be either managed on site to supply the facility's internal water demands and landscaping or released for management through acceptable natural time-scale surface flow, groundwater recharge, agricultural use, or adjacent building needs. The HSR plantings would be drought-resistant plants wherever reasonable
Orange County	
County of Orange General Plan (2025)	
The County of Orange adopted the *Orange County General Plan* in 2012 and revised it in 2025. The general plan includes the following goals, objectives, and policies:	--
• **Public Services and Facilities Element,** General, **Goal 2:** Encourage the funding and development of public services and facilities to meet the County's existing and future demand.	**Consistent.** The Authority would work closely with county departments to collaborate in meeting the needs of county residents and ensure consistency with funding capabilities.
• **Public Services and Facilities Element,** General, **Objective 2.2:** To develop adequate and dependable public services and facilities that support existing and future development, as defined by the General Plan.	**Consistent.** The Shared Passenger Track Alternatives would provide a reliable and adequate travel option for passengers in Southern California. The Authority would comply with adopted federal, state, and local regulations pertaining to utility systems and coordinate directly with service providers in the region to ensure safety and reliability for passengers. The Authority has also conducted ridership analyses, which are discussed in detail in Section 3.2, Transportation.
• **Public Services and Facilities Element, General, Policy 1:** To implement public facilities in a manner that supports the implementation of the overall land use development policies and the needs of county residents and is consistent with the funding capabilities of the County.	**Consistent.** The Authority would work closely with county departments to collaborate in meeting the needs of county residents and ensure consistency with funding capabilities.
• **Public Services and Facilities Element, *Wastewater System*, Policy 1:** To protect quality in both delivery systems and groundwater basins through effective wastewater system management.	**Consistent.** The Authority would verify that all development associated with the Shared Passenger Track Alternatives is served by adequately sized wastewater treatment systems.

Policy	Consistency
• **Resource Element, *Energy Resources Component,* Policy 3:** To encourage and actively support the utilization of energy conservation measures in all new and existing structures in the county consistent with sound resource management practices.	**Consistent.** The project design incorporates elements that minimize electricity consumption (e.g., using regenerative breaking and energy-saving equipment and facilities). All HSR facilities would qualify for LEED certification. To the extent feasible, renewable energy would power the Shared Passenger Track Alternatives. Therefore, the Authority in implementing the Shared Passenger Track Alternatives would be consistent with energy conservation and efficiency policies.
• **Resource Element, *Energy Resources Component,* Policy 6:** To encourage the use of alternative energy systems and, to the extent feasible, remove the regulatory barriers to their implementation.	**Consistent.** All HSR facilities would qualify for LEED certification. To the extent feasible, renewable energy would power the Shared Passenger Track Alternatives. Therefore, the Shared Passenger Track Alternatives would promote energy conservation and efficiency
• **Resource Element**, ***Water Resources Component*, Policy 1:** To ensure the adequacy of water supply necessary to serve existing and future development, as defined by the General Plan.	**Consistent.** The Authority would verify that all development associated with the Shared Passenger Track Alternatives is served by adequately sized wastewater treatment systems and do not overwhelm existing capacity.
• **Resource Element, *Water Resources Component*, Policy 5:** Encourage an integrated water resources approach for stormwater management that considers water supply, water quality, flood control, open space, and native habitats. Promote coordination between the County, cities, and other stakeholders in the identification and implementation of watershed protection and low-impact development (LID) principles.	**Consistent.** The HSR system would, at a minimum, use water conservation and efficiency guidelines in CALGreen Code mandatory and voluntary sections for all planning, procurement, design, construction, operations, and maintenance of facilities. The goal for facilities is, where appropriate for the climate, to work toward potable water self-sufficiency through consumption reduction, recycling, and on-site capture and storage. Stormwater would be either managed on site to supply the facility's internal water demands and landscaping or released for management through acceptable natural time-scale surface flow, groundwater recharge, agricultural use, or adjacent building needs. The HSR plantings would be drought-resistant plants wherever reasonable.
Urban Water Management Plan for the Municipal Water District of Orange County (2021)	
The County of Orange adopted the UWMP in June 2021. The plan includes the following goal:	--
• To provide reliable high-quality supplies from the Metropolitan Water District of Southern California and other sources to meet present and future needs at an equitable and economical cost and promote water use efficiency for all of Orange County. Serves as a foundational document and source of information for a Water Supply Assessment (Water Code Section 10613) and a Written Verification of Water Supply (Water Code Section 66473.7).	**Consistent.** The Authority would work closely with county departments to ensure collaboration in meeting the needs of county residents and ensure consistency with funding capabilities.

Policy	Consistency
City of Buena Park	
Buena Park 2035 General Plan (2022)	
Buena Park adopted the *City of Buena Park 2035 General Plan* on December 7, 2010, and last updated it in 2022. The general plan includes the following goals and policies:	--
• **Community Facilities Element, Goal CF-5:** Adequate wastewater facilities to serve existing and new development in the city.	**Consistent.** The Authority would verify that all development associated with the Shared Passenger Track Alternatives is served by adequately sized wastewater treatment systems and would not overwhelm available capacity.
– **Community Facilities Element, Policy CF-5.2:** Continue to coordinate with the Orange County Sanitation District to ensure existing wastewater systems are maintained and upgraded and new wastewater facilities are constructed, as needed.	**Consistent.** The Authority would ensure that all development associated with the Shared Passenger Track Alternatives is served by adequately sized wastewater treatment systems.
– **Community Facilities Element, Policy CF-5.4:** Ensure that sewer improvements required for new development or redevelopment are installed prior to or concurrently with development.	**Consistent.** The Authority would ensure that all development associated with the Shared Passenger Track Alternatives is served by adequately sized wastewater treatment systems.
– **Community Facilities Element, Policy CF-5.6:** Ensure that infrastructure capacities are planned to serve future development.	**Consistent.** The Authority would ensure that all development associated with the Shared Passenger Track Alternatives is served by adequately sized infrastructure.
• **Conservation and Sustainability Element, Policy CS-13.1:** Consider adopting renewable energy building standards. The standards would incorporate technically and financially feasible renewable energy requirements into development and building standards.	**Consistent.** The project design incorporates elements that minimize electricity consumption (e.g., using regenerative breaking and energy-saving equipment and facilities). All HSR facilities would qualify for LEED certification. To the extent feasible, renewable energy would power the Shared Passenger Track Alternatives. Therefore, the Shared Passenger Track Alternatives would promote energy conservation and efficiency.
• **Conservation and Sustainability Element, Policy CS-13.4:** Encourage new developments, redevelopments, and retrofit buildings to have solar energy panels, co-generation energy systems, and/or other energy efficient systems installed to reduce the unnecessary consumption of energy.	**Consistent.** The project design incorporates elements that minimize electricity consumption (e.g., using regenerative breaking and energy-saving equipment and facilities). All HSR facilities would qualify for LEED certification. To the extent feasible, renewable energy would power the Shared Passenger Track Alternatives. Therefore, the Shared Passenger Track Alternatives would promote energy conservation and efficiency.

Policy	Consistency
City of Fullerton	
Urban Water Management Plan for the City of Fullerton (2021)	
Fullerton published the UWMP in June 2021. The plan includes the following goal:	--
• The City showcase that it meets the state's water reduction goal. The City may choose to comply with SBx7-7 individually or as a region in collaboration with other retail water suppliers in Orange County. Under the regional compliance option, the City is still required to report its individual water use targets. The City is required to be in compliance with SBx7-7 either individually or as part of the alliance, or demonstrate they have a plan or have secured funding to be in compliance, in order to be eligible for water related state grants and loans.	**Consistent.** The HSR system would, at a minimum, use water conservation and efficiency guidelines in CALGreen Code mandatory and voluntary sections for all planning, procurement, design, construction, operations, and maintenance of facilities. The goal for facilities is, where appropriate for the climate, to work toward potable water self-sufficiency through consumption reduction, recycling, and on-site capture and storage. Stormwater would be either managed on site to supply the facility's internal water demands and landscaping or released for management through acceptable natural time-scale surface flow, groundwater recharge, agricultural use, or adjacent building needs. The HSR plantings would be drought-resistant plants wherever reasonable
City of Anaheim	
City of Anaheim General Plan (2025), Public Services and Facilities Element (2010)	
Anaheim adopted the *City of Anaheim General Plan* on May 25, 2004, and revised the Public Services and Facilities Element of the general plan on November 25, 2010. Anaheim most recently updated the general plan in April 2025. The general plan includes the following goals and policies:	--
• **Goal 3.1:** Generate electricity in a manner that is reliable, cost-effective, and sustainable.	**Consistent.** The project design incorporates elements that minimize electricity consumption (e.g., using regenerative breaking and energy-saving equipment and facilities). All HSR facilities would qualify for LEED certification. To the extent feasible, renewable energy would power the Shared Passenger Track Alternatives. Therefore, the Shared Passenger Track Alternatives would promote energy conservation and efficiency.
– **Policy 1:** Coordinate with Southern California Edison and other suppliers regarding electricity supply and distribution to provide a continual source of reliable and efficient energy.	**Consistent.** The Authority would work closely with city and county departments and relevant utilities and energy service providers to ensure collaboration in meeting the needs of county residents.

Policy	Consistency
– **Policy 2:** Ensure that adequate electricity capacity exists for planned development.	**Consistent.** The project design incorporates elements that minimize electricity consumption (e.g., using regenerative breaking and energy-saving equipment and facilities). All HSR facilities would qualify for LEED certification. To the extent feasible, renewable energy would power the Shared Passenger Track Alternatives. Therefore, the Shared Passenger Track Alternatives would reduce energy demand through energy conservation and efficiency. Furthermore, the Shared Passenger Track Alternative's analysis considers impacts on services and addresses the need for additional facilities.
– **Policy 3:** Encourage the development and use of renewable energy resources.	**Consistent.** The project design incorporates elements that minimize electricity consumption (e.g., using regenerative breaking and energy-saving equipment and facilities). All HSR facilities would qualify for LEED certification. To the extent feasible, renewable energy would power the Shared Passenger Track Alternatives. Therefore, the Shared Passenger Track Alternatives would reduce energy demand through energy conservation and efficiency and contribute to increased demand for renewable energy development in the region.
• **Goal 5.1:** Provide a safe and effective sewer system that meets the needs of the city's residents, businesses, and visitors.	**Consistent.** The Authority would ensure that all development associated with the Shared Passenger Track Alternatives is served by adequately sized wastewater treatment systems.
– **Policy 1:** Ensure that appropriate sewer system mitigation measures are identified and implemented in conjunction with new development based on the recommendations of prior sewer studies and/or future sewer studies that may be required by the City Engineer.	**Consistent.** The project design incorporates elements that include impact avoidance and minimization features in regards to the sewer system that would be implemented in conjunction with new development.
Urban Water Management Plan for the City of Anaheim (2021)	
Anaheim published the UWMP in June 2021. The plan includes the following goal:	--

Policy	Consistency
• The City must showcase that it meets the state's water reduction goal. The City may choose to comply with SBx7-7 individually or as a region in collaboration with other retail water suppliers in Orange County. Under the regional compliance option, the City is still required to report its individual water use targets. The City is required to be in compliance with SBx7-7 either individually or as part of the alliance, or demonstrate they have a plan or have secured funding to be in compliance, in order to be eligible for water related state grants and loans.	**Consistent.** The HSR system would, at a minimum, use water conservation and efficiency guidelines in CALGreen Code mandatory and voluntary sections for all planning, procurement, design, construction, operations, and maintenance of facilities. The goal for facilities is, where appropriate for the climate, to work toward potable water self-sufficiency through consumption reduction, recycling, and on-site capture and storage. Stormwater would be either managed on site to supply the facility's internal water demands and landscaping, or released for management through acceptable natural time-scale surface flow, groundwater recharge, agricultural use, or adjacent building needs. The HSR plantings would be drought-resistant plants wherever reasonable

Authority = California High-Speed Rail Authority; CALGreen Code = California Green Building Standards Code; HSR = high-speed rail; IAMF = impact avoidance and minimization feature; LEED = Leadership in Energy and Environmental Design; LMF = light maintenance facility; NPDES = National Pollutant Discharge Elimination System; RTP = Regional Transportation Plan; SB = Senate Bill; SCAG = Southern California Association of Governments; SCS = Sustainable Communities Strategy; SWPPP = stormwater pollution prevention plan; UWMP = Urban Water Management Plan; VMT = vehicle miles traveled

Biological Resources and Wetlands

Policy	Consistency
3.7 BIOLOGICAL RESOURCES AND WETLANDS	
Southern California	
SCAG Regional Comprehensive Plan (2008)	
Open Space and Habitat: • **Natural Lands Goals:** Ensure a sustainable ecology by protecting and enhancing the region's open space infrastructure and mitigate growth and transportation related impacts to natural lands by: – Conserving natural lands that are necessary to preserve the ecological function and value of the region's ecosystems; – Conserving wildlife linkages as critical components of the region's open space infrastructure; – Coordinating transportation and open space to reduce transportation impacts to natural lands • **Community Open Space Goals:** Enhance the region's parks, trails and community open space infrastructure to support the aesthetic, recreational and quality-of-life needs, providing the highest level of service to our growing region by: – Improving existing community open space through urban forestry and other programs that provide environmental benefits.	**Consistent.** The HSR system would not conflict with wildlife linkages, open space, and natural lands. The contractor will incorporate IAMFs to avoid impacts on wildlife linkages, open space, and natural lands, specifically BIO-IAMF#1, BIO-IAMF#3, BIO-IAMF#6, BIO-IAMF#7, BIO-IAMF#8, BIO-IAMF#9, BIO-IAMF#10, and BIO-IAMF#11, to reduce impacts on these resources. The IAMFs listed above would not entirely avoid effects on wildlife movement corridors. BIO-MM#6, BIO-MM#34, BIO-MM#37, BIO-MM#55, BIO-MM#56, BIO-MM#58, BIO-MM#60, BIO-MM#62, BIO-MM#63, BIO-MM#82, AVQ-MM#1, AVQ-MM#2, and N&V-MM#1 would be implemented to reduce effects on wildlife movement corridors during construction and operations.
SCAG 2024–2050 Connect SoCal RTP/SCS (2024)	
• **Policy 58:** Prioritize the climate mitigation, adaptation, resilience and economic benefits of natural and agricultural lands in the region • **Policy 59:** Support conservation of habitats that are prone to hazards exacerbated by climate change, such as wildfires and flooding • **Policy 60:** Support regional conservation planning and collaboration across the region • **Policy 61:** Encourage the protection and restoration of natural habitat and wildlife corridors • **Policy 62:** Encourage the conservation and viability of agricultural lands to protect the regional and local food supply and ensure the sustainability of local agriculture as a vital part of the region's economy • **Policy 63:** Encourage policy development of the link between natural and agricultural conservation with public health	**Consistent.** The HSR system would not conflict with the conservation of natural and agricultural lands and the restoration of critical habitats. The contractor will incorporate IAMFs to avoid impacts on wildlife linkages, open space, and natural lands, specifically BIO-IAMF#1, BIO-IAMF#3, BIO-IAMF#6, BIO-IAMF#7, BIO-IAMF#8, BIO-IAMF#9, BIO-IAMF#10, and BIO-IAMF#11, to reduce impacts on these resources.

Policy	Consistency
Los Angeles County	
Los Angeles County 2035 General Plan (2025)	
Policies set forth by the county in the general plan are intended to protect significant agricultural resource areas, preserve SEAs, and protect the quality of the coastal environment. The general plan includes a Conservation and Natural Resources Element that addresses open space resources, biological resources, local water resources, agricultural resources, mineral and energy resources, scenic resources, and historic, cultural, and paleontological resources. The general plan also aims to protect watersheds, streams, and riparian vegetation and maintain natural watershed processes by regulating development in tributary watersheds.	--
The County of Los Angeles SEA was established by the *Los Angeles County General Plan* and additionally by the Hillside Management and Significant Ecological Areas Ordinance in 1982. In 2015, the Board of Supervisors approved the Antelope Valley Area Plan and the General Plan 2035, which created the final boundaries and categories for the SEAs. The SEA is intended to aid applicants and staff with the implementation of the general plan goals and policies, zoning code regulations, and Department of Regional Planning procedures. The general plan establishes the location of the SEAs, the description of SEAs (habitat types, unique resources, etc.), and program policies. The SEA Ordinance, a component of the county zoning code ("Title 22") is the implementation tool of the SEA Program, which establishes the permitting standards and process for development within SEAs. The general plan has identified 21 SEAs and 9 Coastal Resource Areas that represent a wide range of biotic communities and have stringent development standards. The Wildlife RSA does not occur within or adjacent to designated County SEAs, Coastal Resource Areas, or other open space related resources.	**Consistent.** Construction of the HSR system within the project section would not conflict with any adopted policies related to the preservation of SEAs, because the project is not within or adjacent to any SEAs. Despite the project not being within or adjacent to SEAs, the contractor will incorporate IAMFs, specifically BIO-IAMF#1, BIO-IAMF#3, BIO-IAMF#6, BIO-IAMF#7, BIO-IAMF#8, BIO-IAMF#9, BIO-IAMF#10, and BIO-IAMF#11, to avoid impacts on biological resources, including aquatic resources. In addition, the contractor would implement mitigation measures, as discussed in Section 3.7.7, to protect biological resources.

Policy	Consistency
LA River Master Plan (2022)	
The *LA River Master Plan* seeks to build on prior and current planning efforts to reimagine the Los Angeles River from a single-use corridor to a tangible, multi-benefit resource that connects people, culture, water, open space, and wildlife. Research and analysis for the plan is based on a data-driven watershed and community approach. The relevant goal is: • Support healthy connected ecosystems. Near the Shared Passenger Track Alternatives, which run adjacent to the Los Angeles River from River Mile 22 to River Mile 19.9, the *LA River Master Plan* includes plans for two proposed project sites. At River Mile 21.5, in Downtown Los Angeles near the intersection of Santa Fe Avenue and 4th Street, the First Street to Sixth Street River Loop project site is proposed. At River Mile 19.9, where East Washington Blvd crosses the Los Angeles River, the East Washington Blvd project site is proposed. Plans for these sites have not been finalized.	**Consistent.** Construction of the Shared Passenger Track Alternatives would not conflict with the *LA River Master Plan*. Although the plan contains proposed project sites in the vicinity of the HSR system, plans for these project sites have not been finalized. The project sites are near Downtown Los Angeles and are currently urbanized as a transportation corridor, so construction of the HSR would not affect existing ecosystems. Additionally, the contractor will incorporate IAMFs to avoid impacts on biological and aquatic resources, specifically BIO-IAMF#1, BIO-IAMF#3, BIO-IAMF#6, BIO-IAMF#7, BIO-IAMF#8, BIO-IAMF#9, BIO-IAMF#10, and BIO-IAMF#11. The IAMFs listed above would not entirely avoid effects on wildlife movement corridors. BIO-MM#6, BIO-MM#34, BIO-MM#37, BIO-MM#55, BIO-MM#56, BIO-MM#58, BIO-MM#60, BIO-MM#62, BIO-MM#63, BIO-MM#82, AVQ-MM#1, AVQ-MM#2, and N&V-MM#1 would be implemented to reduce effects on wildlife movement corridors during construction and operations.
Los Angeles County Code of Ordinances Chapter 22.174 Oak Tree Permits (2025)	
Ordinance applies to all of the unincorporated areas of the county and its goal is to create favorable conditions for the preservation and propagation of healthy oak trees. Under the ordinance, a person shall not cut, destroy, remove, relocate, inflict damage, or encroach into the protected zone of any tree of the oak tree genus (*Quercus*) that is 8 inches or more in diameter (measured at 4.5 feet above mean natural grade) or—in the case of oaks with multiple trunks—a combined diameter of 12 inches or more of the two largest trunks, without first obtaining a permit.	**Consistent.** Construction of the HSR system within the project section would not conflict with the goals of the oak tree ordinance. The contractor would implement BIO-MM#35.

Policy	Consistency
Los Angeles County Code of Ordinances Chapter 22.126 Tree Planting Requirements (2025)	
The County of Los Angeles Tree Planting Requirements are a part of the Urban Greening Program to provide environmental benefits. Planted trees will reduce greenhouse gases by absorbing carbon dioxide, reduce water pollution, and reduce urban heat islands by shading impervious surfaces. This requirement applies to any project that includes a new principal-use building or additions to buildings where the addition adds a cumulative floor area of at least 50% of the total existing building floor area or new uncovered surface parking lots with a minimum of 15 parking spaces or existing uncovered surface parking lots expanded to have more than 15 or more parking spaces. For nonresidential or mixed-use projects, a minimum of three trees shall be planted for every 10,000 square feet of developed lot area. Any existing tree within the project site with a minimum trunk diameter of 0.75 inch measured 6 inches above the soil line may count toward meeting the requirement. For parking lots, a shade plan, meeting the specifications in the Tree Planting Guide, is required. The minimum shade coverage will be 50% of the uncovered parking area within 15 years of planting the required trees. Tree species will provide adequate shade, are not invasive, and are resistant to local pests and diseases, are adaptable to local climate, and are appropriate for the planting location. The required trees will be a minimum size of 15 gallons and shall have a trunk diameter of 0.75 to 1.5 inches measured 6 inches above the soil line at the time of planting.	**Consistent.** Construction of the HSR system within the project section would not conflict with the goals of the tree planting requirements. The contractor would implement BIO-MM#35.

Policy	Consistency
Los Angeles County Code of Ordinances (2025)	
The applicable ordinances of the Los Angeles County Code of Ordinances are: • Chapter 12.28, Brush and Vegetation, Section 12.28.030: States that no person shall remove or destroy, or cause the removal or destruction of, natural vegetation on sloping terrain within the unincorporated territory of the County of Los Angeles without first obtaining written approval from the county engineer of the county to do so or in compliance with Section 12.28.040 – Exceptions to chapter applicability. • Section 17.04.340: States that a person shall not dig, remove, destroy, injure, mutilate, or cut any tree, plant, shrub, grass, fruit, or flower, or any portion thereof, growing in a park. Any removal of wood, turf, grass, soil, rock, sand, or gravel from any park is unlawful. • Section 17.04.470: States that a person shall not molest, hunt, disturb, injure, shoot at, take, net, poison, wound, harm, kill, or remove from any park or riding and hiking trail any kind of animal. • Title 22, Planning and Zoning, Section 22.56.2060: States that no person shall cut, destroy, remove, relocate, inflict damage, or encroach into a protected zone of any tree in the oak genus that is 8 inches in diameter or greater measured at 4.5 feet above mean natural grade. • Chapter 22.126 Tree Planting Requirements: Applies to any project that includes new uncovered surface parking lots with a minimum of 15 parking spaces. For projects that are non-residential or mixed-use, a minimum of three trees shall be planted for every 10,000 square feet of developed lot area. The number of trees required on that shade plan shall anticipate a minimum of 50 percent shade coverage of the uncovered parking area within 15 years of planting the required trees. Size, species, location, and maintenance will be as described in Section 22.126.030. The Los Angeles County Oak Tree Ordinance (Section 22.174.010) applies to all areas of the unincorporated areas of the county and its goal is to create favorable conditions for the preservation and propagation of healthy oak trees. A person will not cut, destroy, remove, relocate, inflict damage, or encroach into the protected zone of any tree of the oak tree genus that is more than 8 inches in diameter at 4.5 feet above the mean natural grade (or a combined diameter of 12 inches or more for multiple trunks) without first obtaining a permit. If oak trees are present, An Oak Tree Report per Section 22.174.010 is required. Oak trees are to be protected as much as possible and if removal is needed, replacement will be required.	**Consistent.** Construction of the HSR system within the project section would not conflict with the goals and relevant policies of the Los Angeles Municipal Code Chapter 12.28 Brush and Vegetation goals. The contractor will incorporate IAMFs to avoid impacts on vegetation and wildlife, specifically BIO-IAMF#1, BIO-IAMF#3, BIO-IAMF#6, BIO-IAMF#7, BIO-IAMF#8, BIO-IAMF#9, BIO-IAMF#10, and BIO-IAMF#11. In addition, the contractor would implement BIO-MM#6, BIO-MM#34, BIO-MM#37, BIO-MM#55, BIO-MM#56, BIO-MM#58, BIO-MM#60, BIO-MM#62, BIO-MM#63, BIO-MM#82, AVQ-MM#1, AVQ-MM#2, and N&V-MM#1, as discussed in Section 3.7.7, to protect biological resources. Construction of the HSR system within the project section would not conflict with the goals of Title 22 related to oak trees. The contractor would implement BIO-MM#35.

Policy	Consistency
City of Los Angeles	
City of Los Angeles General Plan (2024), Framework Element, Chapter 6, Open Space and Conservation (2023)	
The City of Los Angeles General Plan Framework Element includes the provision, management, and conservation of the city's open space resources, including natural habitats and wildlife. Relevant goals and policies include:	--
Goals: • Protect the City's natural settings from encroachment of urban development Policies: • Protect remaining open space, mitigate for environmental hazards such as flooding, tax incentives for landowners to preserve their lands • Preserving habitat linkages to preserve wildlife corridors, preserving natural viewsheds, water re-use technology • Reassess environmental importance of SEAs and evaluate potential inclusion of other areas • Conserve and manage undeveloped parts of the City's watersheds as open spaces to protect, conserve, and enhance natural resources • On-site evaluation of sites evaluated as sensitive habitats or for wildlife movement in the Framework Element's Technical Background Report and Environmental Impact Report • Preservation of private land open space to the maximum extent feasible • Encourage increase of open space where opportunities exist to protect wild areas such as the Sepulveda Basin and Chatsworth Reservoir • The amount of earth moved in grading operations within desirable open space areas should be limited and closely controlled. Aesthetic consideration should be incorporated into the City's approval of grading plans in these areas. • The designation of an area as either open space land or desirable open space is not intended to preclude the development of needed transportation facilities. Such transportation facilities traversing public park properties are subject to various laws controlling development.	**Consistent.** Construction of the HSR system within the project section would not conflict with the Open Space Element goals. The contractor will incorporate IAMFs, specifically BIO-IAMF#1, BIO-IAMF#3, BIO-IAMF#6, BIO-IAMF#7, BIO-IAMF#8, BIO-IAMF#9, BIO-IAMF#10, and BIO-IAMF#11, to avoid impacts on sensitive animal and plant species, their habitats and habitat corridors. In addition, the contractor would implement BIO-MM#6, BIO-MM#34, BIO-MM#37, BIO-MM#55, BIO-MM#56, BIO-MM#58, BIO-MM#60, BIO-MM#62, BIO-MM#63, BIO-MM#82, AVQ-MM#1, AVQ-MM#2, and N&V-MM#1, as discussed in Section 3.7.7, to protect biological resources.
Los Angeles Municipal Code (2025)	
Chapter VI: Article 4.4: Stormwater and Urban Runoff Pollution Control: Ordinance number 172,176.	**Consistent.** Construction of the HSR system within the project section would not conflict with any adopted policies related to the protection of

Policy	Consistency
(b) No person shall discharge, cause, or permit the discharge of untreated runoff from the washing of impervious surfaces into the storm drain system. This provision shall apply unless the washing is specifically required by State or local health and safety codes or unless the discharge is conditionally exempt as street or sidewalk washing as provided in Subdivision 2, Subsection A of Section 64.70.03 of this article. C. Controlling Spills, Dumping or Disposal of Materials to the Storm Drain System. This subsection applies to all persons within the City of Los Angeles and is in addition to any other anti-littering provisions provided in this Code, including, without limitation, Sections 56.08, 57.21.06, 62.54, 66.04 and 66.25. (Amended by Ord. No. 183,833, Eff. 10/3/15.) 1. The following prohibitions apply to all persons within the City of Los Angeles and any violation of this subdivision shall be punishable as a misdemeanor: (a) No person shall throw, deposit, leave, cause or permit to be thrown, deposited, placed, or left, any refuse, rubbish, garbage, or other discarded or abandoned objects, articles, and accumulations, in or upon any street, gutter, alley, sidewalk, storm drain, inlet, catch basin, conduit or other drainage structures, business place, or upon any public or private lot of land in the City so that such materials, when exposed to stormwater or any runoff, become a pollutant in the storm drain system. (b) No person shall intentionally dispose or cause the disposal of leaves, dirt, or other landscape debris into the storm drain system. (c) No person shall spill, dump, or dispose any pesticide, fungicide, or herbicide, into the storm drain system. (d) No person shall leave, dispose, cause or permit the disposal of a hazardous substance in a manner that results or potentially could result in a spill, leak or drainage of such onto any sidewalk, street or gutter that discharges into or flows with any other runoff into the storm drain system. (Amended by Ord. No. 183,833, Eff. 10/3/15.) (e) No person shall store fuels, chemicals, fuel or chemical wastes, animal wastes, garbage, batteries, and any toxic materials in a manner that causes or potentially could cause the runoff of pollutants from these materials or wastes into the storm drain system. (Amended by Ord. No. 183,833, Eff. 10/3/15.) (f) No person shall dispose, discharge, or permit the discharge of any sanitary or septage wastes from any source into the storm drain system. D. Requirement to Prevent, Control, and Reduce Stormwater Pollutants. Any owner or operator of a facility or business within the City of Los Angeles engaged in activities or operations as listed in the Critical Sources Categories, Section III of the Board's Rules and Regulations shall be required to implement Best Management Practices (BMPs) as	environmentally sensitive areas. The project section is not within or adjacent to any SEAs, CDFW-designated Significant Natural Areas, or Areas of Special Biological Significance (outlined in the Basin Plan). Because these do not include all of the environmentally sensitive areas that could occur, the contractor will incorporate IAMFs, specifically BIO-IAMF#1, BIO-IAMF#3, BIO-IAMF#6, BIO-IAMF#7, BIO-IAMF#8, BIO-IAMF#9, BIO-IAMF#10, and BIO-IAMF#11, to avoid impacts on biological resources, including aquatic resources. In addition, the contractor would implement BIO-MM#6, BIO-MM#34, BIO-MM#37, BIO-MM#55, BIO-MM#56, BIO-MM#58, BIO-MM#60, BIO-MM#62, BIO-MM#63, BIO-MM#82, AVQ-MM#1, AVQ-MM#2, and N&V-MM#1, as discussed in Section 3.7.7, to protect biological resources.

Policy	Consistency
promulgated in the Rules and Regulations. Any owner/developer of a property under construction within the City of Los Angeles or his designated representative shall be required to implement the stormwater pollution control requirements for construction activities as depicted in the project plans approved by the Department of Building and Safety. In the event a specified BMP proves to be ineffective or infeasible, the Director may require additional and/or alternative, site-specific BMPs or conditions deemed appropriate to achieve the objectives of this ordinance as defined in Subsection B of LAMC Section 64.70. Any violation or failure to implement a BMP in a timely manner shall be punishable as an infraction unless the violation or failure is declared in this Code to be a misdemeanor. (Added by Ord. No. 175,026, Eff. 2/2/03.) E. Controlling Pollutants from Parking Lots. Any owner or operator of industrial/commercial motor vehicle parking lots with more than twenty-five (25) parking spaces that are in areas potentially exposed to storm water shall be required through regular sweeping or other effective measures to remove all debris during the period between October 1 and April 15. Violation of this subsection shall be punishable as an infraction. (Former Subsection D. re-designated Subsection E. by Ord. No. 175,026, Eff. 2/2/03.)	
Chapter I: Article 3: Sec. 13.17: "Rio" River Improvement Overlay District, Purpose 1, 2 & 3: to support the goals of the Los Angeles River Revitalization Master Plan and contribute to the environmental and ecological health of the city's watersheds by establishing a positive interface between river-adjacent property and river parks and/or greenways.	**Consistent.** Construction of the HSR system within the project section would not conflict with the goals of the *Los Angeles River Revitalization Master Plan*, with the environmental and ecological health of the city's watersheds or with the interface between river-adjacent property and river parks or greenways. The contractor will incorporate IAMFs, specifically BIO-IAMF#1, BIO-IAMF#3, BIO-IAMF#6, BIO-IAMF#7, BIO-IAMF#8, BIO-IAMF#9, BIO-IAMF#10, and BIO-IAMF#11, to avoid impacts on biological resources, including aquatic resources. In addition, the contractor would implement BIO-MM#6, BIO-MM#34, BIO-MM#37, BIO-MM#55, BIO-MM#56, BIO-MM#58, BIO-MM#60, BIO-MM#62, BIO-MM#63, BIO-MM#82, AVQ-MM#1, AVQ-MM#2, and N&V-MM#1, as discussed in Section 3.7.7, to protect biological resources.
Section 41.14i: prohibits any person from cutting, breaking, destroying, removing, defacing, tampering with, marring, injuring, disfiguring, interfering with, damaging, tearing, or altering any tree, shrub, tree stake, or guard in any public street, or affix or attach in any manner any other thing whatsoever, including any guy wire or rope, to any tree, shrub, tree stake, or guard except for the purpose of protecting it.	**Consistent.** Construction of the HSR system within the project section would not conflict with this administrative code. The contractor would implement BIO-MM#35.

Policy	Consistency
Section 41.31: prohibits any person from (a) dumping, pouring, or spilling any oil, salt, or salt water or other deleterious matter upon any tree space in any street, or keep or maintain any sidewalk within ten feet of any such trees space on any street any receptacle from which oil or salt water leaks or drips, or pour oil or salt water onto any parking or concrete gutter so as to injure any tree on any street; and (b) piling building material or other material, about any tree, plant, or shrub in a street in any manner that will in any way injure such tree, plant, or shrub.	**Consistent.** Construction of the HSR system within the project section would not conflict with this code. The contractor would implement BIO-MM#35 to remove any trees or shrubs that could potentially be affected by construction operations.
Section 1, Subdivision 12 of Subsection A: amends provisions of the Los Angeles Municipal Code to include Mexican Elderberry (*Sambucus mexicana*) and Toyon (*Heteromeles arbutifolia*) shrubs in the class of protected trees and update regulations. All existing protected trees and shrubs and relocation of replacement trees and shrubs shall be indicated on a plot plan attached to the building permit. A report prepared by a certified arborist will be required if there are protected trees present. Any of the following protected indigenous tree or shrub species, measuring four inches or more in cumulative diameter, four and one-half feet above ground level are protected: Protected Trees (1) Oak trees including valley oak (*Quercus lobata*), California live oak (*Quercus agrifolia*) or any other oak tree indigenous to Southern California, excluding scrub oak (*Quercus berberidifolia*) (2) Southern California black walnut (*Juglans californica* var. *californica*) (3) western sycamore (*Platanus racemosa*) (4) California bay (*Umbellularia californica*) Protected Shrubs (5) Mexican Elderberry (6) Toyon The protected tree or shrub will be replaced within the property by at least four specimens of a protected variety except where the protected species is relocated. A protected tree will only be replaced by protected trees and not protected shrubs. A protected shrub will only be replaced by protected shrubs. When replacement concerns more than two protected trees or shrubs, the permit will be considered at a full public hearing at the Board. Grading may be prohibited in the drip line of a protected tree or shrub.	**Consistent.** Construction of the HSR system within the project section would not conflict with this administrative code. The contractor would implement BIO-MM#35 to remove any trees or shrubs that could potentially be affected by construction operations. Detailed engineering plan sets prior to construction will note trees and shrubs that are within the construction area, and note whether they are to be protected or relocated.

Policy	Consistency
City of Los Angeles, Stormwater Program, Department of Public Works, Bureau of Sanitation Requirements (2016)	
Where environmentally sensitive areas occur stormwater BMPs will be required by the City of Los Angeles Department of Public Works. The Stormwater Program of the Los Angeles Municipal Code is effective from October 24, 2016. *Environmentally sensitive area* means any area in which plant or animal life, or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and that would be easily disturbed or degraded by human activities and developments. Environmentally sensitive areas include, but are not limited to, areas designated as SEAs by the County of Los Angeles, areas designated as Significant Natural Areas by the CDFW Significant Natural Areas Program and field verified by CDFW, and areas listed in the Basin Plan as supporting the "Rare, Threatened, or Endangered Species" beneficial use. The requirements include: 1. Implement stormwater BMPs to retain or treat the runoff from a storm event producing 1/2 inch of rainfall in a 24-hour period. A signed certificate from California licensed civil engineer or licensed architect that the proposed BMPs meet this numerical threshold standard is required. 2. Post development peak stormwater runoff discharge rates shall not exceed the estimated pre-development rate for developments where the increase peak stormwater discharge rate will result in increased potential for downstream erosion. 3. Concentrate or cluster development on portions of a site while leaving the remaining land in a natural undisturbed condition. 4. Limit clearing and grading of native vegetation at the project site to the minimum needed to build lots, allow access, and provide fire protection. 5. Maximize trees and other vegetation at each site by planting additional vegetation, clustering tree areas and promoting the use of native and/or drought tolerant plants. 6. Promote natural vegetation by using parking lot islands and other landscaped areas. 7. Preserve riparian areas and wetlands. 8. The owner(s) of the property will prepare and execute a covenant and agreement (Planning Department General Form CP-6770) satisfactory to the Planning Department binding the owners to post construction maintenance of the structural BMPs in accordance with the Standard Urban Stormwater Mitigation Plan and or per manufacturer's instructions (obtain clearance letter from Watershed Protection Division, Bureau of Sanitation).	**Consistent.** Construction of the HSR system within the project section would not conflict with any adopted policies related to the protection of environmentally sensitive areas. The project section is not within or adjacent to any SEAs, CDFW-designated Significant Natural Areas, or Areas of Special Biological Significance (outlined in the Basin Plan). Because these do not include all of the environmentally sensitive areas that could occur, the contractor will incorporate IAMFs, specifically BIO-IAMF#1, BIO-IAMF#3, BIO-IAMF#6, BIO-IAMF#7, BIO-IAMF#8, BIO-IAMF#9, BIO-IAMF#10, and BIO-IAMF#11, to avoid impacts on biological resources, including aquatic resources. In addition, the contractor would implement BIO-MM#6, BIO-MM#34, BIO-MM#37, BIO-MM#55, BIO-MM#56, BIO-MM#58, BIO-MM#60, BIO-MM#62, BIO-MM#63, BIO-MM#82, AVQ-MM#1, AVQ-MM#2, and N&V-MM#1, as discussed in Section 3.7.7, to protect biological resources.

Policy	Consistency
Los Angeles River Ecosystem Restoration Project (2015)	
The City of Los Angeles, in conjunction with USACE, has prepared a Final Integrated Feasibility Report and EIS/EIR (USACE and City of Los Angeles 2015) for the proposed Los Angeles River Ecosystem Restoration Project. This project involves restoring 11 miles of the Los Angeles River from approximately Griffith Park to downtown Los Angeles, while maintaining existing levels of flood risk management. The Los Angeles River Ecosystem Restoration Project activity in the vicinity of the Shared Passenger Track Alternatives include Reach 8 – Union Pacific LATC Intermodal Facility. The Los Angeles River in this area is concrete lined, with existing rail lines adjacent to the channel on both banks. This section of the river would be restored to a historic wash and riparian habitat. The restoration would use existing culverts to allow flows from the ephemeral wash to enter the LA River under the railroad lines. Invasive vegetation would be removed throughout the project footprint, including the river and tributary channel bottom areas. This plan includes a proposal to restore floodplain functions and create recreation, open space, and residential elements within the 125-acre BNSF Railway's Piggyback Yard. Existing railroad tracks would be elevated on trestles to allow flow through connection of the riparian zone and marsh habitat. (also known as Mission Yard or LATC). The Shared Passenger Track Alternatives are located approximately 1,500 feet to the west of the Piggyback Yard. Farther south, reach 8 is directly adjacent to the northern end of the Shared Passenger Track Alternatives as the reach continues south of E Cesar E. Chavez Ave, past U.S. Highway 101 and to 1st St.	**Consistent.** Construction of the HSR system within the project section would not conflict with the Los Angeles River Ecosystem Restoration Project. Of the eight reaches within this plan, three overlap with the supplemental RSA: reaches 6, 7, and 8. The two preferred plans were reviewed with respect to the project section and this analysis is included in the *Los Angeles to Anaheim Project Section Biological and Aquatic Resources Technical Report*. The contractor will incorporate IAMFs to avoid impacts on biological and aquatic resources associated with the restoration project, specifically BIO-IAMF#1, BIO-IAMF#3, BIO-IAMF#6, BIO-IAMF#7, BIO-IAMF#8, BIO-IAMF#9, BIO-IAMF#10, and BIO-IAMF#11. Additionally, implementation of HYD-IAMF#1, HYD-IAMF#3, HYD-IAMF#4, and HMW-IAMF#6 would reduce potential effects on aquatic resources. In addition, the contractor would implement BIO-MM#6, BIO-MM#33, BIO-MM#34, BIO-MM#47, BIO-MM#50, BIO-MM#55, BIO-MM#58, and BIO-MM#62, as discussed in Section 3.7.7, to protect aquatic resources.
City of Vernon	
City of Vernon General Plan (2023), Resources Element (2015)	
• **Goal R-3:** Preserve established open spaces and look for opportunities to create new open space areas that can benefit the health and welfare of workers and residents in Vernon.	**Consistent.** Construction of the HSR system within the project section would not conflict with the Resources Element. The contractor will incorporate IAMFs to avoid impacts on biological resources, including aquatic resources, specifically BIO-IAMF#1, BIO-IAMF#3, BIO-IAMF#6, BIO-IAMF#7, BIO-IAMF#8, BIO-IAMF#9, BIO-IAMF#10, and BIO-IAMF#11.

Policy	Consistency
City of Bell	
City of Bell 2030 General Plan, Resource Management Element (2022)	
The Resource Management Element within the City of Bell's general plan focuses on five key issue areas: recreational resources, ecological resources, cultural resources, air quality, and water resources. Bell is highly urbanized, and no ecologically sensitive habitat for plants or animals is present in the city. The Los Angeles River has been channelized through the city, which has resulted in a loss of riparian habitat.	**Consistent.** Construction of the HSR system within the project section would not conflict with Resource Management Element. The contractor will incorporate IAMFs, specifically BIO-IAMF#1, BIO-IAMF#3, BIO-IAMF#6, BIO-IAMF#7, BIO-IAMF#8, BIO-IAMF#9, BIO-IAMF#10, and BIO-IAMF#11, to avoid impacts on biological resources, including aquatic resources. In addition, the contractor would implement BIO-MM#6, BIO-MM#34, BIO-MM#37, BIO-MM#55, BIO-MM#56, BIO-MM#58, BIO-MM#60, BIO-MM#62, BIO-MM#63, BIO-MM#82, AVQ-MM#1, AVQ-MM#2, and N&V-MM#1, as discussed in Section 3.7.7, to protect biological resources. The Shared Passenger Track Alternatives would comply with water districts through incorporation of IAMFs, specifically BIO-IAMF#1, BIO-IAMF#3, BIO-IAMF#6, BIO-IAMF#7, BIO-IAMF#8, BIO-IAMF#9, BIO-IAMF#10, and BIO-IAMF#11.
City of Commerce	
City of Commerce 2020 General Plan, Resource Management Element (2008)[1]	
The Resource Management Element seeks to increase its plant resources by implementing a definitive street tree program that, at a minimum, calls for landscaping along major rights-of-way and within industrial and commercial developments. This landscaping is to be conducted by the city.	**Consistent.** Construction of the HSR system within the project section would not conflict with the Resource Management Element. The contractor would implement BIO-MM#35.
City of Montebello	
City of Montebello General Plan, Our Natural Community, Conservation and Open Space Element (2024)	
The *City of Montebello General Plan* (2024) Our Natural Community chapter includes the Conservation Open Space Element which includes the topics of air and water, greenhouse gases, open space, hillsides, watersheds, riparian areas, and plants and animals. The Rio Hondo and spreading grounds occur in Montebello. To the north of the Shared Passenger Track Alternatives on the west side of the Rio Hondo, there is a plan for enhancement of the existing Rio Hondo connector by adding Bluff Park at the end of Sycamore Street at De Paul Center and bluff top trail. This is a recreational park and will not change the quality of biological resources present.	**Consistent.** Construction of the Shared Passenger Track Alternatives would not conflict with the Conservation Element. The contractor will incorporate IAMFs to avoid impacts on biological resources, including aquatic resources, specifically BIO-IAMF#1, BIO-IAMF#3, BIO-IAMF#6, BIO-IAMF#7, BIO-IAMF#8, BIO-IAMF#9, BIO-IAMF#10, and BIO-IAMF#11. In addition, the contractor would implement BIO-MM#6, BIO-MM#34, BIO-MM#37, BIO-MM#55, BIO-MM#56, BIO-MM#58, BIO-MM#60, BIO-MM#62, BIO-MM#63, BIO-MM#82, AVQ-MM#1, AVQ-MM#2, and N&V-MM#1, as discussed in Section 3.7.7, to protect biological resources.

Policy	Consistency
Montebello Municipal Code (2024)	
Section 12.08.090: prohibits any person from removing, trimming, pruning, or cutting any tree planted or maintained by the city. No person shall injure or destroy any tree planted or maintained by the city, by any means. Notification is required to be provided to the city within 10 days of any planned disturbance of city trees to ensure compliance with the municipal code.	**Consistent.** Construction of the Shared Passenger Track Alternatives would not conflict with Section 12.08.090. The contractor would implement BIO-MM#35.
City of Pico Rivera	
Pico Rivera Municipal Code (2025)	
Section 12.40.020: requires a permit for any person, other than a city officer or contractual agent of the city, intending to plant, cut down, pull up, burn, destroy, remove, trim, skin, deface, or remove the outer trunk surface or bark of any roadside tree, or trim or prune such roadside tree so as to deface, injure, destroy, or endanger the life or uniform growth of such roadside tree.	**Consistent.** Construction of the Shared Passenger Track Alternatives would not conflict with Section 12.040.020. The contractor would implement BIO-MM#35.

Policy	Consistency
City of Santa Fe Springs	
Re-Imagine Santa Fe Springs 2040 General Plan, Open Space and Conservation Element (2022)	
Conservation and Open Space Element: • **Goal COS-1:** A Vibrant Park System that Meets Evolving Community Needs – **Policy COS 1.1: Parkland Acreage and Access.** Strive to maintain a parkland to population ratio of at least 4.0 acres per 1,000 residents and park facilities located so every resident lives within a 10-minute walk to a park or other recreation facility. – **Policy COS 1.2: Use of Unique Property.** Utilize remnant properties along freeways, utility easements, or other corridors for use as recreational amenities or innovative urban open spaces. – **Policy COS-5.1:** Native Plants. Encourage the use of native and climate-appropriate tree and plant species. – **Policy COS-5.4:** Green Buffers: Expand trees and landscaping to build an extensive green buffer between residential neighborhoods and freeways, rail corridors, and industrial zones to help reduce air pollution impacts. Prioritize residential neighborhoods that are designated as disadvantaged communities. – **Policy COS-5.5:** Environmental Benefits. Expand urban greening to reduce air and noise pollution, reduce and clean urban runoff, increase groundwater recharge, improve ecological diversity, and help cool neighborhoods by minimizing heat island effects. – **Policy COS-5.6:** Bird Nesting. Protect migratory and native bird nesting sites on trees and landscaping during construction and/or tree removal or trimming, with special considerations during the bird nesting season and within parkland, easements, or flood control areas along the San Gabriel River and tributaries.	**Consistent.** Construction of the Shared Passenger Track Alternatives would not conflict with the Open Space/Conservation Element Policies. The contractor will incorporate IAMFs, specifically BIO-IAMF#1, BIO-IAMF#3, BIO-IAMF#6, BIO-IAMF#7, BIO-IAMF#8, BIO-IAMF#9, BIO-IAMF#10, and BIO-IAMF#11, to avoid impacts on biological resources, including aquatic resources.
Code of Santa Fe Springs (2025)	
Section 96.133: prohibits cutting, trimming, pruning, planting, removing, injuring, or interfering with any tree, shrub, or plant upon any street, alley, or public right-of-way within the city without a permit. This permit can be acquired from the Director of Public Works and is valid for 30 days from the date of issuance.	**Consistent.** Construction of the Shared Passenger Track Alternatives would not conflict with Section 96.133. The contractor would implement BIO-MM#35.

Policy	Consistency
City of La Mirada	
City of La Mirada General Plan, Open Space and Conservation Element (2003)	
Open Space and Conservation Element: • Addresses existing and future opportunities for improving and maintaining the quality of parks, trails, and the natural environment. • Goal 2.0 - is to preserve and enhance trails and passive open space, which includes La Mirada Creek Park as a trail-oriented and natural open space resource for the community, and to work cooperatively with surrounding jurisdictions to create and maintain the Coyote Creek Multi-Use Trail.	**Consistent.** The Shared Passenger Track Alternatives would not conflict with wildlife linkages, open space, and natural lands. The contractor will incorporate IAMFs to avoid impacts on wildlife linkages, open space, and natural lands, specifically BIO-IAMF#1, BIO-IAMF#3, BIO-IAMF#6, BIO-IAMF#7, BIO-IAMF#8, BIO-IAMF#9, BIO-IAMF#10, and BIO-IAMF#11.
La Mirada Code of Ordinances (2024)	
Ordinance 556, Section 2: prohibits injuring or destroying any parkway tree by any means without a permit.	**Consistent.** Construction of the Shared Passenger Track Alternatives would not conflict with Ordinance 556, Section 2. The contractor would implement BIO-MM#35.
Orange County	
County of Orange General Plan (2025)	
Land Use Element (2024)	
The County of Orange General Plan Land Use Element, updated in June 2024, includes an Open Space land use category and OSR land use overlays. The Open Space category is most often zoned agricultural and indicates that in the current or near term the land will be used as open space or for agriculture, but there is not a long-term commitment to open space or agricultural uses, except where one of the three overlay categories apply. The OSR overlay identifies lands of scenic or natural attraction, and areas of ecological, cultural, historical, and recreational significance that are permanently preserved as and restricted to open space and compatible uses. OSR designation is intended to reflect lands that are prioritized in the Resources and Recreation Elements of the General Plan that are to remain open space in perpetuity. OSR lands may also include recreational trails and similar facilities. The OSR depiction on the General Plan Land Use Element Map shows generalized reserve boundaries that are for informational purposes only and may not include private in-holding land.	**Consistent.** Construction of the HSR system within the project section would not conflict with any land that is zoned for agricultural uses or any land set aside for ecological, cultural, historical, and recreational significance.

Policy	Consistency
Resources Element (2015)	
Wildlife Habitat Areas (Generalized) are mapped in the Resources Element, Figure VI-4 of the general plan.	**Consistent.** Construction of the HSR system within the project section would not conflict with any area listed as a wildlife habitat area within the general plan.
City of Buena Park	
Buena Park Municipal Code (2025)	
Section 12.20.010: prohibits any person other than a city employee in any public street, alley, parkway, thoroughfare, or place within the city other than a parkway abutting property owned or occupied by such person from planting, or cutting down, injuring, girdling, or removing any tree, shrub, bush or other vegetation; or installing, damaging, or destroying any ornament or improvement. **Section 12.20.020:** prohibits cutting down, injuring, girdling, destroying, or removing any standing or growing trees or shrubbery or any ornament or improvement in any public park or street of the city without first being issued a permit. The permit for the removal of any tree may require the replanting of another tree after the removal.	**Consistent.** Construction of the Shared Passenger Track Alternatives would not conflict with Sections 12.20.010 and 12.20.020. The contractor would implement BIO-MM#35.

Policy	Consistency
City of Fullerton	
The Fullerton Plan (2025), Natural Environment (2020)	
Goal 24: Responsible management of open spaces balanced with the healthy functioning of environmental systems is to be achieved through specific policies. P24.1 includes maintenance of regional open spaces and P24.2 encourages the preservation of significant open spaces within the region. P24.3 supports increasing access to open spaces while respecting the natural environment. P24.7 supports the creation of open space. P24.8 supports the preservation of ESAs in public open space. P24.9 supports the encouragement of diverse environmentally sensitive passive open spaces. P24.10 supports linking open spaces to public areas and neighborhoods. P24.11.1 supports the management of wildfire areas. P24.13 supports the maintenance of ESAs. P24.13.1 supports the increase in resilience of open space and natural areas to increased risk of fire, flood, and geological hazards. P25.1 supports conservation of sensitive natural resources for sensitive species and plant communities. P25.2 supports projects to pursue restoration of channelized portions of Brea Creek and Fullerton Creek. P25.3 supports regulations to promote trees throughout the city. P25.4 supports the promotion of respecting the natural environment and wildlife inhabiting or migrating to the city's open spaces. P25.5 supports management of development in areas containing significant or rare biological resources. P25.7 includes mitigation of impacts for these resources. P25.8 supports mitigation of impacts on waterways.	**Consistent.** Construction of the Shared Passenger Track Alternatives would not conflict with the Resource Management Element. The contractor will incorporate IAMFs, specifically BIO-IAMF#1, BIO-IAMF#3, BIO-IAMF#6, BIO-IAMF#7, BIO-IAMF#8, BIO-IAMF#9, BIO-IAMF#10, and BIO-IAMF#11, to avoid impacts on biological resources, including aquatic resources.
Fullerton Municipal Code (2025)	
Section 9.06.090: developers must submit a plot plan of proposed development to the city so the Director of Development Services can determine the tree requirements for site development. Any proposed change in the direction or width of a public street must incorporate a consideration of street trees within the right-of-way as part of the general plan of improvements.	**Consistent.** Construction of the Shared Passenger Track Alternatives would not conflict with Section 9.06.090. The contractor would implement BIO-MM#35.
Section 9.06.100: states that it is also unlawful for any person to alter or remove any tree in Fullerton within a public area or right-of-way without a permit.	**Consistent.** Construction of the Shared Passenger Track Alternatives would not conflict with Section 9.06.090. The contractor would implement BIO-MM#35.

Policy	Consistency
City of Anaheim	
City of Anaheim General Plan (2025), Green Element (2004)	
Green Element: sets policies for the conservation of biological resources and public landscaping. • Public Landscaping and Street Trees Policy 1.1 requires that street trees be preserved where practical.	**Consistent.** Construction of the Shared Passenger Track Alternatives would not conflict with the Green Element objective. The contractor would implement BIO-MM#35.
Mitigation Measures 5.3-1 and 5.3-8 of the General Plan and Zoning Code Update EIR No. 330. The City of Anaheim General Plan and Zoning Code Update EIR No. 330 includes mitigation measures for the protection of rare plant and wildlife communities, including oak, riparian, wetland, walnut woodland, and coastal sage scrub vegetation communities (Mitigation Measures 5.3-1 and 5.3-8) (City of Anaheim 2004).	**Consistent.** Construction of the Shared Passenger Track Alternatives would not conflict with Mitigation Measures 5.3-1 and 5.3-8 of the General Plan and Zoning Code Update EIR No. 330. The contractor would implement BIO-MM#35.
Anaheim Municipal Code (2025)	
The Anaheim Municipal Code is current through Ordinance 6391, passed December 20, 2016. The City of Anaheim Municipal Code Section 13.12.080 states, “no person shall top or in any other manner injure or damage any street tree. No person shall cut, trim, prune, plant, remove, spray, or in any other manner interfere with any street tree within the City of Anaheim without first having secured written permission from the Director of Community Services or his or her designee.” Any street tree removed must be replaced if a replacement is deemed possible and in accordance with the Official Tree Species List and Tree Master Plan.	**Consistent.** Construction of the Shared Passenger Track Alternatives would not conflict with Section 13.12.080. The contractor would implement MM BIO-MM#35.

Policy	Consistency
City of Orange	
Orange General Plan (2025), Natural Resources Element (2015)	
The City of Orange adopted the *Orange General Plan* in 2010 and last updated it in January 2025. The Natural Resources Element, updated in 2015, contains the following policies: • Goal 1.0: Provide recreational use, scenic enjoyment, and the protection of natural resources and features in open space areas. – Policy 1.1: Conserve open space through various public-private funding mechanisms and management strategies including, but not limited to, conservation easements • Goal 2.0: Protect air, water, and energy resources from pollution and overuse – Policy 2.11: Protect the ecological integrity and overall health of Orange's watersheds – Policy 2.13: Control surface runoff water discharges into the stormwater conveyance system to comply with the City's National Pollutant Discharge Elimination System (NPDES) Municipal Permit and other regional permits issued by the Santa Ana Regional Water Quality Control Board – Policy 2.16: Protect in-stream habitat and natural stream and channel features • Goal 4.0: Conserve and protect wildlife habitat, plant and animal species of concern and general biodiversity. – Policy 4.1: Preserve and protect native and habitat-supporting plant resources throughout the City. – Policy 4.3: Reduce the impact of urban development of important ecological and biological resources. – Policy 4.4: Repair or improve ecological and biological conditions in the urban and natural environments when reviewing proposals for site development and redevelopment, as well as public improvements. – Policy 4.5: Protect the Santiago Creek and Santa Ana River corridors from premature urbanization to ensure the continued availability of important sand and gravel, flood control, water recharge, biological, and open space resources.	**Consistent.** Construction of the HSR system within the project section would not conflict with the Natural Resources Element and Open Space and Conservation Element. The contractor will incorporate IAMFs, specifically BIO-IAMF#1, BIO-IAMF#3, BIO-IAMF#6, BIO-IAMF#7, BIO-IAMF#8, BIO-IAMF#9, BIO-IAMF#10, and BIO-IAMF#11, to avoid impacts on biological resources, including aquatic resources. In addition, the contractor would implement BIO-MM#6, BIO-MM#34, BIO-MM#37, BIO-MM#55, BIO-MM#56, BIO-MM#58, BIO-MM#60, BIO-MM#62, BIO-MM#63, BIO-MM#82, AVQ-MM#1, AVQ-MM#2, and N&V-MM#1 as discussed in Section 3.7.7, to protect biological resources. The Shared Passenger Track Alternatives would comply with water districts through incorporation of IAMFs, specifically BIO-IAMF#1, BIO-IAMF#3, BIO-IAMF#6, BIO-IAMF#7, BIO-IAMF#8, BIO-IAMF#9, BIO-IAMF#10, and BIO-IAMF#11.

[1] This plan is currently undergoing an update as of April 2025.

BMP = best management practice; CDFW = California Department of Fish and Wildlife; EIR = environmental impact report; EIS = environmental impact statement; HCP = habitat conservation plan; HSR = high-speed rail; IAMF = impact avoidance and minimization feature; LA = Los Angeles; LAMC = Los Angeles Municipal Code; LATC = Los Angeles Transportation Center; OSR = Open Space Reserve; project section = Los Angeles to Anaheim Project Section; RPOSD = Regional Park and Open Space District; RSA = resource study area; RTP = Regional Transportation Plan; SCAG = Southern California Association of Governments; SCS = Sustainable Communities Strategy; SEA = Significant Ecological Area; UPRR = Union Pacific Railroad; USACE = U.S. Army Corps of Engineers

Hydrology and Water Resources

Policy	Consistency
3.8 HYDROLOGY AND WATER RESOURCES	
Southern California	
SCAG Regional Comprehensive Plan (2008)	
SCAG adopted the *2008 Regional Comprehensive Plan* in October 2008. The plan includes water goals and constrained policies for implementation of those water goals. • **Constrained Policy WA-23:** Local governments should encourage Low Impact Development and natural spaces that reduce, treat, infiltrate and manage runoff flows caused by storms and impervious surfaces. • **Constrained Policy WA-24:** Local governments should prevent development in flood hazard areas lacking appropriate protections, especially in alluvial fan areas. • **Constrained Policy WA-27:** Developers and local governments should maximize pervious surface area in existing urbanized areas to protect water quality, reduce flooding, allow for groundwater recharge, and preserve wildlife habitat. New impervious surfaces should be minimized to the greatest extent possible, including the use of in-lieu fees and off-site mitigation. • **Constrained Policy WA-34:** State and regional agencies should design and operate regional transportation facilities so that stormwater runoff does not contaminate surrounding watershed ecosystems.	**Consistent.** During construction, the project design of the Shared Passenger Track Alternatives would comply with the requirements of the CGP by preparing a SWPPP. The SWPPP would identify construction BMPs, such as erosion and sediment control BMPs designed to minimize erosion and retain sediment on site and good housekeeping BMPs designed to prevent spills, leaks, and discharges of construction debris and wastes into receiving waters, to be implemented during construction. During operation, the project would be required to comply with the requirements of the applicable NPDES permit and implement post-construction BMPs to reduce impacts on water quality. Therefore, the Shared Passenger Track Alternatives would protect the water quality of receiving waters and the watershed from negative impacts associated with construction and development of the HSR. Development of the Shared Passenger Track Alternatives would result in a permanent increase in impervious surface area. An increase in impervious area would increase the volume of runoff during a storm, which would more effectively transport pollutants to receiving waters, including stormwater systems. HYD-IAMF#1 includes standard practices and design features, such as implementation of the stormwater management and treatment measures that will be incorporated into the design of the Shared Passenger Track Alternatives. Incorporation of this IAMF will reduce the severity of effects, such as the rate of stormwater runoff, temporary changes to river and channel hydrology, and potential erosion and siltation caused by increased rates of volumes and flow. The proposed drainage system would collect, convey, and discharge surface water runoff from the Authority's right-of-way to the existing storm drain system while maintaining the existing drainage pattern, in compliance with the MS4 permit. During operation, the project would be required to comply with the requirements of the applicable NPDES permit and implement post-construction BMPs to target pollutants of concern. In addition, the project would incorporate LID techniques to retain runoff on site and promote infiltration. Furthermore, the project section would implement standard

Policy	Consistency
	measures to revegetate disturbed areas and preserve vegetation, consistent with LID standards.
SCAG 2024–2050 Connect SoCal RTP/SCS (2024)	
• **Policy 48:** Promote sustainable development and best practices that enhance resource conservation, reduce resource consumption and promote resilience	**Consistent.** During construction, the Shared Passenger Track Alternatives would comply with the requirements of the CGP by preparing a SWPPP. The SWPPP would identify construction BMPs, such as erosion and sediment control BMPs designed to minimize erosion and retain sediment on site and good housekeeping BMPs designed to prevent spills, leaks, and discharges of construction debris and wastes into receiving waters, to be implemented during construction. During operation, the project would be required to comply with the requirements of the applicable NPDES permit and implement post-construction BMPs to reduce impacts on water quality. Therefore, the Shared Passenger Track Alternatives would protect the water quality of receiving waters and the watershed from negative impacts associated with construction and development of the HSR.

Policy	Consistency
• **Policy 56:** Consider the full environmental life cycle of clean transportation technologies, including upstream production and end of life as an important part of meeting SCAG's objectives in economic development and recovery, resilience planning and achievement of equity	**Consistent.** The Shared Passenger Track Alternatives consider hydrologic impacts during construction and during operations in order to provide an accurate depiction of the project impacts. Development of the Shared Passenger Track Alternatives would result in a permanent increase in impervious surface area. An increase in impervious area would increase the volume of runoff during a storm, which would more effectively transport pollutants to receiving waters, including stormwater systems. HYD-IAMF#1 includes standard practices and design features, such as implementation of the stormwater management and treatment measures that will be incorporated into the design of the Shared Passenger Track Alternatives. Incorporation of this IAMF will reduce the severity of effects, such as the rate of stormwater runoff, temporary changes to river and channel hydrology, and potential erosion and siltation caused by increased rates of volumes and flow. The proposed drainage system would collect, convey, and discharge surface water runoff from the Authority's right-of-way to the existing storm drain system while maintaining the existing drainage pattern, in compliance with the MS4 permit. During operation, the project would be required to comply with the requirements of the applicable NPDES permit and implement post-construction BMPs to target pollutants of concern. The project would incorporate LID techniques to retain runoff on site and promote infiltration. In addition, the project section would implement standard measures to revegetate disturbed areas and preserve vegetation, consistent with LID standards.
Los Angeles Regional Water Quality Control Board	
Water Quality Control Plan for the Los Angeles Region (Basin Plan) (2024)	
The Water Quality Control Plan for the Los Angeles Region designates beneficial uses for specific surface water and groundwater resources, establishes water quality objectives to protect those uses, and sets forth policies to guide the implementation of programs to attain the objectives. Ammonia: For inland surface water, the four-day average concentration of unionized ammonia shall not exceed 0.035 mg/L and the one-hour average concentration shall not exceed 0.233 mg/L. Coliform bacteria: In fresh waters designated for water contact recreation (REC-1), the geometric mean limits of E. coli density shall not exceed 126/100 ml. In waters designated for non-water contact recreation (REC-2) and not designated for water	**Consistent.** During operation, the project would be required to comply with the requirements of the applicable NPDES permit and implement post-construction BMPs to target pollutants of concern. Operation of the Shared Passenger Track Alternatives has the potential to contribute to existing water quality impairments. During operations, the Shared Passenger Track Alternatives stormwater system will divert runoff and pollutants from roads and tracks to diminish the amount of contaminants that reach waterbodies and affect surface water quality, in compliance with the MS4 permit (HYD-IAMF#1). Furthermore, LID techniques would be incorporated into the Shared Passenger Track Alternatives to retain runoff on site, promote infiltration, and

Policy	Consistency
contact recreation (REC-1), the fecal coliform concentration shall not exceed a log mean of 2000/100 ml (based on a minimum of not less than four samples for any 30-day period), nor shall more than 10 percent of samples collected during any 30-day period exceed 4000/100 ml. In groundwaters used for domestic or municipal supply (MUN) the concentration of coliform organisms over any seven day period shall be less than 1.1/100 ml. Biochemical Oxygen Demand: Waters shall be free of substances that result in increases in the biochemical oxygen demand which adversely affect beneficial uses. Biostimulatory Substances: Waters shall not contain biostimulatory substances in concentrations that promote aquatic growth to the extent that such growth causes nuisance or adversely affects beneficial uses. Chemical Constituents: Surface waters shall not contain concentrations of chemical constituents in amounts that adversely affect any designated beneficial use. Water designated for use as Domestic or Municipal Supply (MUN) shall not contain concentrations of chemical constituents in excess of the limits specified in the Title 22 of the California Code of Regulations, Section 64431 (Inorganic Chemicals) and Section 64444 (Organic Chemicals). Chlorine: Chlorine residual shall not be present in surface water discharges at concentrations that exceed 0.1 mg/L and shall not persist in receiving waters at any concentration that causes impairment of beneficial uses. Color: Waters shall be free of coloration that causes nuisance or adversely affects beneficial uses. Floating Material: Waters shall not contain floating materials, including solids, liquids, foams, and scum, in concentrations that cause nuisance or adversely affect beneficial uses. Nitrogen (Nitrate, Nitrite): Waters shall not exceed 10 mg/L nitrogen as nitrate-nitrogen plus nitrite-nitrogen (NO_3-N + NO_2-N), 45 mg/L as nitrate (NO_3), 10 mg/L as nitrate-nitrogen (NO_3-N), or 1 mg/L as nitrite-nitrogen (NO_2-N) or as otherwise designated in the Basin Plan. Groundwaters shall not exceed 10 mg/L nitrogen as nitrate-nitrogen plus nitrite-nitrogen (NO_3-N + NO_2- N), 45 mg/L as nitrate (NO_3), 10 mg/L as nitrate-nitrogen (NO_3-N), or 1 mg/L as nitrite-nitrogen (NO_2-N). Oil and Grease: Waters shall not contain oils, greases, waxes or other materials in concentrations that result in a visible film or coating on the surface of the water or on objects in the water, that cause nuisance, or that otherwise adversely affect beneficial uses.	reduce the volume and rate of off-site runoff, in compliance with the MS4 permit. An increase in impervious surfaces could also affect groundwater recharge, although the extent of these surfaces would be small compared to the size of the groundwater recharge area. The contractor will incorporate measures under GEO-IAMF#1 that will reduce the effects of dewatering by controlling and minimizing groundwater withdrawal and requiring treatment before discharge. HYD-IAMF#1 and HYD-IAMF#3 also include the use of permeable and vegetated areas to provide for soil infiltration. In addition, groundwater extraction would not be required during construction or operation of the Shared Passenger Track Alternatives.

Policy	Consistency
Dissolved Oxygen: The dissolved oxygen content of all surface waters designated as WARM shall not be depressed below 5 mg/L as a result of waste discharges. Pesticides: No individual pesticide or combination of pesticides shall be present in concentrations that adversely affect beneficial uses. There shall be no increase in pesticide concentrations found in bottom sediments or aquatic life. Waters designated for use as domestic or municipal supply (MUN) shall not contain concentrations of pesticides in excess of the limiting concentrations specified in Section 64444 (Organic Chemicals) of Title 22 of the California Code of Regulations. pH: Ambient pH levels shall not be changed more than 0.2 units from natural conditions as a result of waste discharge. Copper: The copper water quality criteria shall be modified using the following site-specific water effect ratios: Los Angeles River (Reaches 1-4): 3.97 Rio Hondo (reaches 1 and 2): 9.69 Solid, Suspended, or Settleable Materials: Waters shall not contain suspended or settleable material in concentrations that cause nuisance or adversely affect beneficial uses. Temperature: For waters designated WARM, water temperature shall not be altered by more than 5 °F above the natural temperature. At no time shall these WARM-designated waters be raised above 80 °F as a result of waste discharges. Toxicity: All waters shall be maintained free of toxic substances in concentrations that are toxic to, or that produce detrimental physiological responses in, human, plant, animal, or aquatic life. Compliance with this objective will be determined by use of indicator organisms, analyses of species diversity, population density, growth anomalies, bioassays of appropriate duration or other appropriate methods as specified by the State or Regional Board. Turbidity: Waters shall be free of changes in turbidity that cause nuisance or adversely affect beneficial uses. Increases in natural turbidity attributable to controllable water quality factors shall not exceed the following limits: Where natural turbidity is between 0 and 50 NTU, increases shall not exceed 20%. Where natural turbidity is greater than 50 NTU, increases shall not exceed 10%. **Policies** California's Antidegradation Policy: Ensures that water quality is adequate to protect all beneficial uses and provides a framework to protect surface water and groundwater from degradation.	

Policy	Consistency
State Policy for Water Quality Control: Sets forth general principles that are necessary for implementation of programs that protect the quality of the waters throughout the State. Sources of Drinking Water Policy: All surface waters and groundwater in the State are considered suitable, or potentially suitable, for municipal or domestic water supply and should be so designated by the Regional Water Boards with certain exceptions. Exceptions include, but are not limited to, waters with existing high dissolved solids, low sustainable yield, and waters with contamination that cannot be treated for domestic use using best management practices or best economically achievable treatment practices. Water Quality Control Policy for Developing California's Clean Water Act Section 303(d) List: Establishes a standardized approach for developing California's Clean Water Act section 303(d) list in order to realize the overall goal of achieving water quality standards and maintaining beneficial uses in all of California's surface waters. Water Quality Control Policy for Addressing Impaired Waters: ensure that impaired waters are addressed in a timely and meaningful fashion through actions that are consistent with both USEPA guidance, as well as with State technical, regulatory, and legislative requirements. The policy establishes a set of principles that apply to the process of resolving surface water quality impairments and identifies regulatory tools that may be used under various circumstances to redress water quality impairments. Policy for the Implementation and Enforcement of the Nonpoint Source Pollution Control Program: The NPS Program Plan will be implemented and enforced using Porter-Cologne Act mandates and authorities delegated to the State and Regional Water Boards by the California Legislature. The policy provides a bridge between the NPS Program Plan and the State Water Board's Enforcement Policy. Policy for Implementation of Toxics Standards for Inland Surface Waters, Enclosed Bays, and Estuaries of California: The purpose of this policy is to establish a standardized approach for permitting discharges of toxic pollutants to non-ocean surface waters in a manner that promotes statewide consistency. The policy establishes: 1) implementation provisions for priority pollutant criteria promulgated by the USEPA through the National Toxics Rule (NTR) and through the California Toxics Rule (CTR), and for priority pollutant objectives established by Regional Water Boards in their water quality control plans; 2) monitoring requirements for 2,3,7,8-TCDD equivalents; and 3) chronic toxicity control provisions.	

Policy	Consistency
Policy for Compliance Schedules in National Pollutant Discharge Elimination System Permits: The purpose of this policy is to authorize the inclusion of certain compliance schedules in NPDES permits to achieve effluent limitations implementing new or revised water quality standards.	
Santa Ana Regional Water Quality Control Board	
Water Quality Control Plan for the Santa Ana River Basin (2019)	
The Water Quality Control Plan for the Santa Ana River Basin designates beneficial uses for specific surface water and groundwater resources, establishes water quality objectives to protect those uses, and sets forth policies to guide the implementation of programs to attain the objectives.	**Consistent.** During operation, the project would be required to comply with the requirements of the applicable NPDES permit and implement post-construction BMPs to target pollutants of concern. Operation of the Shared Passenger Track Alternatives has the potential to contribute to existing water quality impairments. During operations, the Shared Passenger Track Alternatives stormwater system will divert runoff and pollutants from roads and tracks to diminish the amount of contaminants that reach waterbodies and affect surface water quality, in compliance with the MS4 permit (HYD-IAMF#1). Furthermore, LID techniques would be incorporated into the Shared Passenger Track Alternatives to retain runoff on site, promote infiltration, and reduce the volume and rate of off-site runoff, in compliance with the MS4 permit.
General Waste Discharge Requirements for Discharges to Surface Waters that Pose an Insignificant (de minimis) Threat to Water Quality (2020)	
The *General Waste Discharge Requirements for Discharges to Surface Waters that Pose an Insignificant (*de minimis*) Threat to Water Quality* (Order No. R8-2020-0006) includes requirements for construction dewatering activities.	**Consistent.** During construction, excavation activities may require dewatering of groundwater, increasing the potential for water quality impacts. The contractor will incorporate measures under HYD-IAMF#1 that will reduce the effects of dewatering by controlling and minimizing groundwater withdrawal and requiring treatment before discharge. Operation of the Shared Passenger Track Alternatives has the potential to contribute to existing water quality impairments. During operations, the Shared Passenger Track Alternatives stormwater system will divert runoff and pollutants from roads and tracks to diminish the amount of contaminants that reach waterbodies and affect surface and groundwater quality, in compliance with the MS4 permit (HYD-IAMF#1).

Policy	Consistency
Los Angeles County	
Los Angeles County 2035 General Plan (2025)	
Conservation and Natural Resources Element (2015)	
• **Goal C/NR 5:** Protected and useable local surface water resources. – **Policy C/NR 5.1:** Support the LID philosophy, which seeks to plan and design public and private development with hydrologic sensitivity, including limits to straightening and channelizing natural flow paths, removal of vegetative cover, compaction of soils, and distribution of naturalistic BMPs at regional, neighborhood, and parcel-level scales. – **Policy C/NR 5.2:** Require compliance by all County departments with adopted Municipal Separate Storm Sewer System (MS4), General Construction, and point source NPDES permits. – **Policy C/NR 5.6:** Minimize point and non-point source water pollution. – **Policy C/NR 5.7:** Actively support the design of new and retrofit of existing infrastructure to accommodate watershed protection goals, such as roadway, railway, bridge, and other—particularly—tributary street and greenway interface points with channelized waterways. • **Goal C/NR 6:** Protected and usable local groundwater resources. – **Policy C/NR 6.1:** Support the LID philosophy, which incorporates distributed, post-construction parcel-level stormwater infiltration as part of new development. – **Policy C/NR 6.2:** Protect natural groundwater recharge areas and regional spreading grounds. – **Policy C/NR 6.3:** Actively engage in stakeholder efforts to disperse rainwater and stormwater infiltration BMPs at regional, neighborhood, infrastructure, and parcel-level scales. – **Policy C/NR 6.5:** Prevent stormwater infiltration where inappropriate and unsafe, such as in areas with high seasonal groundwater, on hazardous slopes, within 100 feet of drinking water wells, and in contaminated soils. • **Goal C/NR 7:** Protected and healthy watersheds. – **Policy C/NR 7.1:** Support the LID philosophy, which mimics the natural hydrologic cycle using undeveloped conditions as a base, in public and private land use planning and development design.	**Consistent.** During construction, the Shared Passenger Track Alternatives would comply with the requirements of the CGP by preparing a SWPPP. The SWPPP would identify construction BMPs, such as erosion and sediment control BMPs designed to minimize erosion and retain sediment on site and good housekeeping BMPs designed to prevent spills, leaks, and discharges of construction debris and wastes into receiving waters, to be implemented during construction. During operation, the project would be required to comply with the requirements of the applicable NPDES permit and implement post-construction BMPs to reduce impacts on water quality. Therefore, the project section would reduce the discharge of pollutants to surface waters and enhance water quality within the county. The project would also protect the water quality of receiving waters within the city. The *Floodplain, Hydrology, and Hydraulics Technical Report* (Authority 2024) and the *Los Angeles to Anaheim Project Section Hydrology and Water Resources Technical Report* (Authority 2025) analyzed impacts associated with flood hazards as a result of development of the Shared Passenger Track Alternatives. All floodplain crossings would be required to comply with the requirements set forth in USEO 11988 and the FEMA regulations to prevent projects from increasing the base flood elevation by more than 1 foot in floodplains or substantially changing the floodplain limits, as identified in HYD-IAMF#2. Therefore, the potential risk from floods would be reduced.

Policy	Consistency
Safety Element (2025)	
• **Goal S 3:** An effective regulatory system that prevents or minimizes personal injury, loss of life, and property damage due to flood and inundation hazards. – **Policy S 3.1:** Strongly discourage development in the County's Flood Hazard Zones, unless it solely provides a public benefit. – **Policy S 3.2:** Strongly discourage development from locating downslope from aqueducts, unless it solely provides a public benefit. – **Policy S 3.3:** Promote the use of natural, or nature-based flood protection measures to prevent or minimize flood hazards, where feasible. – **Policy S 3.4:** Ensure that developments located within the County's Flood Hazard Zones are sited and designed to avoid isolation from essential services and facilities in the event of flooding. – **Policy S 3.5:** Ensure that biological and natural resources are protected during rebuilding after a flood event. – **Policy S 3.6:** Infiltrate development runoff on-site, where feasible, to preserve or restore the natural hydrologic cycle and minimize increases in stormwater or dry weather flows.	**Consistent.** During construction, the Shared Passenger Track Alternatives would comply with the requirements of the CGP by preparing a SWPPP. The SWPPP would identify construction BMPs, such as erosion and sediment control BMPs designed to minimize erosion and retain sediment on site and good housekeeping BMPs designed to prevent spills, leaks, and discharges of construction debris and wastes into receiving waters, to be implemented during construction. During operation, the project would be required to comply with the requirements of the applicable NPDES permit and implement post-construction BMPs to reduce impacts on water quality. Therefore, the project section would reduce the discharge of pollutants to surface waters and enhance water quality within the county. The project would also protect the water quality of receiving waters within the city. The *Floodplain, Hydrology, and Hydraulics Technical Report* (Authority 2024) and the *Los Angeles to Anaheim Project Section Hydrology and Water Resources Technical Report* (Authority 2025) analyzed impacts associated with flood hazards as a result of development of the Shared Passenger Track Alternatives. All floodplain crossings would be required to comply with the requirements set forth in USEO 11988 and the FEMA regulations to prevent projects from increasing the base flood elevation by more than 1 foot in floodplains or substantially changing the floodplain limits, as identified in HYD-IAMF#2. Therefore, the potential risk from floods would be reduced.

Policy	Consistency
Los Angeles County Code of Ordinances (2025)	
• **Chapter 12.80- Stormwater and Runoff Pollution Control:** This chapter protects the beneficial uses, marine habitats, and ecosystems of receiving waters within the county from pollutants carried by stormwater and non-stormwater discharges. • **Chapter 12.84- Low-Impact Development (LID) Standards:** This chapter minimizes pollutant loadings from impervious surfaces by requiring development projects to incorporate properly designed, technically appropriate BMPs and other LID strategies. • **Chapter 21- Stormwater and Runoff Pollution Control:** This chapter regulates the stormwater and non-stormwater discharges to the facilities of the Los Angeles County Flood Control District for the protection of those facilities, the water quality of the waters in and downstream of those facilities, and the quality of the water that is being stored in water-bearing zones underground.	**Consistent.** The project would not conflict with any of the articles contained within the corresponding chapters. During construction, soil would be exposed, increasing the potential for erosion. In addition, chemicals, liquid products, petroleum products (such as paints, solvents, and fuels), and concrete-related waste may be spilled or leaked and have the potential to be transported by stormwater runoff to receiving waters, which could affect water quality. The contractor will apply various erosion and sedimentation controls as part of HYD-IAMF#3 to stabilize disturbed soils and prevent erosion from occurring along slopes and prevent sediments and other pollutants from entering nearby storm drains and waterbodies. During operation, the project would be required to comply with the requirements of the applicable NPDES permit and implement post-construction BMPs to target pollutants of concern. In addition, the project would incorporate LID techniques to retain runoff on site and promote infiltration. Furthermore, the project section would implement standard measures to revegetate disturbed areas and preserve vegetation, consistent with LID standards.
Los Angeles County Grading Code (2022)	
Chapter 26: Building Code, Appendix J, Grading, includes provisions applicable to grading, excavation, and earthwork construction, including fills and embankments and the control of runoff from graded sites, including erosion sediments and construction-related pollutants.	**Consistent.** The EIR/EIS considers hydrologic resources in its analysis and would not alter such resources in Los Angeles County. The project would implement design measures and project features such as an SWMTP and would be in compliance with regional and local regulations, such as the applicable RWQCB's dewatering permits, CGP, and MS4 permit to minimize impacts related to hydrology. As such, the Shared Passenger Track Alternatives would be consistent with the city's grading code.

Policy	Consistency
Los Angeles County Low-Impact Development Ordinance (2019)	
The goals of this LID ordinance are to lessen the adverse impacts of stormwater runoff from development and urban runoff on natural drainage systems, minimize pollutant loading from impervious surfaces by requiring development projects to incorporate BMPs and LID strategies, and minimize erosion and other hydrologic impacts on natural drainage systems by incorporating hydromodification controls.	**Consistent.** During operation, the project would be required to comply with the requirements of the applicable NPDES permit and implement post-construction BMPs to target pollutants of concern. In addition, the project would incorporate LID techniques to retain runoff on site and promote infiltration. Furthermore, the project section would implement standard measures to revegetate disturbed areas and preserve vegetation, consistent with LID standards. Operation of the Shared Passenger Track Alternatives has the potential to contribute to existing water quality impairments. During operations, the Shared Passenger Track Alternatives stormwater system will divert runoff and pollutants from roads and tracks to diminish the amount of contaminants that reach waterbodies and affect surface water quality, in compliance with the MS4 permit (HYD-IAMF#1). Furthermore, LID techniques would be incorporated into the Shared Passenger Track Alternatives to retain runoff on site and reduce the volume and rate of off-site runoff, in compliance with the MS4 permit.
Los Angeles County Green Street Policy (2011)	
The Green Street Policy for Los Angeles County states that street improvements within transportation corridors should provide source control for stormwater, limit the transport of pollutant loads, restore predevelopment hydrology if possible, and incorporate LID strategies, including permanent BMPs. This Green Street Policy references the Green Infrastructure Guidelines as a source of information for projects that are developing or redeveloping streets and transportation corridors. Green street projects are required to develop a LID Plan, similar to that specified in the LID ordinance.	**Consistent.** During operation, the project would be required to comply with the requirements of the applicable NPDES permit and implement post-construction BMPs to target pollutants of concern. In addition, the project would incorporate LID techniques to retain runoff on site and promote infiltration. Furthermore, the project section would implement standard measures to revegetate disturbed areas and preserve vegetation, consistent with LID standards. Operation of the Shared Passenger Track Alternatives has the potential to contribute to existing water quality impairments. During operations, the Shared Passenger Track Alternatives stormwater system will divert runoff and pollutants from roads and tracks to diminish the amount of contaminants that reach waterbodies and affect surface water quality, in compliance with the MS4 permit (HYD-IAMF#1). Furthermore, LID techniques would be incorporated into the Shared Passenger Track Alternatives to retain runoff on site and reduce the volume and rate of off-site runoff, in compliance with the MS4 permit.

Policy	Consistency
LA River Master Plan (2022)	
The *LA River Master Plan* seeks to build on prior and current planning efforts to reimagine the Los Angeles River from a single-use corridor to a tangible, multi-benefit resource that connects people, culture, water, open space, and wildlife. Research and analysis for the plan is based on a data-driven watershed and community approach. Relevant goals are: • Reduce flood risk and improve resiliency. • Promote healthy, safe, clean water.	**Consistent.** During operation, the project would be required to comply with the requirements of the applicable NPDES permit and implement post-construction BMPs to target pollutants of concern. In addition, the project would incorporate LID techniques to retain runoff on site and promote infiltration. Furthermore, the project section would implement standard measures to revegetate disturbed areas and preserve vegetation, consistent with LID standards. Operation of the Shared Passenger Track Alternatives has the potential to contribute to existing water quality impairments. During operations, the Shared Passenger Track Alternatives stormwater system will divert runoff and pollutants from roads and tracks to diminish the amount of contaminants that reach waterbodies and affect surface water quality, in compliance with the MS4 permit (HYD-IAMF#1). Furthermore, LID techniques would be incorporated into the Shared Passenger Track Alternatives to retain runoff on site and reduce the volume and rate of off-site runoff, in compliance with the MS4 permit.

Policy	Consistency
City of Los Angeles	
City of Los Angeles General Plan (2024)	
• **Safety Element: Objective 1.1:** Implement comprehensive hazard mitigation plans and programs that are integrated with each other and with the City's comprehensive emergency response and recovery plans and programs. • **Infrastructure Element: Water System Plan, Objective 2:** To introduce and utilize new technologies for the improvement of the water system in order to meet the ever-increasing demand for water at the most economical rates possible. • **Conservation Element: Section 8, Erosion Objective:** protect the coastline and watershed from erosion and inappropriate sedimentation that may or has resulted from human actions • **Open Space Element:** Areas which should be maintained for open space includes lands needed for water supply, water recharge, water quality protection, as well as natural drainage channels, and floodplains.	**Consistent.** During construction, soil would be exposed, increasing the potential for erosion. In addition, chemicals, liquid products, petroleum products (such as paints, solvents, and fuels), and concrete-related waste may be spilled or leaked and have the potential to be transported by stormwater runoff to receiving waters, which could affect water quality. The contractor will apply various erosion and sedimentation controls as part of HYD-IAMF#3 to stabilize disturbed soils and prevent erosion from occurring along slopes and prevent sediments and other pollutants from entering nearby storm drains and waterbodies. The project section would cross 12 floodplains. The potential for an increase in flooding as a result of construction and operation will be minimized with implementation of design standards and flood protection measures, as part of IAMFs (HYD-IAMF#2) for the floodplain crossings that will be designed to maintain existing hydraulic capacity and connectivity and minimize any increase in WSE. Flood protection measures would avoid placing structures that would impede or redirect floodflows within the 100-year flood-hazard area and any measurable change in WSE that would result in conditions that would exceed the capacity of the existing flood channels or floodplains.
Los Angeles Municipal Code (2025)	
Los Angeles Ordinance No. 181899 (updated in 2024 as Ordinance #188125) amended Sections 64.70.01 and 64.72 of Article 4.4 of Chapter VI of the Los Angeles Municipal Code.	**Consistent.** The project would not conflict with any of the articles contained within the corresponding chapters. Development of the Shared Passenger Track Alternatives would result in a permanent increase in impervious surface area. An increase in impervious area would increase the volume of runoff during a storm, which would more effectively transport pollutants to receiving waters, including stormwater systems. HYD-IAMF#1 includes standard practices and design features, such as implementation of the stormwater management and treatment measures that will be incorporated into the design of the Shared Passenger Track Alternatives. This IAMF will reduce the severity of effects, such as the rate of stormwater runoff, temporary changes to river and channel hydrology, and potential erosion and siltation caused by increased rates of volumes and flow. The proposed drainage system would collect, convey, and discharge surface water runoff from the Authority's right-of-way to the existing storm drain system while maintaining the existing drainage pattern, in compliance with the MS4 permit.

Policy	Consistency
City of Los Angeles Grading Code (2020)	
Chapter 70: Grading, Excavation, and Fills, provides provisions for grading, excavation, and fills.	**Consistent.** The EIR/EIS considers hydrologic resources in its analysis and would not alter such resources in the city of Los Angeles. The Shared Passenger Track Alternatives would implement design measures and project features such as an SWMTP and would be in compliance with regional and local regulations, such as the applicable RWQCB's dewatering permits, CGP, and MS4 permit to minimize impacts related to hydrology. One of the benefits of the Shared Passenger Track Alternatives includes safety and reliability for vehicles, pedestrians, and cyclists with new grade separations. As such, the Shared Passenger Track Alternatives would be consistent with the city's building code.
City of Los Angeles Low-Impact Development Ordinance (2015)	
Low-Impact Development Ordinance No. 181899: requires LID measures to be incorporated into the design plans of new development and redevelopment projects in order to mitigate stormwater quality impacts and is implemented through the city's plan review and approval process.	**Consistent.** During operation, the project would be required to comply with the requirements of the applicable NPDES permit and implement post-construction BMPs to target pollutants of concern. In addition, the project would incorporate LID techniques to retain runoff on site and promote infiltration. Furthermore, the project section would implement standard measures to revegetate disturbed areas and preserve vegetation, consistent with LID standards.

Policy	Consistency
City of Los Angeles Green Streets Policy (2009)	
Street improvements within transportation corridors should provide source control for stormwater, limit the transport of pollutant loads, restore predevelopment hydrology if possible, and incorporate LID strategies, including permanent BMPs.	**Consistent.** During operation, the project would be required to comply with the requirements of the applicable NPDES permit and implement post-construction BMPs to target pollutants of concern. In addition, the project would incorporate LID techniques to retain runoff on site and promote infiltration. Furthermore, the project section would implement standard measures to revegetate disturbed areas and preserve vegetation, consistent with LID standards. Development of the Shared Passenger Track Alternatives would result in a permanent increase in impervious surface area. An increase in impervious area would increase the volume of runoff during a storm, which would more effectively transport pollutants to receiving waters, including stormwater systems. HYD-IAMF#1 includes standard practices and design features, such as implementation of the stormwater management and treatment measures that will be incorporated into the design of the Shared Passenger Track Alternatives. This IAMF will reduce the severity of effects, such as the rate of stormwater runoff, temporary changes to river and channel hydrology, and potential erosion and siltation caused by increased rates of volumes and flow. The proposed drainage system would collect, convey, and discharge surface water runoff from the Authority's right-of-way to the existing storm drain system while maintaining the existing drainage pattern, in compliance with the MS4 permit.

Policy	Consistency
Cornfield/Arroyo Seco Specific Plan (2024)	
• Chapter 2.4, Open Space • Chapter 3.1, Streets	**Consistent.** Development of the Shared Passenger Track Alternatives would result in a permanent increase in impervious surface area. An increase in impervious area would increase the volume of runoff during a storm, which would more effectively transport pollutants to receiving waters, including stormwater systems. HYD-IAMF#1 includes standard practices and design features, such as implementation of the stormwater management and treatment measures that will be incorporated into the design of the Shared Passenger Track Alternatives. This IAMF will reduce the severity of effects, such as the rate of stormwater runoff, temporary changes to river and channel hydrology, and potential erosion and siltation caused by increased rates of volumes and flow. The proposed drainage system would collect, convey, and discharge surface water runoff from the Authority's right-of-way to the existing storm drain system while maintaining the existing drainage pattern, in compliance with the MS4 permit. An increase in impervious surfaces could also affect groundwater recharge, although the extent of these surfaces would be small compared to the size of the groundwater recharge area. The contractor will apply measures under HYD-IAMF#1 that will reduce the effects of dewatering by controlling and minimizing groundwater withdrawal and requiring treatment before discharge. IAMFs also include the use of permeable and vegetated areas to provide for soil infiltration. In addition, groundwater extraction would not be required during construction or operation of the Shared Passenger Track Alternatives. During construction, soil would be exposed, increasing the potential for erosion. In addition, chemicals, liquid products, petroleum products (such as paints, solvents, and fuels), and concrete-related waste may be spilled or leaked and have the potential to be transported by stormwater runoff to receiving waters, which could affect water quality. The contractor will apply various erosion and sedimentation controls as part of HYD-IAMF#3 to stabilize disturbed soils and prevent erosion from occurring along slopes and prevent sediments and other pollutants from entering nearby storm drains and waterbodies.

Policy	Consistency
Los Angeles River Revitalization Master Plan (2007)	
The Los Angeles River Revitalization Master Plan aims to enhance existing communities by creating a safe environment with more open space, parks, trails, recreation, environmental restoration, riverfront living and commerce, neighborhood identity, and economic development. Relevant goals are: • Enhance flood storage • Enhance water quality	**Consistent.** During operation, the project would be required to comply with the requirements of the applicable NPDES permit and implement post-construction BMPs to target pollutants of concern. In addition, the project would incorporate LID techniques to retain runoff on site and promote infiltration. Furthermore, the project section would implement standard measures to revegetate disturbed areas and preserve vegetation, consistent with LID standards. During operations, the Shared Passenger Track Alternatives' stormwater system will divert runoff and pollutants from roads and tracks to diminish the amount of contaminants that reach waterbodies and affect surface water quality, in compliance with the MS4 permit (HYD-IAMF#1). The project section would cross 12 floodplains. The potential for an increase in flooding as a result of construction and operation will be minimized with implementation of design standards and flood protection measures, as part of IAMFs (HYD-IAMF#2) for the floodplain crossings that would be designed to maintain existing hydraulic capacity and connectivity and minimize any increase in WSE or changes in flood storage.
United States Army Corps of Engineers and City of Los Angeles	
Los Angeles River Ecosystem Restoration Project (2015)	
The Los Angeles River Ecosystem Restoration Project would restore approximately 11 miles of the Los Angeles River from Griffith Park to downtown Los Angeles. The project would reestablish riparian strand, freshwater marsh, and aquatic habitat communities and reconnect the river to major tributaries, its historical floodplain, and the regional habitat zones of the Santa Monica, San Gabriel, and Verdugo Mountains. The Los Angeles River Watershed's former and existing ecosystems would maintain existing levels of flood risk management. The goals of the project are to restore valley foothill riparian strand and freshwater marsh habitat, increase habitat connectivity, and increase passive recreation.	**Consistent.** The Shared Passenger Track Alternatives would cross the Los Angeles River twice. The river runs parallel to the project between the crossings. Development of the Shared Passenger Track Alternatives would result in a permanent increase in impervious surface area. An increase in impervious area would increase the volume of runoff during a storm, which would more effectively transport pollutants to receiving waters, including stormwater systems. HYD-IAMF#1 includes standard practices and design features, such as implementation of the stormwater management and treatment measures that will be incorporated into the design of the Shared Passenger Track Alternatives. This IAMF will reduce the severity of effects, such as the rate of stormwater runoff, temporary changes to river and channel hydrology, and potential erosion and siltation caused by increased rates of volumes and flow.

Policy	Consistency
City of Vernon	
City of Vernon General Plan (2023), Circulation and Infrastructure Element (2007) and Resources Element (2015)	
• **Goal CI-5:** Maintain the storm drainage system to assure the protection of lives and property in Vernon • **Goal R-1**: Conserve and protect the region's water and energy resources – **Policy R-1.3:** Seek and pursue the most practicable and cost-effective means of implementing National Pollutant Discharge Elimination Systems requirements.	**Consistent.** During operation, the project would be required to comply with the requirements of the applicable NPDES permit and implement post-construction BMPs to target pollutants of concern. In addition, the project would incorporate LID techniques to retain runoff on site and promote infiltration. Furthermore, the project section would implement standard measures to revegetate disturbed areas and preserve vegetation, consistent with LID standards.
The Code of the City of Vernon (2024)	
Chapter 13.24: Storm Sewer System Ordinance Section 13.24.200: Control of pollutants from other construction activities Section 13.24.210: Control of pollutants from new developments/ redevelopment projects	**Consistent.** The project would not conflict with any of the articles contained within the corresponding chapters. Operation of the Shared Passenger Track Alternatives has the potential to contribute to existing water quality impairments. During operations, the Shared Passenger Track Alternatives stormwater system will divert runoff and pollutants from roads and tracks to diminish the amount of contaminants that reach waterbodies and affect surface water quality, in compliance with the MS4 permit (HYD-IAMF#1). Furthermore, LID techniques would be incorporated into the Shared Passenger Track Alternatives to retain runoff on site and reduce the volume and rate of off-site runoff, in compliance with the MS4 permit.
City of Vernon Grading Code (2024)	
Chapter 15: Building and Construction Prior to any soil disturbance or construction, a City of Vernon building, grading, or encroachment permit would be obtained.	**Consistent.** The EIR/EIS considers hydrologic resources in its analysis and would not alter such resources in Vernon. The Shared Passenger Track Alternatives would implement design measures and project features such as an SWMTP and would be in compliance with local regulations, such as the applicable RWQCB's dewatering permits, CGP, and MS4 permit to minimize impacts related to hydrology. A project benefit includes safety improvement and reliability for vehicles, pedestrians, and cyclists with new grade separations. As such, the Shared Passenger Track Alternatives would be consistent with the city's grading code.

Policy	Consistency
City of Bell	
City of Bell 2030 General Plan, Resource Management Element (2022)	
Resource Management Element Policy 25: The City of Bell shall review its zoning ordinance and make appropriate changes that support drought tolerant planting over traditional landscape planted areas. The new regulations shall provide guidance with hardscape landscaping that has less impact to the environment.	**Consistent.** Development of the Shared Passenger Track Alternatives would result in a permanent increase in impervious surface area. An increase in impervious area would increase the volume of runoff during a storm, which would more effectively transport pollutants to receiving waters, including stormwater systems. HYD-IAMF#1 includes standard practices and design features, such as implementation of the stormwater management and treatment measures that will be incorporated into the design of the Shared Passenger Track Alternatives. This IAMF will reduce the severity of effects, such as the rate of stormwater runoff, temporary changes to river and channel hydrology, and potential erosion and siltation caused by increased rates of volumes and flow. The proposed drainage system would collect, convey, and discharge surface water runoff from the Authority's right-of-way to the existing storm drain system while maintaining the existing drainage pattern, in compliance with the MS4 permit. The project section would cross 12 floodplains. The potential for an increase in flooding as a result of construction and operation will be minimized with implementation of design standards and flood protection measures, as part of IAMFs (HYD-IAMF#2) for the floodplain crossings that would be designed to maintain existing hydraulic capacity and connectivity and minimize any increase in WSE. Flood protection measures would avoid placing structures that would impede or redirect floodflows within the 100-year flood-hazard area and any measurable change in WSE that would result in conditions that would exceed the capacity of the existing flood channels or floodplains.

Policy	Consistency
City of Bell Municipal Code (2024)	
Chapter 13.08: Stormwater and Urban Runoff Control Section 13.08.070: Stormwater pollution control measures Section 13.08.080: Urban runoff mitigation requirements for construction Section 13.08.085: Low impact development plan (LID)—Development projects	**Consistent.** The Shared Passenger Track Alternatives would not conflict with any of the articles contained within the corresponding chapters. During operation, the project would be required to comply with the requirements of the applicable NPDES permit and implement post-construction BMPs to target pollutants of concern. In addition, the project would incorporate LID techniques to retain runoff on site and promote infiltration. Furthermore, the project section would implement standard measures to revegetate disturbed areas and preserve vegetation, consistent with LID standards. During construction, soil would be exposed, increasing the potential for erosion. In addition, chemicals, liquid products, petroleum products (such as paints, solvents, and fuels), and concrete-related waste may be spilled or leaked and have the potential to be transported by stormwater runoff to receiving waters, which could affect water quality. The Authority would implement various erosion and sedimentation controls as part of HYD-IAMF#3 to stabilize disturbed soils and prevent erosion from occurring along slopes and prevent sediments and other pollutants from entering nearby storm drains and waterbodies.
City of Bell Grading Code (2023)	
Chapter 15.04: Building Laws Prior to any soil disturbance or construction, a City of Bell grading permit would be obtained.	**Consistent.** The EIR/EIS considers hydrologic resources in its analysis and would not alter such resources in Bell. The Shared Passenger Track Alternatives would implement design measures and project features such as an SWMTP and would be in compliance with local regulations, such as the applicable RWQCB's dewatering permits, CGP, and MS4 permit to minimize impacts related to hydrology. A project benefit includes safety improvement and reliability for vehicles, pedestrians, and cyclists with new grade separations. As such, the Shared Passenger Track Alternatives would be consistent with the city's building code.

Policy	Consistency
City of Commerce	
City of Commerce 2020 General Plan (2008)[1]	
The *Resource Management Plan* promotes the protection of the environment in the city. The plan provides a citywide approach to the utilization, conservation, and management of the city's resources. • **Safety Policy 4.1:** The city of Commerce will ensure that appropriate mitigation measures relative to soil contamination and soils characteristics (subsidence, erosion, etc.) are required for development and redevelopment in order to reduce hazards. • **Safety Policy 4.2:** The city of Commerce will work with other agencies to reduce the potential flood hazard in the city.	**Consistent.** During construction, soil would be exposed, increasing the potential for erosion. In addition, chemicals, liquid products, petroleum products (such as paints, solvents, and fuels), and concrete-related waste may be spilled or leaked and have the potential to be transported by stormwater runoff to receiving waters, which could affect water quality. The contractor will apply various erosion and sedimentation controls as part of HYD-IAMF#3 to stabilize disturbed soils and prevent erosion from occurring along slopes and prevent sediments and other pollutants from entering nearby storm drains and waterbodies. During operation, the Shared Passenger Track Alternatives would be required to comply with the requirements of the applicable NPDES permit and implement post-construction BMPs to target pollutants of concern. In addition, the project would incorporate LID techniques to retain runoff on site and promote infiltration. Furthermore, the project section would implement standard measures to revegetate disturbed areas and preserve vegetation, consistent with LID standards.
Commerce Municipal Code (2024)	
Chapter 6.17: Stormwater and Runoff Pollution Control Stormwater and Runoff Pollution Control provides standards, guidelines, and criteria to comply with the Federal Clean Water Act, the California Porter-Cologne Water Quality Control Act, and the Municipal NPDES Permit.	**Consistent.** The project would not conflict with any of the articles contained within the corresponding chapters. Operation of the Shared Passenger Track Alternatives has the potential to contribute to existing water quality impairments. During operations, the Shared Passenger Track Alternatives stormwater system will divert runoff and pollutants from roads and tracks to diminish the amount of contaminants that reach waterbodies and affect surface water quality, in compliance with the MS4 permit (HYD-IAMF#1). Furthermore, LID techniques would be incorporated into the Shared Passenger Track Alternatives to retain runoff on site and reduce the volume and rate of off-site runoff, in compliance with the MS4 permit.

Policy	Consistency
Chapter 19.24.070: Soil and Grading Requirements provides general provisions for handling of soil including testing and grading requirements.	**Consistent.** The EIR/EIS considers hydrologic resources in its analysis and would not alter such resources in Commerce. The Shared Passenger Track Alternatives would implement design measures and project features such as an SWMTP and would be in compliance with regional and local regulations, such as the applicable RWQCB's dewatering permits, CGP, and MS4 permit to minimize impacts related to hydrology. A project benefit includes safety improvement and reliability for vehicles, pedestrians, and cyclists with new grade separations. As such, the Shared Passenger Track Alternatives would be consistent with the city's building code.
City of Montebello	
City of Montebello General Plan (2024)	
Our Natural Community • **P1.1:** Enhance air and water quality, increase public green space through the integration of green infrastructure. • **P3.7:** Maintain high-quality reliable potable water and non-potable water services, diversify supply and maintain and create facilities that meet existing and future water demands including drought conditions. • **P3.9:** Ensure that wastewater in the City of Montebello is safely and efficiently conveyed and treated under all demand scenarios, including existing and future average and peak flow sewer flow scenarios. • **P3.10:** Utilize and maintain a robust stormwater conveyance system that protects the City from flooding impacts while seeking multi-benefit solutions including water quality • **P7.3:** Promote, expand, and protect a green infrastructure that links the natural habitat	**Consistent.** During construction, soil would be exposed, increasing the potential for erosion. In addition, chemicals, liquid products, petroleum products (such as paints, solvents, and fuels), and concrete-related waste may be spilled or leaked and have the potential to be transported by stormwater runoff to receiving waters, which could affect water quality. The contractor will apply various erosion and sedimentation controls as part of HYD-IAMF#3 to stabilize disturbed soils and prevent erosion from occurring along slopes and prevent sediments and other pollutants from entering nearby storm drains and waterbodies. Operation of the Shared Passenger Track Alternatives has the potential to contribute to existing water quality impairments. During operations, the Shared Passenger Track Alternatives stormwater system will divert runoff and pollutants from roads and tracks to diminish the amount of contaminants that reach waterbodies and affect surface water quality, in compliance with the MS4 permit (HYD-IAMF#1). Furthermore, LID techniques would be incorporated into the Shared Passenger Track Alternatives to retain runoff on site and reduce the volume and rate of off-site runoff, in compliance with the MS4 permit.

Policy	Consistency
Montebello Municipal Code (2024)	
Chapter 8.36: Stormwater and Urban Runoff Pollution Prevention Stormwater and Urban Runoff Pollution Prevention is to enhance and protect the water quality of the receiving waters consistent with the Clean Water Act and the municipal NPDES permit.	**Consistent.** The Shared Passenger Track Alternatives would not conflict with any of the articles contained within the corresponding chapters. During construction, soil would be exposed, increasing the potential for erosion. In addition, chemicals, liquid products, petroleum products (such as paints, solvents, and fuels), and concrete-related waste may be spilled or leaked and have the potential to be transported by stormwater runoff to receiving waters, which could affect water quality. The Authority would implement various erosion and sedimentation controls as part of HYD-IAMF#3 to stabilize disturbed soils and prevent erosion from occurring along slopes and prevent sediments and other pollutants from entering nearby storm drains and waterbodies.
Chapter 15.48: Grading, includes provisions to safeguard health, safety and public welfare by regulating and controlling the design, construction, quality of materials and the location of work related to the grading and filling of land within the city.	**Consistent.** The EIR/EIS considers hydrologic resources in its analysis and would not alter such resources in Montebello. The Shared Passenger Track Alternatives would implement design measures and project features such as an SWMTP and would be in compliance with local regulations, such as the applicable RWQCB's dewatering permits, CGP, and MS4 permit to minimize impacts related to hydrology. A project benefit includes safety improvement and reliability for vehicles, pedestrians, and cyclists with new grade separations. As such, the Shared Passenger Track Alternatives would be consistent with the city's grading code.

Policy	Consistency
City of Pico Rivera	
City of Pico Rivera General Plan, Environmental Resources Element (2014)	
Environmental Resources Element: Goal 8.4 Policy 8.4-1 Surface Water, 8.4-2 Groundwater, 8.4-3 Recharge Policy, 8.4-4 Regional Coordination, 8.4-5 National Pollutant Discharge Elimination System.	**Consistent.** Operation of the Shared Passenger Track Alternatives has the potential to contribute to existing water quality impairments. During operations, the Shared Passenger Track Alternatives stormwater system will divert runoff and pollutants from roads and tracks to diminish the amount of contaminants that reach waterbodies and affect surface water quality, in compliance with the MS4 permit (HYD-IAMF#1). Furthermore, LID techniques would be incorporated into the Shared Passenger Track Alternatives to retain runoff on site and reduce the volume and rate of off-site runoff, in compliance with the MS4 permit. An increase in impervious surfaces could also affect groundwater recharge, although the extent of these surfaces would be small compared to the size of the groundwater recharge area. The contractor will apply measures under GEO-IAMF#1 that will reduce the effects of dewatering by controlling and minimizing groundwater withdrawal and requiring treatment before discharge. HYD-IAMF#1 and HYD-IAMF#3 also include the use of permeable and vegetated areas to provide for soil infiltration. In addition, groundwater extraction would not be required during construction or operation of the Shared Passenger Track Alternatives. During operation, the project would be required to comply with the requirements of the applicable NPDES permit and implement post-construction BMPs to target pollutants of concern. In addition, the project would incorporate LID techniques to retain runoff on site and promote infiltration. Furthermore, the project section would implement standard measures to revegetate disturbed areas and preserve vegetation, consistent with LID standards.

Policy	Consistency
Pico Rivera Municipal Code (2025)	
Chapter 16.04: Stormwater and Urban Runoff Pollution Prevention • Section 16.04.110: Control of pollutants from new developments/ redevelopment projects	**Consistent.** The Shared Passenger Track Alternatives would not conflict with any of the articles contained within the corresponding chapters. During construction, soil would be exposed, increasing the potential for erosion. In addition, chemicals, liquid products, petroleum products (such as paints, solvents, and fuels), and concrete-related waste may be spilled or leaked and have the potential to be transported by stormwater runoff to receiving waters, which could affect water quality. The Authority will implement various erosion and sedimentation controls as part of HYD-IAMF#3 to stabilize disturbed soils and prevent erosion from occurring along slopes and prevent sediments and other pollutants from entering nearby storm drains and waterbodies. During operation, the Shared Passenger Track Alternatives would be required to comply with the requirements of the applicable NPDES permit and implement post-construction BMPs to target pollutants of concern. In addition, the project would incorporate LID techniques to retain runoff on site and promote infiltration. Furthermore, the project section would implement standard measures to revegetate disturbed areas and preserve vegetation, consistent with LID standards.
Title 15 Building and Construction, Chapter 38: Grading and Excavation	**Consistent.** The EIR/EIS considers hydrologic resources in its analysis and would not alter such resources in Pico Rivera. The Shared Passenger Track Alternatives would implement design measures and project features such as an SWMTP and would be in compliance with local regulations, such as the applicable RWQCB's dewatering permits, CGP, and MS4 permit to minimize impacts related to hydrology. A project benefit includes safety improvement and reliability for vehicles, pedestrians, and cyclists with new grade separations. As such, the Shared Passenger Track Alternatives would be consistent with the city's grading code.

Policy	Consistency
City of Santa Fe Springs	
Re-Imagine Santa Fe Springs 2040 General Plan, Conservation and Open Space Element (2022)	
• **Goal COS-4: Clean Surface Water, Drainages, and Groundwater:** – **Policy COS-4.1:** Groundwater Supply Remediation. Work with appropriate agencies and seek funding as appropriate to clean local groundwater to safe conditions. – **Policy COS-4.2:** Contaminated Soils. Coordinate with responsible agencies to avoid threats that contaminated soils pose to groundwater quality. – **Policy COS-4.3:** Groundwater Contamination. Evaluate all proposed nonresidential development plans, activities, and uses for their potential to create groundwater contamination hazards from point and nonpoint sources and confer with other appropriate agencies to assure adequate review. – **Policy COS-4.4:** Runoff Pollution Prevention. Require that new developments incorporate features into site drainage plans that reduce impermeable surface area, increase surface water infiltration, and minimize surface water runoff during storm events. Such features may include additional landscape areas, parking lots with bio-infiltration systems, permeable paving designs, and stormwater detention basins.	**Consistent.** Development of the Shared Passenger Track Alternatives would result in a permanent increase in impervious surface area. An increase in impervious area would increase the volume of runoff during a storm, which would more effectively transport pollutants to receiving waters, including stormwater systems. HYD-IAMF#1 includes standard practices and design features, such as implementation of the stormwater management and treatment measures that will be incorporated into the design of the Shared Passenger Track Alternatives. This IAMF will reduce the severity of effects, such as the rate of stormwater runoff, temporary changes to river and channel hydrology, and potential erosion and siltation caused by increased rates of volumes and flow. The proposed drainage system would collect, convey, and discharge surface water runoff from the Authority's right-of-way to the existing storm drain system while maintaining the existing drainage pattern, in compliance with the MS4 permit. During construction, soil would be exposed, increasing the potential for erosion. In addition, chemicals, liquid products, petroleum products (such as paints, solvents, and fuels), and concrete-related waste may be spilled or leaked and have the potential to be transported by stormwater runoff to receiving waters, which could affect water quality. The contractor will apply various erosion and sedimentation controls as part of HYD-IAMF#3 to stabilize disturbed soils and prevent erosion from occurring along slopes and prevent sediments and other pollutants from entering nearby storm drains and waterbodies. Operation of the Shared Passenger Track Alternatives has the potential to contribute to existing water quality impairments. During operations, the Shared Passenger Track Alternatives stormwater system will divert runoff and pollutants from roads and tracks to diminish the amount of contaminants that reach waterbodies and affect surface water quality, in compliance with the MS4 permit (HYD-IAMF#1). Furthermore, LID techniques would be incorporated into the Shared Passenger Track Alternatives to retain runoff on site and reduce the volume and rate of off-site runoff, in compliance with the MS4 permit.

Policy	Consistency
Code of Santa Fe Springs (2025)	
Chapter 52: Stormwater Management and Discharge Control • Section 52.11: Standard Urban Stormwater Mitigation Plan and Low-Impact Development Requirements For New Development And Redevelopment Projects.	**Consistent.** The project would not conflict with any of the articles contained within the corresponding chapters. Operation of the Shared Passenger Track Alternatives has the potential to contribute to existing water quality impairments. During operations, the Shared Passenger Track Alternatives stormwater system will divert runoff and pollutants from roads and tracks to diminish the amount of contaminants that reach waterbodies and affect surface water quality, in compliance with the MS4 permit (HYD-IAMF#1). Furthermore, LID techniques would be incorporated into the Shared Passenger Track Alternatives to retain runoff on site and reduce the volume and rate of off-site runoff, in compliance with the MS4 permit.
City of Santa Fe Springs Grading Code (2023)	
Title XV: Land Usage, Chapter 150, Building Laws	**Consistent.** The EIR/EIS considers hydrologic resources in its analysis and would not alter such resources in Santa Fe Springs. The Shared Passenger Track Alternatives would implement design measures and project features such as an SWMTP and would be in compliance with local regulations, such as the applicable RWQCB's dewatering permits, CGP, and MS4 permit to minimize impacts related to hydrology. As such, the Shared Passenger Track Alternatives would be consistent with the city's building code.

Policy	Consistency
City of Norwalk	
Vision Norwalk – The City of Norwalk General Plan, Conservation Element (2023)[1]	
The objectives of *Vision Norwalk – City of Norwalk General Plan* Conservation Element are to encourage efforts to reduce pollution and encourage efforts to clean up contaminated earth, air and water resources. The plan includes: • **Policy 9:** Minimize the amount of paved surfaces in new development to reduce the "urban heat island" effect, where temperatures in urban areas are increased due to reflection of heat.	**Consistent.** Operation of the Shared Passenger Track Alternatives has the potential to contribute to existing water quality impairments. During operations, the Shared Passenger Track Alternatives stormwater system will divert runoff and pollutants from roads and tracks to diminish the amount of contaminants that reach waterbodies and affect surface water quality, in compliance with the MS4 permit (HYD-IAMF#1). Furthermore, LID techniques would be incorporated into the Shared Passenger Track Alternatives to retain runoff on site and reduce the volume and rate of off-site runoff, in compliance with the MS4 permit. An increase in impervious surfaces could also affect groundwater recharge, although the extent of these surfaces would be small compared to the size of the groundwater recharge area. The contractor will apply measures under HYD-IAMF#1 that will reduce the effects of dewatering by controlling and minimizing groundwater withdrawal and requiring treatment before discharge. IAMFs also include the use of permeable and vegetated areas to provide for soil infiltration. In addition, groundwater extraction would not be required during construction or operation of the Shared Passenger Track Alternatives.
Norwalk Municipal Code (2024)	
Chapter 18.04: Stormwater Management and Discharge Control provides standards for reducing pollutants in stormwater discharges.	**Consistent.** The Shared Passenger Track Alternatives would not conflict with any of the articles contained within the corresponding chapters. During operation, the Shared Passenger Track Alternatives would be required to comply with the requirements of the applicable NPDES permit and implement post-construction BMPs to target pollutants of concern. In addition, the project would incorporate LID techniques to retain runoff on site and promote infiltration. Furthermore, the project section would implement standard measures to revegetate disturbed areas and preserve vegetation, consistent with LID standards.

Policy	Consistency
Chapter 15.04: Building Code provides general provisions for the construction and operation of buildings and structures.	**Consistent.** The EIR/EIS considers hydrologic resources in its analysis and would not alter such resources in Norwalk. The Shared Passenger Track Alternatives would implement design measures and project features such as an SWMTP and would be in compliance with local regulations, such as the applicable RWQCB's dewatering permits, CGP, and MS4 permit to minimize impacts related to hydrology. As such, the Shared Passenger Track Alternatives would be consistent with the city's building code.
City of La Mirada	
City of La Mirada General Plan (2003)	
Land Use Element: Stormwater Requirements for Development Planning and Construction	**Consistent.** During construction, the Shared Passenger Track Alternatives would comply with the requirements of the CGP by preparing a SWPPP. The SWPPP would identify construction BMPs, such as erosion and sediment control BMPs designed to minimize erosion and retain sediment on site and good housekeeping BMPs designed to prevent spills, leaks, and discharges of construction debris and wastes into receiving waters, to be implemented during construction. During operation, the project would be required to comply with the requirements of the applicable NPDES permit and implement post-construction BMPs to reduce impacts on water quality. Therefore, the Shared Passenger Track Alternatives would protect the receiving waters and the watershed from negative impacts associated with construction and development of HSR. Development of the Shared Passenger Track Alternatives would result in a permanent increase in impervious surface area. An increase in impervious area would increase the volume of runoff during a storm, which would more effectively transport pollutants to receiving waters, including stormwater systems. HYD-IAMF#1 includes standard practices and design features, such as implementation of the stormwater management and treatment measures that will be incorporated into the design of the Shared Passenger Track Alternatives. This IAMF will reduce the severity of effects, such as the rate of stormwater runoff, temporary changes to river and channel hydrology, and potential erosion and siltation caused by increased rates of volumes and flow. The proposed drainage system would collect, convey, and discharge surface water runoff from the Authority's right-of-way to the existing storm drain system while maintaining the existing drainage pattern, in compliance with the MS4 permit.

Policy	Consistency
La Mirada Code of Ordinances (2024)	
Chapter 13.12: Urban Runoff, Section 13.12.110, SUSMP and Low-Impact Development requirements for new development and redevelopment projects.	**Consistent.** The Shared Passenger Track Alternatives would not conflict with any of the articles contained within the corresponding chapters. During operation, the Shared Passenger Track Alternatives would be required to comply with the requirements of the applicable NPDES permit and implement post-construction BMPs to target pollutants of concern. In addition, the project would incorporate LID techniques to retain runoff on site and promote infiltration. Furthermore, the Shared Passenger Track Alternatives would implement standard measures to revegetate disturbed areas and preserve vegetation, consistent with LID standards.
City of La Mirada Grading Code (2021)	
Chapter 17.04, Building Code provides general provisions for the construction and operation of buildings and structures.	**Consistent.** The EIR/EIS considers hydrologic resources in its analysis and would not alter such resources in La Mirada. The Shared Passenger Track Alternatives would implement design measures and project features such as an SWMTP and would be in compliance with local regulations, such as the applicable RWQCB's dewatering permits, CGP, and MS4 permit to minimize impacts related to hydrology. As such, the Shared Passenger Track Alternatives would be consistent with the city's building code.

Policy	Consistency
Orange County	
County of Orange General Plan (2025), Resources Element (2012)	
The *Orange County General Plan* Resources Element contains policies on the conservation and management of water resources within the county: • To support groundwater management efforts that are conducted by county water agencies. • Protect and improve water quality through continued management, enforcement, and reporting requirements. • Promote coordination between the county, cities, and other stakeholders in the identification and implementation of watershed protection and Low-Impact Development (LID) principles. • Consider implementation of LID principles to conserve natural features (trees, wetlands, streams, etc.), hydrology, drainage patterns, topography, and soils. • Encourage the creation, restoration, and preservation of riparian corridors, wetlands, and buffer zones. • Intergovernmental coordination to encourage and support a cooperative effort among all agencies toward the resolution of problems and the utilization of opportunities in the planning, management, and protection of water resources, including water quality.	**Consistent.** During operation, the Shared Passenger Track Alternatives would be required to comply with the requirements of the applicable NPDES permit and implement post-construction BMPs to target pollutants of concern. In addition, the project would incorporate LID techniques to retain runoff on site and promote infiltration. Furthermore, the project section would implement standard measures to revegetate disturbed areas and preserve vegetation, consistent with LID standards. Operation of the Shared Passenger Track Alternatives has the potential to contribute to existing water quality impairments. During operations, the Shared Passenger Track Alternatives stormwater system will divert runoff and pollutants from roads and tracks to diminish the amount of contaminants that reach waterbodies and affect surface water quality, in compliance with the MS4 permit (HYD-IAMF#1). Furthermore, LID techniques would be incorporated into the Shared Passenger Track Alternatives to retain runoff on site and reduce the volume and rate of off-site runoff, in compliance with the MS4 permit.

Policy	Consistency
Codified Ordinances of the County of Orange (2024)	
Resources Element: Title 9, Water Quality, Division 1, Stormwater Management and Urban Runoff Title 7: Land Use and Building Design, Grading and Excavation	**Consistent.** The Shared Passenger Track Alternatives would not conflict with any of the articles contained within the corresponding chapters. During operation, the project would be required to comply with the requirements of the applicable NPDES permit and implement post-construction BMPs to target pollutants of concern. In addition, the project would incorporate LID techniques to retain runoff on site and promote infiltration. Furthermore, the Shared Passenger Track Alternatives would implement standard measures to revegetate disturbed areas and preserve vegetation, consistent with LID standards. The EIR/EIS considers hydrologic resources in its analysis and would not alter such resources in Orange County. The Shared Passenger Track Alternatives would implement design measures and project features such as an SWMTP and would be in compliance with local regulations, such as the applicable RWQCB's dewatering permits, CGP, and MS4 permit to minimize impacts related to hydrology. As such, the Shared Passenger Track Alternatives would be consistent with the city's building code. Development of the Shared Passenger Track Alternatives would result in a permanent increase in impervious surface area. An increase in impervious area would increase the volume of runoff during a storm, which would more effectively transport pollutants to receiving waters, including stormwater systems. HYD-IAMF#1 includes standard practices and design features, such as implementation of the stormwater management and treatment measures that will be incorporated into the design of the Shared Passenger Track Alternatives. This IAMF will reduce the severity of effects, such as the rate of stormwater runoff, temporary changes to river and channel hydrology, and potential erosion and siltation caused by increased rates of volumes and flow. The proposed drainage system would collect, convey, and discharge surface water runoff from the Authority's right-of-way to the existing storm drain system while maintaining the existing drainage pattern, in compliance with the MS4 permit.

Policy	Consistency
Orange County Grading and Excavation Code (2017)	
• Subarticle 5 Grading Permit Requirements • Subarticle 11 Draining and Terracing • Subarticle 13 Erosion and Sediment Control	**Consistent.** The EIR/EIS considers hydrologic resources in its analysis and would not alter such resources in Orange County. The Shared Passenger Track Alternatives would be in compliance with local regulations, as well as the applicable CGP, and MS4 permit to minimize impacts related to hydrology. As such, the Shared Passenger Track Alternatives would be consistent with the county's grading code.
County of Orange, Orange County Flood Control District - Stormwater Program Local Implementation Plan (2019)	
The Stormwater Program Local Implementation Plan provides the description and detail of how implementation of model programs designed to prevent pollutants from entering receiving waters is accomplished on a local level.	**Consistent.** Operation of the Shared Passenger Track Alternatives has the potential to contribute to existing water quality impairments. During operations, the Shared Passenger Track Alternatives stormwater system will divert runoff and pollutants from roads and tracks to diminish the amount of contaminants that reach waterbodies and affect surface water quality, in compliance with the MS4 permit (HYD-IAMF#1). Furthermore, LID techniques would be incorporated into the Shared Passenger Track Alternatives to retain runoff on site and reduce the volume and rate of off-site runoff, in compliance with the MS4 permit.

Policy	Consistency
City of Buena Park	
Buena Park 2035 General Plan (2022), Conservation and Sustainability Element (2010)	
Conservation and Sustainability Element: ▪ **Goal CS-4:** Natural resources and features within the City are enhanced and preserved – **Policy CS-4.6:** Incorporate natural drainage systems into developments, where appropriate and feasible. – **Policy 4.7:** Substantial alterations or channelization of floodways should be limited. – **Policy 4.8:** Design new development and redevelopment projects in a manner that avoids adverse environmental effects to the maximum extent feasible, considering the following environmental factors: Natural topography; Wildlife habitat and linkages; Erosion protection and sedimentation; Drainage patterns; and Groundwater recharge capability. – **Policy 4.12:** The City will participate in the Coyote Creek Watershed Management Plan including restoration of the existing softbottom sections of the creeks, stepped gabion walls for erosion control, creation of walking trails and pocket parks adjacent to the creeks, and other restoration components.	**Consistent.** During construction, soil would be exposed, increasing the potential for erosion. In addition, chemicals, liquid products, petroleum products (such as paints, solvents, and fuels), and concrete-related waste may be spilled or leaked and have the potential to be transported by stormwater runoff to receiving waters, which could affect water quality. The contractor will apply various erosion and sedimentation controls as part of HYD-IAMF#3 to stabilize disturbed soils and prevent erosion from occurring along slopes and prevent sediments and other pollutants from entering nearby storm drains and waterbodies. An increase in impervious surfaces could also affect groundwater recharge, although the extent of these surfaces would be small compared to the size of the groundwater recharge area. The contractor will apply measures under GEO-IAMF#1 that will reduce the effects of dewatering by controlling and minimizing groundwater withdrawal and requiring treatment before discharge. HYD-IAMF#1 and HYD-IAMF#3 also include the use of permeable and vegetated areas to provide for soil infiltration. In addition, groundwater extraction would not be required during construction or operation of the Shared Passenger Track Alternatives.
Buena Park Municipal Code (2025)	
Chapter 13.32.030: provides standards to control urban runoff.	**Consistent.** The Shared Passenger Track Alternatives would not conflict with any of the articles contained within the corresponding chapters. The EIR/EIS considers hydrologic resources in its analysis and would not alter such resources in Commerce. The Shared Passenger Track Alternatives would implement design measures and project features such as an SWMTP and would be in compliance with regional and local regulations, such as the applicable RWQCB's dewatering permits, CGP, and MS4 permit to minimize impacts related to hydrology. As such, the Shared Passenger Track Alternatives would be consistent with the city's building code.

Policy	Consistency
City of Buena Park Grading Code (2010)	
Chapter 15.86.010: Grading and Excavation Code	**Consistent.** The EIR/EIS considers hydrologic resources in its analysis and would not alter such resources in Buena Park. The Shared Passenger Track Alternatives would implement design measures and project features such as an SWMTP and would be in compliance with local regulations, such as the applicable RWQCB's dewatering permits, CGP, and MS4 permit to minimize impacts related to hydrology. As such, the Shared Passenger Track Alternatives would be consistent with the city's grading code.
City of Fullerton	
The Fullerton Plan (2025)	
Chapter 16: Water: The purpose of the Water Element of *The Fullerton Plan* is to ensure that the city has adequate water resource capacities and water quality to meet future growth needs. **Overarching Policies OAP1:** Comply with State and Federal laws and regulations while maintaining local control in decision-making. • **Goal 19:** An adequate, safe, and reliable water supply – P19.5 Water Quality – P19.7 Sustainable Water Practices in New Development • **Goal 20:** A healthy watershed and clean urban runoff – P20.4 Local Watersheds – P20.6 Construction Impacts – P20.7 Development Impacts	**Consistent.** Construction and operation of the Shared Passenger Track Alternatives has the potential to contribute to existing water quality impairments. During construction, the Shared Passenger Track Alternatives would comply with the requirements of the CGP by preparing a SWPPP. The SWPPP would identify construction BMPs, such as erosion and sediment control BMPs designed to minimize water quality impacts and runoff. Good housekeeping BMPs designed to prevent spills, leaks, and discharges of construction debris and wastes into receiving waters would also be implemented during construction. During operations, the Shared Passenger Track Alternatives stormwater system will divert runoff and pollutants from roads and tracks to diminish the amount of contaminants that reach waterbodies and affect surface water quality, in compliance with the MS4 permit (HYD-IAMF#1). Furthermore, LID techniques would be incorporated into the Shared Passenger Track Alternatives to retain runoff on site and reduce the volume and rate of off-site runoff, in compliance with the MS4 permit. Operation of the Shared Passenger Track Alternatives has the potential to contribute to existing water quality impairments. During operations, the Shared Passenger Track Alternatives stormwater system will divert runoff and pollutants from roads and tracks to diminish the amount of contaminants that reach waterbodies and affect surface water quality, in compliance with the MS4 permit (HYD-IAMF#1). Furthermore, LID techniques would be incorporated into the Shared Passenger Track Alternatives to retain runoff on site and reduce the volume and rate of off-site runoff, in compliance with the MS4 permit.

Policy	Consistency
City of Fullerton Municipal Code (2025)	
Chapter 12.18: Water Quality Ordinance provides criteria and requirements related to water quality.	**Consistent.** The Shared Passenger Track Alternatives would not conflict with any of the articles contained within the corresponding chapters. Operation of the Shared Passenger Track Alternatives has the potential to contribute to existing water quality impairments. During operations, the Shared Passenger Track Alternatives stormwater system will divert runoff and pollutants from roads and tracks to diminish the amount of contaminants that reach waterbodies and affect surface water quality, in compliance with the MS4 permit (HYD-IAMF#1). Furthermore, LID techniques would be incorporated into the Shared Passenger Track Alternatives to retain runoff on site and reduce the volume and rate of off-site runoff, in compliance with the MS4 permit.
City of Fullerton Grading Code (2019)	
Chapter 14.03 Building Code provides general provisions for the construction and operation of buildings and structures.	**Consistent.** The EIR/EIS considers hydrologic resources in its analysis and would not alter such resources in Fullerton. The Shared Passenger Track Alternatives would implement design measures and project features such as an SWMTP and would be in compliance with local regulations, such as the applicable RWQCB's dewatering permits, CGP, and MS4 permit to minimize impacts related to hydrology. As such, the Shared Passenger Track Alternatives would be consistent with the city's building code.

Policy	Consistency
City of Anaheim	
City of Anaheim General Plan (2025), Public Services and Facilities Element (2010)	
▪ **Goal 6.1:** Maintain a storm drain system that will adequately protect and enhance the health, safety and general welfare of residents, visitors, employees, and their property – **Policy 1:** Improve the City's storm drain system to address current deficiencies as well as long-term needs associated with future development to minimize flood damage and adequately convey rainfall and subsequent runoff from a 25-year frequency storm. – **Policy 2:** Develop Anaheim's flood control system for multi-purpose uses whenever practical and financially feasible (i.e., recreational, water quality/treatment, infiltration, etc.). – **Policy 3:** Minimize the amount of impervious surfaces in conjunction with new development. – **Policy 4:** Minimize the disturbance of natural water bodies and natural drainage systems, where feasible, resulting from development including roads, highways, and bridges.	**Consistent.** Development of the Shared Passenger Track Alternatives would result in a permanent increase in impervious surface area. An increase in impervious area would increase the volume of runoff during a storm, which would more effectively transport pollutants to receiving waters, including stormwater systems. HYD-IAMF#1 includes standard practices and design features, such as implementation of the stormwater management and treatment measures that will be incorporated into the design of the Shared Passenger Track Alternatives. This IAMF will reduce the severity of effects, such as the rate of stormwater runoff, temporary changes to river and channel hydrology, and potential erosion and siltation caused by increased rates of volumes and flow. The proposed drainage system would collect, convey, and discharge surface water runoff from the Authority's right-of-way to the existing storm drain system while maintaining the existing drainage pattern, in compliance with the MS4 permit. An increase in impervious surfaces could also affect groundwater recharge, although the extent of these surfaces would be small compared to the size of the groundwater recharge area. The contractor will apply measures under GEO-IAMF#1 that will reduce the effects of dewatering by controlling and minimizing groundwater withdrawal and requiring treatment before discharge. HYD-IAMF#1 and HYD-IAMF#3 also include the use of permeable and vegetated areas to provide for soil infiltration. In addition, groundwater extraction would not be required during construction or operation of the Shared Passenger Track Alternatives. The Shared Passenger Track Alternatives would cross 12 floodplains. The potential for an increase in flooding as a result of construction and operation will be minimized with implementation of design standards and flood protection measures, as part of IAMFs (HYD-IAMF#2) for the floodplain crossings that will be designed to maintain existing hydraulic capacity and connectivity and minimize any increase in WSE. Flood protection measures would avoid placing structures that would impede or redirect floodflows within the 100-year flood-hazard area and any measurable change in WSE that would result in conditions that would exceed the capacity of the existing flood channels or floodplains.

Policy	Consistency
Anaheim Municipal Code (2025)	
Chapter 10.09: National Pollutant Discharge Elimination System contains guidance related to discharges and urban runoff.	**Consistent.** The Shared Passenger Track Alternatives would not conflict with any of the articles contained within the corresponding chapters. During operation, the project would be required to comply with the requirements of the applicable NPDES permit and implement post-construction BMPs to target pollutants of concern. In addition, the project would incorporate LID techniques to retain runoff on site and promote infiltration. Furthermore, the project section would implement standard measures to revegetate disturbed areas and preserve vegetation, consistent with LID standards.
City of Anaheim Grading Code (2005)	
Chapter 17.04: Grading, Excavation, Fills provides standards and requirements related to ground disturbing activities, grading, and fill.	**Consistent.** The EIR/EIS considers hydrologic resources in its analysis and would not alter such resources in Anaheim. The Shared Passenger Track Alternatives would implement design measures and project features such as an SWMTP and would be in compliance with local regulations, such as the applicable RWQCB's dewatering permits, CGP, and MS4 permit to minimize impacts related to hydrology. As such, the Shared Passenger Track Alternatives would be consistent with the city's grading code.

[1] This plan is currently undergoing an update as of April 2025.
°F = degrees Fahrenheit; Authority = California High-Speed Rail Authority; BMP = best management practice; CGP = Construction General Permit; EIR = environmental impact report; EIS = environmental impact statement; FEMA = Federal Emergency Management Agency; HSR = high-speed rail; IAMF = impact avoidance and minimization feature; LID = low-impact development; MS4 = municipal separate storm sewer system; mg/l = milligrams per liter; ml = milliliter; NPDES = National Pollutant Discharge Elimination System; NPS = Nonpoint Source Pollution; NTU = nephelometric turbidity unit; project section = Los Angeles to Anaheim Project Section; RTP = Regional Transportation Plan; RWQCB = Regional Water Quality Control Board; SCAG = Southern California Association of Governments; SCS = Sustainable Communities Strategy; SUSMP = Standard Urban Stormwater Mitigation Plan; SWMTP = Stormwater Management and Treatment Plan; SWPPP = Stormwater Pollution Prevention Plan; USEO = U.S. Presidential Executive Order; USEPA = U.S. Environmental Protection Agency; WSE = water surface elevation

Geology, Soils, Seismicity, and Paleontological Resources

Policy	Consistency
3.9 GEOLOGY, SOILS, SEISMICITY, AND PALEONTOLOGICAL RESOURCES	
Los Angeles County	
Los Angeles County 2035 General Plan (2025)	
Safety Element (2025)	
• **Goal S 1:** An effective regulatory system that prevents or minimizes personal injury, loss of life and property damage due to seismic and geotechnical hazards.	**Consistent.** The Shared Passenger Track Alternatives were designed with measures to minimize injuries and loss of life as well as property damage consistent with applicable plans, policies, and requirements. The construction contractor will be required to comply with applicable state and county regulations to minimize seismic hazards.
– **Policy S 1.1:** Discourage development in Seismic Hazard and Alquist-Priolo Earthquake Fault Zones.	**Consistent.** The Shared Passenger Track Alternatives were designed so that development for human occupancy would be placed in a location away from active earthquake faults. The Shared Passenger Track Alternatives would not be in a hazardous fault zone, and safety concerns related to surface fault rupture are not anticipated. Portions of the HSR alignment do cross into the Alquist-Priolo Earthquake Fault Zone. Appropriate project design features would be implemented to reduce adverse effects related to seismically induced ground shaking.
– **Policy S 1.2:** Prohibit the construction of structures for human occupancy adjacent to active faults until a comprehensive fault study that addresses seismic hazard risks and proposes appropriate actions to minimize the risk is approved.	**Consistent.** The Authority would ensure that detailed geologic investigations are conducted in conformance with the guidelines of the CGS and all human occupancy adjacent to an Alquist-Priolo Fault Zone would be designed to applicable standards for these areas.
– **Policy S 1.3:** Require developments to mitigate geotechnical hazards, such as soil instability and landslides, in Hillside Management Areas through siting and development standards.	**Consistent.** The Authority incorporates construction practices and design measures to minimize injuries and loss of life as well as property damage consistent with applicable plans, policies, and requirements. The contractor would apply applicable state and county regulations to minimize seismic hazards.
– **Policy S 1.4:** Support the retrofitting of unreinforced masonry structures and soft-story buildings to help reduce the risk of structural and human loss due to seismic hazards.	**Consistent.** The Authority incorporates construction practices and design measures to minimize injuries and loss of life as well as property damage consistent with applicable plans, policies, and requirements. The Authority would enforce applicable state and county regulations to minimize seismic hazards.

Policy	Consistency
Conservation and Natural Resources Element (2022)	
• **Policy C/NR 13.8:** Manage development in HMAs to protect their natural and scenic character and minimize risks from natural hazards, such as fire, flood, erosion, and landslides.	**Consistent.** The Authority incorporates construction practices and design measures to minimize injuries and loss of life as well as property damage consistent with applicable plans, policies, and requirements. The Authority would enforce applicable state and county regulations to minimize seismic hazards.
• **Policy C/NR 14.1:** Mitigate all impacts from new development on or adjacent to historic, cultural, and paleontological resources to the greatest extent feasible.	**Consistent.** The Authority incorporates practices to monitor for, identify, evaluate, and treat any potential paleontological resources encountered during construction. These practices include halting construction in the vicinity of a known or potential fossil find to protect the find from further disturbance.
• **Policy C/NR 14.2:** Support an inter-jurisdictional collaborative system that protects and enhances historic, cultural, and paleontological resources.	**Consistent.** The Authority incorporates practices to monitor for, identify, evaluate, and treat any potential paleontological resources encountered during construction. These practices include halting construction in the vicinity of a known or potential fossil find to protect the find from further disturbance.
• **Policy C/NR 14.5:** Promote public awareness of historic, cultural, and paleontological resources.	**Consistent.** The Authority incorporates practices to monitor for, identify, evaluate, and treat any potential paleontological resources encountered during construction. Treatment includes curation of finds.
• **Policy C/NR 14.6:** Ensure proper notification and recovery processes are carried out for development on or near historic, cultural, and paleontological resources.	**Consistent.** The Authority incorporates practices to monitor for, identify, evaluate, and treat any potential paleontological resources encountered during construction. These practices include halting construction in the vicinity of a known or potential fossil find to protect the find from further disturbance.
Los Angeles County Code of Ordinances (2025)	
Title 26 – Building Code, Appendix J - Grading. Adopted as amended.	**Consistent.** The Authority would ensure the Shared Passenger Track Alternatives, including maintenance facilities, would comply with the current CBC, local building codes, and applicable supplemental design criteria.
Section 119.1: California Building Code	**Consistent.** The Authority would ensure the Shared Passenger Track Alternatives, including maintenance facilities, would comply with the current CBC, local building codes, and applicable supplemental design criteria.
Section 1803.5.11: Requires a soils investigation to assess the potential consequences of any liquefaction and soil strength loss.	**Consistent.** The analysis considers soil properties and the potential impacts of any liquefaction and soil strength loss that would result in injuries or loss of life and property damage.

Policy	Consistency
City of Los Angeles	
City of Los Angeles General Plan (2024)	
Safety Element (2021)	
Hazard Mitigation Goal 1, Objective 1.1, Policy 1.1.6: Assure compliance with applicable state and federal planning and development regulations, e.g., Alquist-Priolo Earthquake Fault Zoning Act, State Mapping Act and Cobey-Alquist Flood Plain Management Act. [All EOO natural hazard enforcement and implementation programs relative to non-City regulations implement this policy.]	**Consistent.** The project is compliant with applicable state and federal regulations related to geology, soils, and seismicity (refer to Section 3.8.2 of Section 3.8, Geology, Soils, Seismicity, and Paleontological Resources).

Policy	Consistency
Conservation Element (2001)	
Archaeological and Paleontological Resources, Objective 1: Protect the City's archaeological and paleontological resources for historical, cultural, research, and/or educational purposes. – **Archaeological and Paleontological Resources, Policy 1:** Continue to identify and protect significant archaeological and paleontological sites and/or resources known to exist or that are identified during land development, demolition, or property modification activities. The Conservation Element of the *City of Los Angeles General Plan* identifies natural and cultural resources within the City and describes objectives, policies, and programs for their protection, preservation, and management. Chapter II: Resource Conservation and Management, Section 3: Archaeological and Paleontological, discusses protection of paleontological resources and states, in part: "Pursuant to CEQA, if a land development project is within a potentially significant paleontological area, the developer is required to contact a bona fide paleontologist to arrange for assessment of the potential impact and mitigation of potential disruption of or damage to the site. If significant paleontological resources are uncovered during project execution, authorities are to be notified and the designated paleontologist may order excavations stopped, within reasonable time limits, to enable assessment, removal or protection of the resources." (p. II-5) This section also indicates that the city is responsible for protecting paleontological resources and outlines the following objective, policy, and program regarding paleontological resources (p. II-5, II-6): **Objective:** protect the City's archaeological and paleontological resources for historical, cultural, and/or educational purposes. **Policy:** continue to identify and protect significant archaeological and paleontological sites and/or resources known to exist or that are identified during land development, demolition or property modification activities. **Program:** permit processing, monitoring, enforcement and periodic revision of regulations and procedures.	**Consistent.** The Authority incorporates practices to monitor for, identify, evaluate, and treat any potential paleontological resources encountered during construction. These practices include halting construction in the vicinity of a known or potential fossil find to protect the find from further disturbance.

Policy	Consistency
Los Angeles Municipal Code (2025)	
California Building Code Based on the 2012 International Building Code as published by the International Code Council as adopted and amended by the California Building Standards Commission in the 2022 California Building Standards Code of the 2013 California Code of Regulations: ▪ Chapters 1 through 96 Los Angeles Building Code. Adopted as amended • Section 106, Grading, Los Angeles Building Code • Title 24, together with all appendices	**Consistent.** The Authority would ensure the Shared Passenger Track Alternatives, including maintenance facilities, would comply with the current CBC, local building codes, and applicable supplemental design criteria.
City of Vernon	
City of Vernon General Plan (2023), Safety Element (2015)	
• **Goal S-1:** Minimize the risk to public health, safety, and welfare associated with the presence of natural and human-caused hazards.	**Consistent.** The Authority incorporates construction practices and design measures to minimize injuries and loss of life as well as property damage consistent with applicable plans, policies, and requirements. The Authority would enforce applicable state and county regulations to minimize seismic hazards.
• **Goal S-4:** Provide a high degree of protection for all workers and residents in the event of any disaster.	**Consistent.** The Authority incorporates construction practices and design measures to minimize injuries and loss of life as well as property damage consistent with applicable plans, policies, and requirements. The Authority would enforce applicable state and county regulations to minimize seismic hazards.
• **Policy S-4.3:** Design and maintain an effective plan for the prompt evacuation of the City in the event of a dam inundation or other major disaster requiring the removal of workers or residents from Vernon.	**Consistent.** The Authority incorporates construction practices and design measures to minimize injuries and loss of life as well as property damage consistent with applicable plans, policies, and requirements. The Authority would enforce state and county regulations to minimize seismic hazards.
The Code of the City of Vernon (2024)	
Chapter 15.08.010: California Building Code Adopted	**Consistent.** The Authority would ensure the Shared Passenger Track Alternatives, including maintenance facilities, would comply with the current CBC, local building codes, and applicable supplemental design criteria.

Policy	Consistency
City of Montebello	
City of Montebello General Plan, Our Safe Community (2024)	
▪ **Earthquake (Seismic) and Fault Hazards Policy 6.7**: Identify and appraise the geologic and seismic hazards within the community. Reduce the loss of life, damage to property, and the economic and social dislocations resulting from future earthquakes.	**Consistent.** The Authority incorporates construction practices and design measures to minimize injuries and loss of life as well as property damage consistent with applicable plans, policies, and requirements. The Authority would enforce applicable state and county regulations to minimize seismic hazards.
• **Earthquake (Seismic) and Fault Hazards Action 6.7b:** Require all aspects of the earthquake, fault rupture, liquefaction, and related seismic hazard evaluation process (planning, investigation, analysis, reporting, review, construction, and operations) for new development and redevelopment to be conducted and independently reviewed by qualified professionals.	**Consistent.** The Authority incorporates construction practices and design measures to minimize injuries and loss of life as well as property damage consistent with applicable plans, policies, and requirements. The Authority would enforce applicable state and county regulations to avoid or minimize the effects of seismic hazards.
• **Earthquake (Seismic) and Fault Hazards Policy Action 6.7c:** A6.7c: Require new or substantially remodeled development located within areas of liquefaction potential to be properly designed and constructed for to earthquake safety, and require all development (including City-owned facilities) to comply with established seismic safety standards.	**Consistent.** The Authority cooperates with the city to incorporate construction practices and design measures to minimize injuries and loss of life as well as property damage consistent with applicable plans, policies, and requirements. The Authority would enforce applicable state and county regulations to avoid or minimize the effects of seismic hazards.
City of Montebello Municipal Code (2024)	
Chapter 15.04: California Building Code	**Consistent.** The contractor would ensure the Shared Passenger Track Alternatives, including maintenance facilities, would comply with the current CBC, local building codes, and applicable supplemental design criteria.
City of Pico Rivera	
City of Pico Rivera General Plan (2014)	
• **Environmental Resources Element, Cultural Resources Goal 8.7:** Preservation of important cultural and paleontological resources that contribute to the unique identity and character of Pico Rivera.	**Consistent.** The Authority incorporates practices to monitor for, identify, evaluate, and treat any potential paleontological resources encountered during construction. These practices include halting construction in the vicinity of a known or potential fossil find to protect the find from further disturbance. Refer to Section 3.17, Cultural Resources, for information regarding cultural resources.

Policy	Consistency
– **Policy 8.7-1:** Protect and preserve significant historic, archaeological, and paleontological resources, including those recognized at the national, state, and local levels.	**Consistent.** The Authority incorporates practices to monitor for, identify, evaluate, and treat any potential paleontological resources encountered during construction. These practices include halting construction in the vicinity of a known or potential fossil find to protect the find from further disturbance. Refer to Section 3.17 for information regarding cultural resources.
– **Policy 8.7-3:** As part of the development review process, ensure that potential impacts to historic, archaeological, and paleontological resources are minimized.	**Consistent.** The Authority incorporates practices to monitor for, identify, evaluate, and treat any potential paleontological resources encountered during construction. These practices include preparation of a Paleontological Resource Monitoring and Mitigation Plan. Refer to Section 3.17 for information regarding cultural resources.
– **Policy 8.7-4:** Require new development necessitating discretionary approval that could potentially impact historic, archaeological, and/or paleontological resources to conduct a resource survey to ensure that potential sites are identified for avoidance or special treatment.	**Consistent.** The Authority incorporates practices to monitor for, identify, evaluate, and treat any potential paleontological resources encountered during construction. These practices include preparation of a Paleontological Resource Monitoring and Mitigation Plan. Refer to Section 3.17 for information regarding cultural resources.
• **Safety Element, Seismic and Geologic Hazards Policy 9.1-2:** Require that geotechnical studies be prepared for development in areas where geologic or seismic hazards may be present, such as liquefaction in the central portion of the city and in the Whittier Narrows Dam area.	**Consistent.** The analysis considers geotechnical studies that have been conducted in the project area and the potential impacts of any geologic or seismic hazards that would result in injuries or loss of life and property damage.
• **Policy 9.1-3:** Encourage property owners, Caltrans, the railroads, and local utility companies to regularly inspect and strengthen (as needed) infrastructure susceptible to failure during an earthquake.	**Consistent.** The Authority incorporates design measures and maintenance procedures to inspect and strengthen infrastructure susceptible to failure during an earthquake.
Pico Rivera Municipal Code (2025)	
Chapter 15.08.010: California Building Code	**Consistent.** The Authority would ensure the Shared Passenger Track Alternatives, including maintenance facilities, would comply with the current CBC, local building codes, and applicable supplemental design criteria.
City of Santa Fe Springs	
City of Santa Fe Springs Code of Ordinances (2025)	
Title 15, Section 150.001: California Building Code	**Consistent.** The Authority would ensure the Shared Passenger Track Alternatives, including maintenance facilities, would comply with the current CBC, local building codes, and applicable supplemental design criteria.

Policy	Consistency
City of Norwalk	
Norwalk Municipal Code (2024)	
Chapter 15.06.010: California Building Code	**Consistent.** The Authority would ensure the Shared Passenger Track Alternatives, including maintenance facilities, would comply with the current CBC, local building codes, and applicable supplemental design criteria.
City of La Mirada	
City of La Mirada General Plan, Safety and Community Services Element (2003)	
• **Goal 1.0:** Reduce the risk of danger related to seismic hazards.	**Consistent.** The Authority incorporates construction practices and design measures to minimize injuries and loss of life as well as property damage consistent with applicable plans, policies, and requirements. The contractor would comply with applicable state and county regulations to avoid or minimize the effects of seismic hazards.
– **Policy 1.1:** Review all development proposals in seismically hazardous areas to consider the design and intensity of the proposed use in relation to potential seismic risk.	**Consistent.** The Authority incorporates construction practices and design measures to minimize injuries and loss of life as well as property damage consistent with applicable plans, policies, and requirements. The contractor would comply with state and county regulations to minimize seismic hazards.
– **Policy 1.2:** Requires geotechnical engineering studies for development proposals on properties identified as subject to liquefaction and landslides.	**Consistent.** The Authority incorporates construction practices and design measures to minimize injuries and loss of life as well as property damage consistent with applicable plans, policies, and requirements. The contractor would comply with applicable state and county regulations to minimize seismic hazards.
La Mirada Code of Ordinances (2024)	
Title 17.04.010: California Building Code	**Consistent.** The Authority would ensure the HSR system, including maintenance facilities, would comply with the current CBC, local building codes, and applicable supplemental design criteria.

Policy	Consistency
Orange County	
County of Orange General Plan (2025)	
Safety Element (2025)	
• **Natural Hazards Component, Goal 2:** Minimize the effects of natural safety hazards through implementation of appropriate regulations and standards which maximize protection of life and property.	**Consistent.** The Authority incorporates construction practices and design measures to minimize injuries and loss of life as well as property damage consistent with applicable plans, policies, and requirements. The contractor would comply with applicable state and county regulations to avoid or minimize the effects of seismic hazards.
• **Seismic Safety and Geologic Hazards, Policy 5:** Encourage establishment of seismic design criteria and standards for county facilities (including transportation).	**Consistent.** The Authority incorporates construction practices and design measures to minimize injuries and loss of life as well as property damage consistent with applicable plans, policies, and requirements. The contractor would comply with applicable state and county regulations to avoid or minimize the effects of seismic hazards.
• **Seismic Safety and Geologic Hazards, Policy 8:** Establish development standards for land use, new construction, and proposed improvements to ensure proper design and location of structures.	**Consistent.** The Authority incorporates construction practices and design measures to minimize injuries and loss of life as well as property damage consistent with applicable plans, policies, and requirements. The Authority would enforce applicable state and county regulations to avoid or minimize the effects of seismic hazards.
Resources Element (2025)	
• **Cultural-Historic Resources Goal 1:** To raise the awareness and appreciation of Orange County's cultural and historic heritage	**Consistent.** The Authority incorporates practices to monitor for, identify, evaluate, and treat any potential paleontological resources encountered during construction. These practices include halting construction in the vicinity of a known or potential fossil find to protect the find from further disturbance. Refer to Section 3.17 for information regarding cultural resources.
• **Cultural-Historic Resources Goal 2.2:** Take all reasonable and proper steps to achieve the preservation of archaeological and paleontological remains, or their recovery and analysis to preserve cultural, scientific, and educational values.	**Consistent.** The Authority incorporates practices to monitor for, identify, evaluate, and treat any potential paleontological resources encountered during construction. These practices include halting construction in the vicinity of a known or potential fossil find to protect the find from further disturbance. Refer to Section 3.17 for information regarding cultural resources.
– **Policy 1:** To identify paleontological resources through literature and records research and surface surveys.	**Consistent.** The Authority incorporates practices to monitor for, identify, evaluate, and treat any potential paleontological resources encountered during construction. These practices include preparation of a Paleontological Resource Monitoring and Mitigation Plan.

Policy	Consistency
– **Policy 2:** To monitor and salvage paleontological resources during the grading of a project.	**Consistent.** The Authority incorporates practices to monitor for, identify, evaluate, and treat any potential paleontological resources encountered during construction. These practices include halting construction in the vicinity of a known or potential fossil find to protect the find from further disturbance.
– **Policy 3:** To preserve paleontological resources by maintaining them in an undisturbed condition.	**Inconsistent.** The Shared Passenger Track Alternatives have potential to disturb paleontological resources in unincorporated Orange County. The Shared Passenger Track Alternatives include practices to monitor for, identify, evaluate, and treat any potential paleontological resources encountered during construction. These practices include preparation of a Paleontological Resource Monitoring and Mitigation Plan, which would identify the potential location of fossils. However, treatment of any fossils encountered would involve curating them rather than leaving them undisturbed.
Codified Ordinances of the County of Orange (2024)	
Section 7-1-12: California Building Code	**Consistent.** The Authority would ensure the Shared Passenger Track Alternatives, including maintenance facilities, would comply with the current CBC, local building codes, and applicable supplemental design criteria.
Orange County Grading Manual (2017)	
Compilation of rules, procedures, and interpretations necessary to carry out provisions of the Orange County Grading Code. The purpose of the grading manual is to control excavation, grading, and earthwork construction in unincorporated Orange County.	**Consistent.** The Authority incorporates construction practices and design measures to minimize injuries and loss of life as well as property damage consistent with applicable plans, policies, and requirements.
City of Buena Park	
City of Buena Park 2035 General Plan (2022)	
Safety Element (2010)	
• **Goal SAF-1:** Decrease in the potential risk of seismic and geologic hazards to the community.	**Consistent.** The Authority incorporates construction practices and design measures to minimize injuries and loss of life as well as property damage consistent with applicable plans, policies, and requirements. The contractor would comply with applicable state and county regulations to avoid or minimize the effects of seismic hazards.

Policy	Consistency
– **Policy SAF-1.1:** Seek to avoid or minimize seismic risk by appropriately designating land uses and adhering to current building codes.	**Consistent.** The Authority incorporates construction practices and design measures to minimize injuries and loss of life as well as property damage consistent with applicable plans, policies, and requirements. The contractor would comply with applicable state and county regulations to avoid or minimize the effects of seismic hazards.
– **Policy SAF-1.2:** Enforce the requirements of current building codes relative to seismic design for all new development or redevelopment.	**Consistent.** The Authority incorporates construction practices and design measures to minimize injuries and loss of life as well as property damage consistent with applicable plans, policies, and requirements. The contractor would comply with applicable state and county regulations to avoid or minimize the effects of seismic hazards.
– **Policy SAF-1.3:** Require geologic and soils reports for all new development or redevelopment, especially in identified areas of the Norwalk Fault Zone and areas with high liquefaction potential.	**Consistent.** The Authority incorporates construction practices and design measures to minimize injuries and loss of life as well as property damage consistent with applicable plans, policies, and requirements. The Authority would enforce applicable state and county regulations to avoid or minimize the effects of seismic hazards.
– **Policy SAF-1.4:** Require appropriate mitigation measures and/or conditions of approval relative to terrain, soils, slope stability, and erosion for new development or redevelopment in order to reduce hazards.	**Consistent.** The Authority incorporates construction practices and design measures to minimize injuries and loss of life as well as property damage consistent with applicable plans, policies, and requirements. The contractor would comply with applicable state and county regulations to avoid or minimize the effects of seismic hazards.
Conservation and Sustainability Element (2010)	
• **Goal CS-3:** Protection of important archaeological and paleontological resources.	**Consistent.** The Authority incorporates practices to monitor for, identify, evaluate, and treat any potential paleontological resources encountered during construction. These practices include halting construction in the vicinity of a known or potential fossil find to protect the find from further disturbance.
– **Policy CS-3.1:** Preserve and protect significant archaeological and paleontological resources.	**Consistent.** The Authority incorporates practices to monitor for, identify, evaluate, and treat any potential paleontological resources encountered during construction. These practices include preparation of a Paleontological Resource Monitoring and Mitigation Plan.
Buena Park Municipal Code (2025)	
Title 15 Building and Construction Safety. Adopted as amended.	**Consistent.** The Authority would ensure the Shared Passenger Track Alternatives, including maintenance facilities, would comply with the current CBC, local building codes, and applicable supplemental design criteria.

Policy	Consistency
City of Anaheim	
City of Anaheim General Plan, Safety Element (2025)	
• **Policy 1:** Minimize the risk to public health and safety and disruptions to vital services, economic vitality, and social order resulting from seismic and geologic activities.	**Consistent.** The Authority incorporates construction practices and design measures to minimize injuries and loss of life as well as property damage consistent with applicable plans, policies, and requirements. The contractor would comply with applicable state and county regulations to minimize seismic hazards.
• **Policy 2:** Minimize the risk to life and property through the identification of potentially hazardous areas, adherence to proper construction design criteria, and provision of public information.	**Consistent.** The Authority incorporates construction practices and design measures to minimize injuries and loss of life as well as property damage consistent with applicable plans, policies, and requirements. The Authority would enforce applicable state and county regulations to minimize the effects of seismic hazards.
• **Policy 3:** Require geologic and geotechnical investigations in areas of potential seismic or geologic hazards as part of the environmental and/or development review process for all structures.	**Consistent.** The Authority incorporates construction practices and design measures to minimize injuries and loss of life as well as property damage consistent with applicable plans, policies, and requirements. The contractor would comply with applicable state and county regulations to avoid or minimize the effects of seismic hazards.
• **Policy 4:** Enforce structural setbacks from faults and other geologic hazards identified through the development review process.	**Consistent.** The Authority incorporates construction practices and design measures to minimize injuries and loss of life as well as property damage consistent with applicable plans, policies, and requirements. The contractor would comply with applicable state and county regulations to avoid or minimize the effects of seismic hazards.
• **Policy 5:** Enforce the requirements of the California Seismic Hazards Mapping and Alquist-Priolo Earthquake Fault Zoning Acts when siting, evaluating, and constructing new projects within the City.	**Consistent.** All known fault zones in the RSA have been identified and studied. Additionally, the HSR system would be designed to current seismic standards and would adhere to local provisions.
• **Policy 6:** Require that engineered slopes be designed to resist earthquake-induced failure.	**Consistent.** The Authority incorporates construction practices and design measures to minimize injuries and loss of life as well as property damage consistent with applicable plans, policies, and requirements. The contractor would comply with applicable state and county regulations to avoid or minimize the effects of seismic hazards.

Policy	Consistency
• **Policy 7:** Require removal or rehabilitation of hazardous or substandard structures that may collapse in the event of an earthquake.	**Consistent.** The Authority incorporates construction practices and design measures to minimize injuries and loss of life as well as property damage consistent with applicable plans, policies, and requirements. The contractor would comply with applicable state and county regulations to avoid or minimize the effects of seismic hazards.
• **Policy 9:** Require new construction, redevelopment, and major remodels located within potential landslide areas be evaluated for site stability, including the potential impact to other properties, during project design and review.	**Consistent.** The Authority incorporates construction practices and design measures to minimize injuries and loss of life as well as property damage consistent with applicable plans, policies, and requirements. The contractor would comply with applicable state and county regulations to avoid or minimize the effects of seismic hazards.
Anaheim Municipal Code (2025)	
Chapter 15.03.0101: California Building Code	**Consistent.** The Authority would ensure the Shared Passenger Track Alternatives, including maintenance facilities, would comply with the current CBC, local building codes, and applicable supplemental design criteria.

Authority = California High-Speed Rail Authority; Caltrans = California Department of Transportation; CBC = California Building Code; CGS = California Geological Survey; EOO = Emergency Operations Organization; HMA = Hillside Management Area; HSR = high-speed rail; RSA = resource study area

Hazardous Materials and Wastes

Policy	Consistency
3.10 HAZARDOUS MATERIALS AND WASTES	
Los Angeles County	
Los Angeles County General Plan (2025)	
Public Services and Facilities Element (2015)	
• **Policy PS/F 5.1:** Maintain an efficient, safe and responsive waste management system that reduces waste while protecting the health and safety of the public. • **Policy PS/F 5.2:** Ensure adequate disposal capacity by providing for environmentally sound and technically feasible development of solid waste management facilities, such as landfills and transfer/processing facilities.	**Consistent.** The IAMFs described in Section 3.10.4, Methods for Evaluating Impacts, include measures that require compliance with regulations that control the transport, use, storage, and disposal of hazardous materials that would limit the potential for an accidental release of hazardous materials or waste during construction. Specifically, HMW-IAMF#7 establishes requirements for compliance with state and federal regulations during the transport of hazardous materials and wastes. Preparation of the hazardous materials and waste plans includes identifying the responsible parties and procedures for hazardous materials and wastes transport, containment, and storage at the construction site, and complying with all SWRCB Construction General Permit conditions related to the transport, storage, use, and disposal of hazardous materials and wastes (HMW-IAMF#8). In addition, the Authority is committed to minimizing the use of hazardous substances through the material selection process and the use of an Environmental Management System to track the full inventory of hazardous materials used during construction and operations and will substitute hazardous substances with nonhazardous substances when practicable (HMW-IAMF#9).

Policy	Consistency
Safety Element (2025)	
• **Policy S 6.1:** Assess public health and safety risks associated with existing oil and gas facilities in the unincorporated Los Angeles County. • **Policy S 7.8:** Adopt by reference the County of Los Angeles All-Hazards Mitigation Plan, as amended.	**Consistent.** As noted in SS-IAMF#4 in Section 3.10.5.7, Oil and Gas Wells, active and abandoned oil and gas wells within 200 feet of the HSR tracks would be identified and inspected. Active wells will be properly abandoned and relocated in accordance with the California Department of Conservation, Division of Oil, and Gas and Geothermal Resources standards. Previously abandoned wells within 200 feet of the HSR tracks will be inspected and re-abandoned, as necessary, in accordance with California Department of Conservation, Division of Oil, and Gas and Geothermal Resources standards and in coordination with the well owner. The Authority will require development of a Hazardous Materials Plan and SPCC plan (HMW-IAMF#10) that will identify emergency contact information in the event of a release, site-specific chemical inventories, and vicinity and facility maps. This information would allow emergency responders to more quickly and adequately respond in the event of an inadvertent release of hazardous materials and waste and minimize effects of exposure to humans and the environment.

Policy	Consistency
Los Angeles County Operational Area Emergency Operations Plan (2023) The *Operational Area Emergency Operations Plan* addresses the coordinated response to emergency situations associated with natural, human-made, and technological incidents in the operational area. The intent of the plan is to define responsibilities and to provide guidance to agencies/jurisdictions within the operational area on how to interface with the operational area coordinator during emergencies and disasters.	**Consistent.** An SPCC plan or, for smaller quantities, a spill prevention and response plan, which would identify BMPs for spill and release prevention and would provide procedures and responsibilities with processes for the rapid, effective, and safe cleanup and disposal of any spills or releases, would be established for the Shared Passenger Track Alternatives. The spill prevention, containment, and countermeasures regulation requires tactics that would prevent exposure altogether rather than merely put reactive measures in place (e.g., those commonly included in contingency plans), which address spill containment and cleanup and management of contaminated soil and groundwater in the event of an accidental spill (HMW-IAMF#6). In addition, the Authority is committed to minimizing the use of hazardous substances through the material selection process and the use of an Environmental Management System to track the full inventory of hazardous materials used during construction and operations and will substitute hazardous substances with nonhazardous substances when practicable (HMW-IAMF#9). Furthermore, the Authority will require development of a Hazardous Materials Plan and SPCC plan (HMW-IAMF#10) that will identify emergency contact information in the event of a release, site-specific chemical inventories, and vicinity and facility maps. This information would allow emergency responders to more quickly and adequately respond in the event of an inadvertent release of hazardous materials and waste and minimize effects of exposure to humans and the environment.
Los Angeles County All-Hazard Mitigation Plan (2020) The *All-Hazard Mitigation Plan* sets strategies for coping with natural and human-made hazards faced by residents in the county including earthquake, flood, wildlife, and tsunami hazards as well as other non-significant hazards.	
City of Los Angeles	
Los Angeles Municipal Code (2025)	
• Section 57.105.6.17: Requires an operational permit to store, process, or use specific types of hazardous materials above ground. • Section 57.105.7.1.1. Requires a Specific Action or Project Permit to erect, install or relocate any appliance, device, or system when such equipment is to be used in connection with hazardous materials, hazardous waste, or hazardous plastics. This applies to asbestos abatement.	**Consistent.** The Authority will obtain an operational permit if needed.

Policy	Consistency
City of Los Angeles General Plan (2024), Safety Element (2021)	
• **Goal 1:** A city where potential injury, loss of life, property damage and disruption of the social and economic life of the City due to hazards is minimized.	**Consistent.** The contractor will incorporate measures to reduce effects from inadvertent spills through compliance with regulations for the transport of hazardous materials and wastes; compliance with SWRCB Construction General Permit conditions; establishment of an Environmental Management System; a construction management plan; and development of a Hazardous Materials Plan and SPCC plan that will identify emergency contact information in the event of a hazardous material or waste release, site-specific chemical inventories, and vicinity and facility maps (HMW-IAMF#6, HMW-IAMF#7, HMW-IAMF#8, HMW-IAMF#9, and HMW-IAMF#10).
– **Policy 1.1.4:** Health/environmental protection. Protect the public and workers from the release of hazardous materials and protect City water supplies and resources from contamination resulting from release or intrusion resulting from a disaster event, including protection of the environment and public from potential health and safety hazards associated with program implementation.	**Consistent.** An SPCC plan or, for smaller quantities, a spill prevention and response plan, which would identify BMPs for spill and release prevention and would provide procedures and responsibilities with processes for the rapid, effective, and safe cleanup and disposal of any spills or releases, would be established for the Shared Passenger Track Alternatives. The spill prevention, containment, and countermeasures regulation requires tactics that would prevent exposure altogether rather than merely put reactive measures in place (e.g., those commonly included in contingency plans), which address spill containment and cleanup and management of contaminated soil and groundwater in the event of an accidental spill (HMW-IAMF#6).
City of Vernon	
The Code of the City of Vernon (2024)	
Section 13.59: Establishes the responsibility for proper storage, handling, treatment, and disposal of hazardous materials	**Consistent.** The Authority would maintain compliance with regulations that control the transport, use, storage, and disposal of hazardous materials that would limit the potential for an accidental release of hazardous materials or waste during construction. Specifically, HMW-IAMF#7 establishes requirements for compliance with state and federal regulations during the transport of hazardous materials and wastes. Construction contractors will prepare hazardous materials and waste plans identifying the responsible parties and procedures for hazardous materials and wastes transport, containment, and storage at the construction site, and comply with all SWRCB Construction General Permit conditions related to the transport, storage, use, and disposal of hazardous materials and wastes (HMW-IAMF#8).

Policy	Consistency
City of Vernon General Plan (2023), Safety Element (2015)	
• **Goal S-1**: Minimize the risk to public health, safety, and welfare associated with the presence of natural and human-caused hazards. • **Goal S-2:** Provide a high degree of protection for all residents and workers from hazardous materials and the hazards associated with transport of such materials. – **Policy S-3.2:** Require businesses handling, transporting, or producing materials considered acutely hazardous to prepare contingency plans for accidents involving these chemicals. • **Action S-8:** Hazardous Waste. Continue to implement activities so that hazardous wastes generated by Vernon businesses are handled and disposed according to federal, state, and local regulations. Assist businesses and consultants in the preparation and oversight of site assessments and mitigation activities. To minimize present and future threats to human health and the environment, the program actively promotes waste reduction options for hazardous waste generators.	**Consistent.** The contractor will incorporate measures to reduce effects from inadvertent spills through compliance with regulations for the transport of hazardous materials and wastes; compliance with SWRCB Construction General Permit conditions (associated with the transport, storage, use, and disposal of hazardous materials and wastes); establishment of an Environmental Management System; a construction management plan; and development of a Hazardous Materials Plan and SPCC plan that will identify emergency contact information in the event of a hazardous material or waste release, site-specific chemical inventories, and vicinity and facility maps (HMW-IAMF#6, HMW-IAMF#7, HMW-IAMF#8, HMW-IAMF#9, and HMW-IAMF#10). The contractor would handle, store, and dispose of all hazardous waste in accordance with applicable requirements, including the RCRA. A certified hazardous waste collection company would transport the waste to an authorized hazardous waste management facility for recycling or disposal. As described in Section 3.6, Public Utilities and Energy, the amount of waste generated would be minimized through reuse and recycling, as directed in the Sustainability Policy Directive.

Policy	Consistency
City of Vernon Local Hazard Mitigation Plan (2023)	
The plan provides a set of action items to reduce risk from natural hazards through education and outreach programs and to foster the development of partnerships, and implementation of preventive activities such as land use programs that restrict and control development in areas subject to damage from natural hazards.	**Consistent.** An SPCC plan or, for smaller quantities, a spill prevention and response plan, which would identify BMPs for spill and release prevention and would provide procedures and responsibilities with processes for the rapid, effective, and safe cleanup and disposal of any spills or releases, would be established for the Shared Passenger Track Alternatives. The spill prevention, containment, and countermeasures regulation requires tactics that would prevent exposure altogether rather than merely put reactive measures in place (e.g., those commonly included in contingency plans), which address spill containment and cleanup and management of contaminated soil and groundwater in the event of an accidental spill (HMW-IAMF#6). In addition, the Authority is committed to minimizing the use of hazardous substances through the material selection process and the use of an Environmental Management System to track the full inventory of hazardous materials used during construction and operations and will substitute hazardous substances with nonhazardous substances when practicable (HMW-IAMF#9). Furthermore, the Authority will require development of a Hazardous Materials Plan and SPCC plan (HMW-IAMF#10) that will identify emergency contact information in the event of a release, site-specific chemical inventories, and vicinity and facility maps. This information would allow emergency responders to more quickly and adequately respond in the event of an inadvertent release of hazardous materials and waste and minimize effects of exposure to humans and the environment.
City of Commerce	
Commerce Municipal Code (2024)	
Section 19.19.120: Sets forth the regulations and monitoring requirements for the use, storage, manufacture, and disposal of hazardous materials.	**Consistent.** The Authority would maintain compliance with regulations that control the transport, use, storage, and disposal of hazardous materials that would limit the potential for an accidental release of hazardous materials or waste during construction. Specifically, HMW-IAMF#7 establishes requirements for compliance with state and federal regulations during the transport of hazardous materials and wastes. Construction contractors will prepare hazardous materials and waste plans identifying the responsible parties and procedures for hazardous materials and wastes transport, containment, and storage at the construction site, and comply with all SWRCB Construction General Permit conditions related to the transport, storage, use, and disposal of hazardous materials and wastes (HMW-IAMF#8).

Policy	Consistency
City of Commerce 2020 General Plan (2008)	
Community Development Element (2008)[1]	
• **Policy 1.8:** The city of Commerce, in conjunction with the South Coast Air Quality Management District, the Environmental Protection Agency, the Los Angeles County Fire Department, and other public agencies, will work to reduce potential hazards and health risks associated with the use, storage, or manufacture of hazardous materials.	**Consistent.** The Authority is committed to identifying, avoiding, and minimizing the transport, storage, use, and disposal of hazardous materials through the material selection process during construction of the Shared Passenger Track Alternatives. An Environmental Management System will track the full inventory of hazardous materials during construction of the Shared Passenger Track Alternatives and will substitute hazardous substances with nonhazardous substances when practicable (HMW-IAMF#9).
Health and Safety Element (2008)[1]	
• **Policy 4.4:** The city of Commerce will work with Federal, State, and County agencies, as well as the Industrial Council, to protect all city residents and workers from hazardous materials and the risks associated with the transportation of these materials.	**Consistent.** Measures will be incorporated that are intended to ensure the safe dismantling and removal of building components and debris and prevents the accidental release of lead and asbestos, thereby protecting workers and the public from potential exposure to hazardous materials and wastes during demolition (HMW-IAMF#5). Additionally, during construction, measures will be incorporated to reduce effects from inadvertent spills through compliance with regulations for the transport of hazardous materials and wastes; compliance with SWRCB Construction General Permit conditions; and establishment of an Environmental Management System and a construction management plan (including an SPCC plan or spill prevention and response plan) prior to construction (HMW-IAMF#6, HMW-IAMF#7, HMW-IAMF#8, and HMW-IAMF#9).
• **Policy 4.7:** The city of Commerce will establish an environmental review procedure that will assess the impact of new potentially hazardous industrial uses on adjacent residential neighborhoods.	**Consistent.** An Environmental Management System would track the full inventory of hazardous materials during construction of the HSR system and would substitute hazardous substances with nonhazardous substances when practicable. The Authority will enforce the material substitution recommendation contained in the annual inventory (HMW-IAMF#9).

Policy	Consistency
• **Policy 4.9:** The city of Commerce will encourage the proper disposal of hazardous waste materials produced, used, and stored within the city's limits.	**Consistent.** The Authority would maintain compliance with regulations that control the transport, use, storage, and disposal of hazardous materials would limit the potential for an accidental release of hazardous materials or waste during construction. Specifically, HMW-IAMF#7 establishes requirements for compliance with state and federal regulations during the transport of hazardous materials and wastes. Construction contractors will prepare hazardous materials and waste plans identifying the responsible parties and procedures for hazardous materials and wastes transport, containment, and storage at the construction site, and comply with all SWRCB Construction General Permit conditions related to the transport, storage, use, and disposal of hazardous materials and wastes (HMW-IAMF#8).
City of Bell	
City of Bell Municipal Code (2024)	
Section 13.08.110 (4, 6, and 9): Regulates the discharge of hazardous materials into the municipal storm drain system.	**Consistent.** The Authority would maintain compliance with regulations that control the transport, use, storage, and disposal of hazardous materials that would limit the potential for an accidental release of hazardous materials or waste during construction. Specifically, HMW-IAMF#7 establishes requirements for compliance with state and federal regulations during the transport of hazardous materials and wastes. Construction contractors will prepare hazardous materials and waste plans identifying the responsible parties and procedures for hazardous materials and wastes transport, containment, and storage at the construction site, and comply with all SWRCB Construction General Permit conditions related to the transport, storage, use, and disposal of hazardous materials and wastes (HMW-IAMF#8).

Policy	Consistency
City of Bell 2030 General Plan (2022), Health and Safety Element (2018)	
• **Health and Safety Element Policy 9:** The City of Bell shall identify areas of high risk (high densities, older structures, fire hazards) so that disaster response may be prioritized. The City will also focus on potential sources of contamination, including lead and asbestos containing materials found in older buildings. These areas of risk must be identified in the City's Emergency Preparedness Plan. • **Health and Safety Element Policy 11:** The City of Bell shall establish and enforce standards that are designed to reduce the level of risk. The City shall work with the Los Angeles County Fire Department and other public agencies to discuss both risk and emergency preparation. Finally, the City shall work with the Fire Department and the larger community to review, and if necessary, develop new standards.	**Consistent.** Measures will be implemented that are intended to ensure the safe dismantling and removal of building components and debris and prevents the accidental release of lead and asbestos, thereby protecting workers and the public from potential exposure to hazardous materials and wastes during demolition (HMW-IAMF#5). Additionally, during construction, measures will be implemented to reduce effects from inadvertent spills through compliance with regulations for the transport of hazardous materials and wastes; compliance with SWRCB Construction General Permit conditions; and establishment of an Environmental Management System and a construction management plan (including an SPCC plan or spill prevention and response plan) prior to construction (HMW-IAMF#6, HMW-IAMF#7, HMW-IAMF#8, and HMW-IAMF#9).

Policy	Consistency
City of Montebello	
Montebello Municipal Code (2024)	
Sections 15.32.310 and 17.08.580: Regulates gas leaks and spills of combustible liquids and proper disposal of demolition debris.	**Consistent.** The Authority would consider and address the presence of methane and hydrogen sulfide gases in areas where current or former presence of oil fields, gas fields, or other subsurface sources have been documented. The design of the Shared Passenger Track Alternatives includes measures to minimize the risk of accidents associated with encountering oil or gas wells, such as spills, fires, or explosions that could compromise the safety of construction workers and the public. The Authority will identify, inspect, and relocate active wells (SS-IAMF#4) and require the construction contractors to monitor for subsurface gases and use safe and explosion-proof equipment during project construction in areas where explosion hazards exist (GEO-IAMF#3). In addition, a spill prevention plan would be in place, and spill containment equipment would be at the site during removal or decommissioning of any wells (HMW-IAMF#4). Prior to ground-disturbing activities, the contractor will prepare a technical memorandum verifying to the Authority that methane protection measures will be implemented for all work within 1,000 feet of a landfill, including gas detection systems and personnel training, pursuant to Title 27, the hazardous materials contingency and BMP plan (HMW-IAMF#2). This would minimize the potential for release of methane gas from a landfill as a result of construction. Measures will be implemented that are intended to ensure the safe dismantling and removal of building components and debris and prevents the accidental release of lead and asbestos, thereby protecting workers and the public from potential exposure to hazardous materials and wastes during demolition (HMW-IAMF#5).

Policy	Consistency
City of Montebello General Plan, Our Safe Community (2024)	
▪ **Policy 6.6:** Minimize damage and maximize resilience from emergencies. – **Action A6.6a**: Consult and collaborate with federal, state, and regional agencies to identify and regulate the disposal and storage of hazardous materials and prevent the illegal transportation and disposal of hazardous waste. – **Action A6.6b**: Collaborate with appropriate agencies to identify and inventory all users and handlers of hazardous materials to proactively mitigate potential impacts. – **Action A6.6c**: Determine the presence of hazardous materials and/or waste contamination prior to approval of new uses and require that appropriate measures be taken to protect the health and safety of site users and the community. – **Action A6.6e**: Partner and collaborate with property owners, businesses, and community groups to develop strategies to protect and minimize risks from existing hazardous material sites to existing nearby sensitive uses.	**Consistent.** The Authority would maintain compliance with regulations that control the transport, use, storage, and disposal of hazardous materials that would limit the potential for an accidental release of hazardous materials or waste during construction. Specifically, HMW-IAMF#7 establishes requirements for compliance with state and federal regulations during the transport of hazardous materials and wastes. Construction contractors will prepare hazardous materials and waste plans identifying the responsible parties and procedures for hazardous materials and wastes transport, containment, and storage at the construction site, and comply with all SWRCB Construction General Permit conditions related to the transport, storage, use, and disposal of hazardous materials and wastes (HMW-IAMF#8). In addition, the Authority is committed to minimizing the use of hazardous substances through the material selection process and the use of an Environmental Management System to track the full inventory of hazardous materials used during construction and operations and will substitute hazardous substances with nonhazardous substances when practicable (HMW-IAMF#9). Furthermore, the Authority will require development of a Hazardous Materials Plan and SPCC plan (HMW-IAMF#10) that will identify emergency contact information in the event of a release, site-specific chemical inventories, and vicinity and facility maps. This information would allow emergency responders to more quickly and adequately respond in the event of an inadvertent release of hazardous materials and waste and minimize effects of exposure to humans and the environment. During the right-of-way acquisition phase, Phase I ESAs would be conducted in accordance with standard ASTM International methodologies to characterize each parcel. If the Phase I ESA uncovers potential contaminated site conditions, a Phase II ESA that includes site testing would be required. Site testing may include testing of soil, groundwater, or other potentially contaminated media. If the Phase II ESA concludes that the site is contaminated, a Phase III ESA would be prepared. The Phase III ESA would describe the design and implementation of any required remediation or corrective action (e.g., removal of contamination, in-situ treatment, or soil capping) and conducted with state and local agency officials (as necessary), and in compliance with applicable state and federal laws and regulations (HMW-IAMF#1).

Policy	Consistency
City of Montebello Hazard Mitigation Plan (2017)	
The plan provides a framework including identification of hazards, potential losses, mitigation needs, goals, and strategies for planning for natural hazards in the city.	**Consistent.** An SPCC plan or, for smaller quantities, a spill prevention and response plan, which would identify BMPs for spill and release prevention and would provide procedures and responsibilities with processes for the rapid, effective, and safe cleanup and disposal of any spills or releases, would be established for the HSR system. The spill prevention, containment, and countermeasures regulation requires tactics that would prevent exposure altogether rather than merely put reactive measures in place (e.g., those commonly included in contingency plans), which address spill containment and cleanup and management of contaminated soil and groundwater in the event of an accidental spill (HMW-IAMF#6). In addition, the Authority is committed to minimizing the use of hazardous substances through the material selection process and the use of an Environmental Management System to track the full inventory of hazardous materials used during construction and operations and will substitute hazardous substances with nonhazardous substances when practicable (HMW-IAMF#9). Furthermore, the Authority will require development of a Hazardous Materials Plan and SPCC plan (HMW-IAMF#10) that will identify emergency contact information in the event of a release, site-specific chemical inventories, and vicinity and facility maps. This information would allow emergency responders to more quickly and adequately respond in the event of an inadvertent release of hazardous materials and waste and minimize effects of exposure to humans and the environment.
City of Pico Rivera	
Pico Rivera Municipal Code (2025)	
Section 10.60.030: Regulates the transport of hazardous materials	**Consistent.** The Authority would maintain compliance with regulations that control the transport, use, storage, and disposal of hazardous materials that would limit the potential for an accidental release of hazardous materials or waste during construction. Specifically, HMW-IAMF#7 establishes requirements for compliance with state and federal regulations during the transport of hazardous materials and wastes. Preparation of the hazardous materials and waste plans includes identifying the responsible parties and procedures for hazardous materials and wastes transport, containment, and storage at the construction site, and comply with all SWRCB Construction General Permit conditions related to the transport, storage, use, and disposal of hazardous materials and wastes (HMW-IAMF#8).

Policy	Consistency
City of Pico Rivera General Plan (2014)	
Community Facilities Element (2014)	
• **Goal 6.7:** Reduced solid waste generation and disposal, and increased recycling opportunities.	**Consistent.** The contractor would handle, store, and dispose of all hazardous waste in accordance with applicable requirements, including the RCRA. A certified hazardous waste collection company would transport the waste to an authorized hazardous waste management facility for recycling or disposal. As described in Section 3.6, Public Utilities and Energy, the amount of waste generated would be minimized through reuse and recycling, as directed in the Sustainability Policy Directive. In addition, the temporary increase in solid waste during construction would not substantially affect capacity at an existing landfill in the RSA or cause any one landfill to reach capacity before its projected closure date (refer to Impact PU&E-5 in Section 3.6).
Safety Element (2014)	
• **Goal 9.3:** Safe production, use, storage, and transports of hazardous materials. – **Policy 9.3-1:** Hazardous Materials Regulation. Coordinate with County, State and other applicable agencies to enforce pertinent laws, disclosures and siting requirements that regulate the production, use, storage, disposal, and transport of hazardous materials.	**Consistent.** The Authority would maintain compliance with regulations that control the transport, use, storage, and disposal of hazardous materials would limit the potential for an accidental release of hazardous materials or waste during construction. Specifically, HMW-IAMF#7 establishes requirements for compliance with state and federal regulations during the transport of hazardous materials and wastes. Construction contractors will prepare hazardous materials and waste plans identifying the responsible parties and procedures for hazardous materials and wastes transport, containment, and storage at the construction site, and comply with all SWRCB Construction General Permit conditions related to the transport, storage, use, and disposal of hazardous materials and wastes (HMW-IAMF#8).

Policy	Consistency
– **Policy 9.3-2:** Hazardous Materials Uses. Ensure that land uses involved in the production, storage, transportation, handling, or disposal of hazardous materials are located and operated in a manner that minimizes risk to other land uses.	**Consistent.** Any site preparation and construction activities to be implemented at sites with known potential environmental concerns would require prior coordination with appropriate regulatory agencies (e.g., California Environmental Protection Agency). In addition, incorporation of HMW-IAMF#4 will reduce effects associated with the discovery of unanticipated contamination by requiring preparation of a construction management plan, which would establish procedures for resolving (through cleanup or disposal) undocumented contaminated soil. Furthermore, engineering controls such as redesigning aboveground spans to avoid contaminated locations would be implemented and would reduce the potential for exposure to contamination. The contractor may also use work barriers, in conjunction with site investigation and remediation, to limit the potential release of subsurface contaminants (HMW-IAMF#3).
– **Policy 9.3-4:** Site identification. Participate in efforts to identify sites previously used for hazardous materials handling, storage and disposal.	**Consistent.** During the right-of-way acquisition phase, Phase I ESAs would be conducted in accordance with standard American Society for Testing and Materials methodologies to characterize each parcel. If the Phase I ESA uncovers potential contaminated site conditions, a Phase II ESA that includes site testing would be required. Site testing may include testing of soil, groundwater, or other potentially contaminated media. If the Phase II ESA concludes that the site is contaminated, a Phase III ESA would be prepared. The Phase III ESA would describe the design and implementation of any required remediation or corrective action (e.g., removal of contamination, in-situ treatment, or soil capping) and conducted with state and local agency officials (as necessary), and in compliance with applicable state and federal laws and regulations (HMW-IAMF#1).

Policy	Consistency
– **Policy 9.3-5:** Known Areas of Contamination. Require new development in areas of known contamination to perform comprehensive soil and groundwater contamination assessments prior to development approvals. If contamination exceeds regulatory levels, require remediation procedures consistent with applicable regulations for the proposed use prior to any site disturbance.	**Consistent.** During the right-of-way acquisition phase, Phase I ESAs would be conducted to characterize site conditions on each parcel. A Phase II ESA would include site testing of soil, groundwater, or other potentially contaminated media. The Phase III ESA would describe the design and implementation of any required remediation or corrective action (e.g., removal of contamination, in-situ treatment, or soil capping) and conducted with state and local agency officials (as necessary), and in compliance with applicable state and federal laws and regulations (HMW-IAMF#1). In addition, incorporation of HMW-IAMF#4 will reduce effects associated with the discovery of unanticipated contamination by requiring preparation of a construction management plan, which would establish procedures for resolving (through cleanup or disposal) undocumented contaminated soil. Furthermore, engineering controls such as redesigning aboveground spans to avoid contaminated locations would be implemented and would reduce the potential for exposure to contamination. The contractor may also use work barriers, in conjunction with site investigation and remediation, to limit the potential release of subsurface contaminants (HMW-IAMF#3).
– **Policy 9.3-6:** Best Practices. Encourage industries, businesses and residents to utilize best practices and technologies that reduce the use of hazardous materials and generation of hazardous wastes.	**Consistent.** An Environmental Management System would track the full inventory of hazardous materials during construction of the HSR system and would substitute hazardous substances with nonhazardous substances when practicable. The contractor will incorporate the material substitution recommendation contained in the annual inventory (HMW-IAMF#9).

Policy	Consistency
City of Pico Rivera Hazard Mitigation Plan (2024)	
The plan describes the process for reducing risk from hazards in the city by identifying resources, information, and strategies for risk reduction, and guides coordination of mitigation activities throughout the city.	**Consistent.** An SPCC plan or, for smaller quantities, a spill prevention and response plan, which would identify BMPs for spill and release prevention and would provide procedures and responsibilities with processes for the rapid, effective, and safe cleanup and disposal of any spills or releases, would be established for the Shared Passenger Track Alternatives. The spill prevention, containment, and countermeasures regulation requires tactics that would prevent exposure altogether rather than merely put reactive measures in place (e.g., those commonly included in contingency plans), which address spill containment and cleanup and management of contaminated soil and groundwater in the event of an accidental spill (HMW-IAMF#6). In addition, the Authority is committed to minimizing the use of hazardous substances through the material selection process and the use of an Environmental Management System to track the full inventory of hazardous materials used during construction and operations and will substitute hazardous substances with nonhazardous substances when practicable (HMW-IAMF#9). Furthermore, the Authority will require development of a Hazardous Materials Plan and SPCC plan (HMW-IAMF#10) that will identify emergency contact information in the event of a release, site-specific chemical inventories, and vicinity and facility maps. This information would allow emergency responders to more quickly and adequately respond in the event of an inadvertent release of hazardous materials and waste and minimize effects of exposure to humans and the environment.
City of Santa Fe Springs	
Code of Santa Fe Springs (2025)	
Section 52.15 (4,10): Regulates non-stormwater discharges to the storm drain system	**Consistent.** The Authority would maintain compliance with regulations that control the transport, use, storage, and disposal of hazardous materials would limit the potential for an accidental release of hazardous materials or waste during construction. Specifically, HMW-IAMF#7 establishes requirements for compliance with state and federal regulations during the transport of hazardous materials and wastes. Construction contractors will prepare hazardous materials and waste plans identifying the responsible parties and procedures for hazardous materials and wastes transport, containment, and storage at the construction site, and comply with all SWRCB Construction General Permit conditions related to the transport, storage, use, and disposal of hazardous materials and wastes (HMW-IAMF#8).

Policy	Consistency
Re-Imagine Santa Fe Springs 2040 General Plan, Safety Element (2022)	
• **Goal S-3:** Minimize exposure of residents, businesses, and habitats to hazardous materials and their deleterious effects – Policy S-3.2: Hazardous Materials Locations. Monitor and evaluate commercial and industrial uses that generate, store, and transport hazardous materials to determine the need for buffer zones or setbacks to minimize risks to residential neighborhoods, schools, parks, and community facilities. – Policy S-3.5: Contamination Protection. Protect natural resources—including groundwater—from hazardous waste and materials contamination. – Policy S-3.7: Contamination Remediation. Consult with the U.S. Environmental Protection Agency and responsible State agencies on the ongoing remediation and cleanup of contaminated properties and groundwater, with aim to recondition sites for productive land uses. – Policy S-3.10: Proper Hazardous Materials Management. Promote the proper collection, handling, recycling, reuse, treatment, and long-term disposal of hazardous waste from households, businesses, and government operations. – Policy S-7.7: Fire Prevention Services. Provide effective fire prevention services through the review of proposed development projects, evaluation of industrial operations and facilities, examination of the transport of hazardous materials, and identification of oil and gas pipeline networks.	**Consistent.** The Authority would maintain compliance with regulations that control the transport, use, storage, and disposal of hazardous materials would limit the potential for an accidental release of hazardous materials or waste during construction. Specifically, HMW-IAMF#7 establishes requirements for compliance with state and federal regulations during the transport of hazardous materials and wastes. Construction contractors will prepare hazardous materials and waste plans identifying the responsible parties and procedures for hazardous materials and wastes transport, containment, and storage at the construction site, and comply with all SWRCB Construction General Permit conditions related to the transport, storage, use, and disposal of hazardous materials and wastes (HMW-IAMF#8). The Authority is committed to minimizing the use of hazardous substances through the material selection process and the use of an Environmental Management System to track the full inventory of hazardous materials used during construction and operations and will substitute hazardous substances with nonhazardous substances when practicable (HMW-IAMF#9). Furthermore, the Authority will require development of a Hazardous Materials Plan and SPCC plan (HMW-IAMF#10) that will identify emergency contact information in the event of a release, site-specific chemical inventories, and vicinity and facility maps. This information would allow emergency responders to more quickly and adequately respond in the event of an inadvertent release of hazardous materials and waste and minimize effects of exposure to humans and the environment. During the right-of-way acquisition phase, Phase I ESAs would be conducted to characterize site conditions on each parcel. A Phase II ESA would include site testing of soil, groundwater, or other potentially contaminated media. The Phase III ESA would describe the design and implementation of any required remediation or corrective action (e.g., removal of contamination, in-situ treatment, or soil capping) and conducted with state and local agency officials (as necessary), and in compliance with applicable state and federal laws and regulations (HMW-IAMF#1). In addition, incorporation of HMW-IAMF#4 will reduce effects associated with the discovery of unanticipated contamination by requiring preparation of a construction management plan, which would establish procedures for resolving (through cleanup or disposal) undocumented contaminated soil. Furthermore, engineering controls such as redesigning aboveground spans to avoid contaminated locations would be

Policy	Consistency
	implemented and would reduce the potential for exposure to contamination. The contractor may also use work barriers, in conjunction with site investigation and remediation, to limit the potential release of subsurface contaminants (HMW-IAMF#3). The contractor would handle, store, and dispose of all hazardous waste in accordance with applicable requirements, including the RCRA. A certified hazardous waste collection company would transport the waste to an authorized hazardous waste management facility for recycling or disposal. As described in Section 3.6, Public Utilities and Energy, the amount of waste generated would be minimized through reuse and recycling, as directed in the Sustainability Policy Directive.
City of Santa Fe Springs Natural Hazards Mitigation Plan (2004)	
The plan describes the potential effects of earthquakes and floods and includes an assessment of these natural hazards, a plan to mitigate them, and methods of monitoring, evaluating, and updating the plan.	**Consistent.** An SPCC plan or, for smaller quantities, a spill prevention and response plan, which would identify BMPs for spill and release prevention and would provide procedures and responsibilities with processes for the rapid, effective, and safe cleanup and disposal of any spills or releases, would be established for the HSR system. The spill prevention, containment, and countermeasures regulation requires tactics that would prevent exposure altogether rather than merely put reactive measures in place (e.g., those commonly included in contingency plans), which address spill containment and cleanup and management of contaminated soil and groundwater in the event of an accidental spill (HMW-IAMF#6). In addition, the Authority is committed to minimizing the use of hazardous substances through the material selection process and the use of an Environmental Management System to track the full inventory of hazardous materials used during construction and operations and will substitute hazardous substances with nonhazardous substances when practicable (HMW-IAMF#9). Furthermore, the Authority will require development of a Hazardous Materials Plan and SPCC plan (HMW-IAMF#10) that will identify emergency contact information in the event of a release, site-specific chemical inventories, and vicinity and facility maps. This information would allow emergency responders to more quickly and adequately respond in the event of an inadvertent release of hazardous materials and waste and minimize effects of exposure to humans and the environment.

Policy	Consistency
City of Norwalk	
Norwalk Municipal Code (2024)	
Sections 17.02.120 and 18.04.170 (4,10): Requires that land use decisions be consistent with the County of Los Angeles hazardous waste program, and regulates non-stormwater discharges to the storm drain system.	**Consistent.** The Authority would maintain compliance with regulations that control the transport, use, storage, and disposal of hazardous materials that would limit the potential for an accidental release of hazardous materials or waste during construction. Specifically, HMW-IAMF#7 establishes requirements for compliance with state and federal regulations during the transport of hazardous materials and wastes. Construction contractors will prepare hazardous materials and waste plans identifying the responsible parties and procedures for hazardous materials and wastes transport, containment, and storage at the construction site, and comply with all SWRCB Construction General Permit conditions related to the transport, storage, use, and disposal of hazardous materials and wastes (HMW-IAMF#8).
Vision Norwalk – The City of Norwalk General Plan (2023), Safety Element (1996)[1]	
▪ **Safety Element Objective, Safety from Natural and Man-Made Hazards Objective:** To avoid unnecessary exposure to hazards and continue operation of critical facilities after an emergency	**Consistent.** The Authority is committed to minimizing the use of hazardous substances through the material selection process and the use of an Environmental Management System to track the full inventory of hazardous materials used during construction and operations and will substitute hazardous substances with nonhazardous substances when practicable (HMW-IAMF#9). Furthermore, the Authority will require development of a Hazardous Materials Plan and SPCC plan (HMW-IAMF#10) that will identify emergency contact information in the event of a release, site-specific chemical inventories, and vicinity and facility maps. This information would allow emergency responders to more quickly and adequately respond in the event of an inadvertent release of hazardous materials and waste and minimize effects of exposure to humans and the environment.

Policy	Consistency
City of La Mirada	
La Mirada Code of Ordinances (2024)	
Sections 13.12.070 (4,10) and 21.70.030 (b, c): Regulates non-stormwater discharges to the storm drain system, and accidental or intentional release or use of hazardous materials.	**Consistent.** The Authority would maintain compliance with regulations that control the transport, use, storage, and disposal of hazardous materials that would limit the potential for an accidental release of hazardous materials or waste during construction. Specifically, HMW-IAMF#7 establishes requirements for compliance with state and federal regulations during the transport of hazardous materials and wastes. Construction contractors will prepare hazardous materials and waste plans identifying the responsible parties and procedures for hazardous materials and wastes transport, containment, and storage at the construction site, and comply with all SWRCB Construction General Permit conditions related to the transport, storage, use, and disposal of hazardous materials and wastes (HMW-IAMF#8).
City of La Mirada General Plan (2003)	
Safety and Community Services Element (2003)	
• **Policy 3.1:** Cooperate with federal, State, and County agencies to reduce risks associated with the use and transport of hazardous materials	**Consistent.** The Authority would maintain compliance with regulations that control the transport, use, storage, and disposal of hazardous materials would limit the potential for an accidental release of hazardous materials or waste during construction. Specifically, HMW-IAMF#7 establishes requirements for compliance with state and federal regulations during the transport of hazardous materials and wastes. Construction contractors will prepare hazardous materials and waste plans identifying the responsible parties and procedures for hazardous materials and wastes transport, containment, and storage at the construction site, and comply with all SWRCB Construction General Permit conditions related to the transport, storage, use, and disposal of hazardous materials and wastes (HMW-IAMF#8).
• **Policy 3.2:** Continue to inventory and identify the source of all hazardous materials stored, used, or transported in the City.	**Consistent.** An Environmental Management System would track the full inventory of hazardous materials during construction of the HSR system and would substitute hazardous substances with nonhazardous substances when practicable. The Authority will enforce the material substitution recommendation contained in the annual inventory (HMW-IAMF#9).

Policy	Consistency
Open Space and Conservation Element (2003)	
• **Policy 4.3**: Encourage and support the proper disposal of household hazardous waste and hazardous wastes from businesses in La Mirada.	**Consistent.** The contractor would handle, store, and dispose of all hazardous waste in accordance with applicable requirements, including the RCRA. A certified hazardous waste collection company would transport the waste to an authorized hazardous waste management facility for recycling or disposal. As described in Section 3.6, Public Utilities and Energy, the amount of waste generated would be minimized through reuse and recycling, as directed in the Sustainability Policy Directive.
City of La Mirada Natural Hazards Mitigation Plan (2004)	
Includes resources and information for planning for natural hazards; mitigation for reducing risk and preventing loss; and action items for multi-hazard issues including earthquakes, flooding, landslides, and wildfires to guide the city toward building a disaster resistant community.	**Consistent.** An SPCC plan or, for smaller quantities, a spill prevention and response plan, which would identify BMPs for spill and release prevention and would provide procedures and responsibilities with processes for the rapid, effective, and safe cleanup and disposal of any spills or releases, would be established for the Shared Passenger Track Alternatives. The spill prevention, containment, and countermeasures regulation requires tactics that would prevent exposure altogether rather than merely put reactive measures in place (e.g., those commonly included in contingency plans), which address spill containment and cleanup and management of contaminated soil and groundwater in the event of an accidental spill (HMW-IAMF#6). In addition, the Authority is committed to minimizing the use of hazardous substances through the material selection process and the use of an Environmental Management System to track the full inventory of hazardous materials used during construction and operations and will substitute hazardous substances with nonhazardous substances when practicable (HMW-IAMF#9). Furthermore, the Authority will require development of a Hazardous Materials Plan and SPCC plan (HMW-IAMF#10) that will identify emergency contact information in the event of a release, site-specific chemical inventories, and vicinity and facility maps. This information would allow emergency responders to more quickly and adequately respond in the event of an inadvertent release of hazardous materials and waste and minimize effects of exposure to humans and the environment.

Policy	Consistency
Orange County	
Codified Ordinances of the County of Orange (2024)	
Section 3-13-4 (9): Regulates the disposal of hazardous materials	**Consistent.** The Authority would maintain compliance with regulations that control the transport, use, storage, and disposal of hazardous materials that would limit the potential for an accidental release of hazardous materials or waste during construction. Specifically, HMW-IAMF#7 establishes requirements for compliance with state and federal regulations during the transport of hazardous materials and wastes. Construction contractors will prepare hazardous materials and waste plans identifying the responsible parties and procedures for hazardous materials and wastes transport, containment, and storage at the construction site, and comply with all SWRCB Construction General Permit conditions related to the transport, storage, use, and disposal of hazardous materials and wastes (HMW-IAMF#8).
County of Orange General Plan, Safety Element (2025)	
• **Hazardous Materials Policy 1:** To provide consultation, assistance, and education to the public, industries, and other agencies regarding the applicable laws and regulations of hazardous materials (including underground storage tanks), hazardous waste, medical waste, and nuclear materials. • **Hazardous Materials Policy 2:** To respond to all emergency incidents to oversee and ensure that these incidents involving hazardous waste, and medical waste are properly mitigated. • **Hazardous Materials Policy 6:** To implement and administer all mandated laws, regulations, and ordinances relating to hazardous materials, hazardous waste, and medical waste.	**Consistent.** The Authority would maintain compliance with regulations that control the transport, use, storage, and disposal of hazardous materials that would limit the potential for an accidental release of hazardous materials or waste during construction. Specifically, HMW-IAMF#7 establishes requirements for compliance with state and federal regulations during the transport of hazardous materials and wastes. Construction contractors will prepare hazardous materials and waste plans identifying the responsible parties and procedures for hazardous materials and wastes transport, containment, and storage at the construction site, and comply with all SWRCB Construction General Permit conditions related to the transport, storage, use, and disposal of hazardous materials and wastes (HMW-IAMF#8).
• **Hazardous Materials Policy 8:** To provide training to designated personnel to keep them up-to-date, regarding new equipment and technology, on the reduction of risks of hazardous materials (including those stored in underground storage tanks) hazardous waste, and medical waste.	**Consistent.** The Authority/contractor will prepare hazardous materials monitoring plans, pursuant to HMW-IAMF#10. Preparation and compliance with these plans would minimize the potential for effects from hazardous materials and wastes used during operation and maintenance of the Shared Passenger Track Alternatives. If necessary, the project would register with the State of California as a hazardous waste generator and implement the requirements for storage, labeling, contingency planning, training, shipping, reporting, and disposal, pursuant to California Code of Regulations Title 22, Section 66260.

Policy	Consistency
• **Public Safety Goal 2:** Minimize the effects of public safety hazards through implementation of appropriate regulations and standards which maximize protection of life and property.	**Consistent.** The Authority would maintain compliance with regulations that control the transport, use, storage, and disposal of hazardous materials that would limit the potential for an accidental release of hazardous materials or waste during construction. Specifically, HMW-IAMF#7 establishes requirements for compliance with state and federal regulations during the transport of hazardous materials and wastes. Construction contractors will prepare hazardous materials and waste plans identifying the responsible parties and procedures for hazardous materials and wastes transport, containment, and storage at the construction site, and comply with all SWRCB Construction General Permit conditions related to the transport, storage, use, and disposal of hazardous materials and wastes (HMW-IAMF#8).
Orange County Hazard Local Mitigation Plan (2021)	
Includes resources and information to assist interested parties in planning for natural hazards. The plan provides a list of activities aimed at reducing risk and preventing loss, and mitigation action items covering multihazard issues and specific activities for flood/storm, wildland fire, earthquakes, dam failure, epidemic, urban fire, vector control, mud/landslide, tornado, and tsunami to guide the county toward building a safer more sustainable community.	**Consistent.** An SPCC plan or, for smaller quantities, a spill prevention and response plan, which would identify BMPs for spill and release prevention and would provide procedures and responsibilities with processes for the rapid, effective, and safe cleanup and disposal of any spills or releases, would be established for the Shared Passenger Track Alternatives. The spill prevention, containment, and countermeasures regulation requires tactics that would prevent exposure altogether rather than merely put reactive measures in place (e.g., those commonly included in contingency plans), which address spill containment and cleanup and management of contaminated soil and groundwater in the event of an accidental spill (HMW-IAMF#6). In addition, the Authority is committed to minimizing the use of hazardous substances through the material selection process and the use of an Environmental Management System to track the full inventory of hazardous materials used during construction and operations and will substitute hazardous substances with nonhazardous substances when practicable (HMW-IAMF#9). Furthermore, the Authority will require development of a Hazardous Materials Plan and SPCC plan (HMW-IAMF#10) that will identify emergency contact information in the event of a release, site-specific chemical inventories, and vicinity and facility maps. This information would allow emergency responders to more quickly and adequately respond in the event of an inadvertent release of hazardous materials and waste and minimize effects of exposure to humans and the environment.

Policy	Consistency
City of Buena Park	
Buena Park Municipal Code (2025)	
Section 8.32.070: Outlines the requirements for handling of hazardous materials	**Consistent.** The Authority would maintain compliance with regulations that control the transport, use, storage, and disposal of hazardous materials that would limit the potential for an accidental release of hazardous materials or waste during construction. Specifically, HMW-IAMF#7 establishes requirements for compliance with state and federal regulations during the transport of hazardous materials and wastes. Construction contractors will prepare hazardous materials and waste plans identifying the responsible parties and procedures for hazardous materials and wastes transport, containment, and storage at the construction site, and comply with all SWRCB Construction General Permit conditions related to the transport, storage, use, and disposal of hazardous materials and wastes (HMW-IAMF#8).
Buena Park 2035 General Plan (2022), Safety Element (2010)	
• **Goal SAF-4:** Minimized threat to the public health and safety and to the environment posed by a release of hazardous materials. – **Policy SAF-4.1:** Strictly enforce Federal, State, and local laws and regulations relating to the use, storage, and transportation of toxic, explosive, and other hazardous and extremely hazardous materials to prevent unauthorized discharges.	**Consistent.** The Authority would maintain compliance with regulations that control the transport, use, storage, and disposal of hazardous materials that would limit the potential for an accidental release of hazardous materials or waste during construction. Specifically, HMW-IAMF#7 establishes requirements for compliance with state and federal regulations during the transport of hazardous materials and wastes. Construction contractors will prepare hazardous materials and waste plans identifying the responsible parties and procedures for hazardous materials and wastes transport, containment, and storage at the construction site, and comply with all SWRCB Construction General Permit conditions related to the transport, storage, use, and disposal of hazardous materials and wastes (HMW-IAMF#8).

Policy	Consistency
City of Buena Park Hazard Mitigation Plan (2022)	
Documents the city's mitigation planning process and identifies hazards, potential losses, mitigation needs, goals and strategies to reduce risk from hazards.	**Consistent.** An SPCC plan or, for smaller quantities, a spill prevention and response plan, which would identify BMPs for spill and release prevention and would provide procedures and responsibilities with processes for the rapid, effective, and safe cleanup and disposal of any spills or releases, would be established for the HSR system. The spill prevention, containment, and countermeasures regulation requires tactics that would prevent exposure altogether rather than merely put reactive measures in place (e.g., those commonly included in contingency plans), which address spill containment and cleanup and management of contaminated soil and groundwater in the event of an accidental spill (HMW-IAMF#6). In addition, the Authority is committed to minimizing the use of hazardous substances through the material selection process and the use of an Environmental Management System to track the full inventory of hazardous materials used during construction and operations and will substitute hazardous substances with nonhazardous substances when practicable (HMW-IAMF#9). Furthermore, the Authority will require development of a Hazardous Materials Plan and SPCC plan (HMW-IAMF#10) that will identify emergency contact information in the event of a release, site-specific chemical inventories, and vicinity and facility maps. This information would allow emergency responders to more quickly and adequately respond in the event of an inadvertent release of hazardous materials and waste and minimize effects of exposure to humans and the environment.

Policy	Consistency
City of Fullerton	
Fullerton Municipal Code (2025)	
Section 5.25.010: Outlines the city's process for hazardous materials cleanup	**Consistent.** An SPCC plan or, for smaller quantities, a spill prevention and response plan, which would identify BMPs for spill and release prevention and would provide procedures and responsibilities with processes for the rapid, effective, and safe cleanup and disposal of any spills or releases, would be established for the Shared Passenger Track Alternatives. The spill prevention, containment, and countermeasures regulation requires tactics that would prevent exposure altogether rather than merely put reactive measures in place (e.g., those commonly included in contingency plans), which address spill containment and cleanup and management of contaminated soil and groundwater in the event of an accidental spill (HMW-IAMF#6). In addition, the Authority is committed to minimizing the use of hazardous substances through the material selection process and the use of an Environmental Management System to track the full inventory of hazardous materials used during construction and operations and will substitute hazardous substances with nonhazardous substances when practicable (HMW-IAMF#9). Furthermore, the Authority will require development of a Hazardous Materials Plan and SPCC plan (HMW-IAMF#10) that will identify emergency contact information in the event of a release, site-specific chemical inventories, and vicinity and facility maps. This information would allow emergency responders to more quickly and adequately respond in the event of an inadvertent release of hazardous materials and waste and minimize effects of exposure to humans and the environment.

Policy	Consistency
The Fullerton Plan (2025), Integrated Waste Management Chapter (2012)	
• **P23.1.1:** Regional Hazardous Waste Control. Support regional and subregional efforts to control and limit the amount of hazardous waste that is released into regional air basins and watersheds as well as limiting the transport of hazardous materials along certain corridors only.	**Consistent.** The Authority would maintain compliance with regulations that control the transport, use, storage, and disposal of hazardous materials that would limit the potential for an accidental release of hazardous materials or waste during construction. Specifically, HMW-IAMF#7 establishes requirements for compliance with state and federal regulations during the transport of hazardous materials and wastes. Preparation of the hazardous materials and waste plans includes identifying the responsible parties and procedures for hazardous materials and wastes transport, containment, and storage at the construction site, and comply with all SWRCB Construction General Permit conditions related to the transport, storage, use, and disposal of hazardous materials and wastes (HMW-IAMF#8). The Authority is committed to minimizing the use of hazardous substances through the material selection process and the use of an Environmental Management System to track the full inventory of hazardous materials used during construction and operations and will substitute hazardous substances with nonhazardous substances when practicable (HMW-IAMF#9).
• **P23.2:** Hazardous Waste. Support projects, programs, policies and regulations to promote safe handling and disposal by households, businesses and City operations of solid waste which has specific disposal requirements.	**Consistent.** The Authority would maintain compliance with regulations that control the transport, use, storage, and disposal of hazardous materials that would limit the potential for an accidental release of hazardous materials or waste during construction. Specifically, HMW-IAMF#7 establishes requirements for compliance with state and federal regulations during the transport of hazardous materials and wastes. Preparation of the hazardous materials and waste plans includes identifying the responsible parties and procedures for hazardous materials and wastes transport, containment, and storage at the construction site, and comply with all SWRCB Construction General Permit conditions related to the transport, storage, use, and disposal of hazardous materials and wastes (HMW-IAMF#8).

Policy	Consistency
• **P23.3:** Waste Reduction and Diversion. Support projects, programs, policies and regulations to promote practices to reduce the amount of waste disposed in landfills.	**Consistent.** The contractor would handle, store, and dispose of all hazardous waste in accordance with applicable requirements, including the RCRA. A certified hazardous waste collection company would transport the waste to an authorized hazardous waste management facility for recycling or disposal. As described in Section 3.6, the amount of waste generated would be minimized through reuse and recycling, as directed in the Sustainability Policy Directive. In addition, the temporary increase in solid waste during construction would not substantially affect capacity at an existing landfill in the RSA or cause any one landfill to reach capacity before its projected closure date (refer to Impact PU&E-5 in Section 3.6).
Fullerton Local Hazard Mitigation Plan (2020)	
The purpose of the plan is to reduce or eliminate long-term risk to people and property from hazards.	**Consistent.** An SPCC plan or, for smaller quantities, a spill prevention and response plan, which would identify BMPs for spill and release prevention and would provide procedures and responsibilities with processes for the rapid, effective, and safe cleanup and disposal of any spills or releases, would be established for the Shared Passenger Track Alternatives. The spill prevention, containment, and countermeasures regulation requires tactics that would prevent exposure altogether rather than merely put reactive measures in place (e.g., those commonly included in contingency plans), which address spill containment and cleanup and management of contaminated soil and groundwater in the event of an accidental spill (HMW-IAMF#6). In addition, the Authority is committed to minimizing the use of hazardous substances through the material selection process and the use of an Environmental Management System to track the full inventory of hazardous materials used during construction and operations and will substitute hazardous substances with nonhazardous substances when practicable (HMW-IAMF#9). Furthermore, the Authority will require development of a Hazardous Materials Plan and SPCC plan (HMW-IAMF#10) that will identify emergency contact information in the event of a release, site-specific chemical inventories, and vicinity and facility maps. This information would allow emergency responders to more quickly and adequately respond in the event of an inadvertent release of hazardous materials and waste and minimize effects of exposure to humans and the environment.

Policy	Consistency
City of Anaheim	
Anaheim Municipal Code (2025)	
Section 6.11.080 (.030) and Section 6.11.100 (0.10, .0101, .0102, .0103, .070): Regulates the storing, handling, transporting, or release of hazardous materials	**Consistent.** The Authority would maintain compliance with regulations that control the transport, use, storage, and disposal of hazardous materials that would limit the potential for an accidental release of hazardous materials or waste during construction. Specifically, HMW-IAMF#7 establishes requirements for compliance with state and federal regulations during the transport of hazardous materials and wastes. Preparation of the hazardous materials and waste plans includes identifying the responsible parties and procedures for hazardous materials and wastes transport, containment, and storage at the construction site, and comply with all SWRCB Construction General Permit conditions related to the transport, storage, use, and disposal of hazardous materials and wastes (HMW-IAMF#8).
City of Anaheim General Plan (2025), Safety Element (2023)	
• **Goal 4.1:** A community that is better protected from the release and exposure to hazard materials and wastes.	**Consistent.** The Authority would maintain compliance with regulations that control the transport, use, storage, and disposal of hazardous materials that would limit the potential for an accidental release of hazardous materials or waste during construction. Specifically, HMW-IAMF#7 establishes requirements for compliance with state and federal regulations during the transport of hazardous materials and wastes. Construction contractors will prepare hazardous materials and waste plans identifying the responsible parties and procedures for hazardous materials and wastes transport, containment, and storage at the construction site, and comply with all SWRCB Construction General Permit conditions related to the transport, storage, use, and disposal of hazardous materials and wastes (HMW-IAMF#8).
• **Goal 7.1:** A city that can effectively respond and evacuate during hazard events.	
– **Policy 3:** Encourage businesses to utilize practices and technologies that will reduce the generation of hazardous wastes at the source.	**Consistent.** An Environmental Management System would track the full inventory of hazardous materials during construction and operation of the HSR system and would substitute hazardous substances with nonhazardous substances when practicable. The Authority will enforce the material substitution recommendation contained in the annual inventory (HMW-IAMF#9).

Policy	Consistency
– **Policy 4:** Implement Federal, State and local regulations for the disposal, handling, and storage of hazardous materials.	**Consistent.** The Authority would maintain compliance with regulations that control the transport, use, storage, and disposal of hazardous materials would limit the potential for an accidental release of hazardous materials or waste during construction. Specifically, HMW-IAMF#7 establishes requirements for compliance with state and federal regulations during the transport of hazardous materials and wastes. Construction contractors will prepare hazardous materials and waste plans identifying the responsible parties and procedures for hazardous materials and wastes transport, containment, and storage at the construction site, and comply with all SWRCB Construction General Permit conditions related to the transport, storage, use, and disposal of hazardous materials and wastes (HMW-IAMF#8).
– **Policy 5:** Promote the recovery and recycling of hazardous materials	**Consistent.** The contractor would handle, store, and dispose of all hazardous waste in accordance with applicable requirements, including the RCRA. A certified hazardous waste collection company would transport the waste to an authorized hazardous waste management facility for recycling or disposal. As described in Section 3.6, the amount of waste generated would be minimized through reuse and recycling, as directed in the Sustainability Policy Directive.

Policy	Consistency
Anaheim Hazard Mitigation Plan (2022)	
Documents the city's mitigation planning process and identifies hazards, potential losses, mitigation needs, goals and strategies to reduce risk from hazards.	**Consistent.** An SPCC plan or, for smaller quantities, a spill prevention and response plan, which would identify BMPs for spill and release prevention and would provide procedures and responsibilities with processes for the rapid, effective, and safe cleanup and disposal of any spills or releases, would be established for the Shared Passenger Track Alternatives. The spill prevention, containment, and countermeasures regulation requires tactics that would prevent exposure altogether rather than merely put reactive measures in place (e.g., those commonly included in contingency plans), which address spill containment and cleanup and management of contaminated soil and groundwater in the event of an accidental spill (HMW-IAMF#6). In addition, the Authority is committed to minimizing the use of hazardous substances through the material selection process and the use of an Environmental Management System to track the full inventory of hazardous materials used during construction and operations and will substitute hazardous substances with nonhazardous substances when practicable (HMW-IAMF#9). Furthermore, the Authority will require development of a Hazardous Materials Plan and SPCC plan (HMW-IAMF#10) that will identify emergency contact information in the event of a release, site-specific chemical inventories, and vicinity and facility maps. This information would allow emergency responders to more quickly and adequately respond in the event of an inadvertent release of hazardous materials and waste and minimize effects of exposure to humans and the environment.

[1] This plan is currently undergoing an update as of April 2025.

Authority = California High-Speed Rail Authority; BMP = best management practice; ESA = Environmental Site Assessment; HSR = high-speed rail; IAMF = impact avoidance and minimization feature; RCRA = Resource Conservation and Recovery Act; RSA = resource study area; SPCC = Spill Prevention, Control, and Countermeasure; SWRCB = State Water Resources Control Board

Safety and Security

Policy	Consistency
3.11 SAFETY AND SECURITY	
Southern California	
SCAG Regional Comprehensive Plan, Security and Emergency Preparedness (2008)	
• **Goal 1:** Ensure transportation safety, security, and reliability for all people and goods in the region. • **Goal 2:** Prevent, protect, respond to, and recover from major human-caused or natural events in order to minimize the threat and impact to lives, property, the transportation network and the regional economy.	**Consistent.** As discussed in Section 3.11, Safety and Security, with incorporation of SS-IAMF#1 and SS-IAMF#2, the Authority will prepare a CSTMP, which describes the contractor's coordination efforts with local jurisdictions for maintaining emergency vehicle access during construction of the Shared Passenger Track Alternatives, and an SSMP, which includes construction safety and security guidelines during construction and for managing safety hazards and security threats/vulnerabilities, fire/life safety and security programs that address the safety of passengers and employees during emergency response to minimize threats from human-caused or natural events. The Shared Passenger Track Alternatives would also improve safety and reliability for vehicles, pedestrians, and cyclists and also improve emergency response by proposing new grade separations at select locations during operations. Therefore, the Shared Passenger Track Alternatives would be consistent with this policy.

Policy	Consistency
SCAG 2024–2050 Connect SoCal RTP/SCS (2024)	
SCAG adopted *Connect SoCal: The 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy* in April 2024. Policies relevant to safety and security include: • **Policy 22:** Eliminate transportation-related fatalities and serious injuries (especially those involving vulnerable road users, such as people, especially older adults and children, walking and biking) on the regional multimodal transportation system • **Policy 23:** Integrate the assessment of equity into the regional transportation safety and security planning process, focusing on the analysis and mitigation of disproportionate impacts on disadvantaged communities • **Policy 24:** Support innovative approaches for addressing transit safety and security issues so that impacts to transit employees and the public are minimized and those experiencing issues (e.g., unhoused persons) are supported • **Policy 25:** Support the use of transportation safety and system security data in investment decision-making, including consideration of new highway and transit/rail investments that would address safety and security needs	**Consistent.** The safety and security of HSR passengers, employees, and the surrounding communities are ensured through the application of risk-based system safety and system security data and programs that identify, assess, avoid, and mitigate hazards and vulnerabilities for the HSR. The Shared Passenger Track Alternative would reduce vehicle trips, foster safe, healthy, walkable communities throughout the region by offering an alternative mode of travel that is accessible to all residents in the region. As discussed in Section 3.11, with incorporation of SS-IAMF#1 and SS-IAMF#2, the Authority will prepare a CSTMP, which describes the contractor's coordination efforts with local jurisdictions for maintaining emergency vehicle access during construction of the Shared Passenger Track Alternatives, and an SSMP, which includes construction safety and security plans to establish minimum safety and security guidelines during construction and fire/life safety and security programs that address the safety of passengers and employees during emergency response.
Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency Business Plan FY 2024–2025 to FY 2025–2026 (2024)	
The LOSSAN Rail Corridor Agency adopted its FY 2024–2025 to FY 2025–2026 Business Plan in April 2024. The plan includes the following goals that are relevant to safety and security: • The goal of the LOSSAN Agency safety program is to instill a comprehensive safety culture that will govern all of the activities associated with the operations and maintenance of the service, while efficiently meeting operational performance goals.	**Consistent.** The Authority has developed a series of project-level environmental and engineering guidelines, studies, and technical reports that describe the current requirements and practices applicable to rail systems. The project would adhere to applicable regulations including requirements for ATC and intrusion detection and control to establish safe and secure design and operation of the Shared Passenger Track Alternatives. According to the California High Speed Train Project Rail Design Criteria (Authority 2016a), each type of HSR facility would have location-specific fire and life safety infrastructure, plans, and procedures per NFPA Standard 130. These plans and procedures focus on access and egress requirements, fire prevention and mitigation, smoke removal, and reliability of fire prevention and mitigation systems. Therefore, the Shared Passenger Track Alternatives would be consistent with this policy.

Policy	Consistency
Los Angeles County	
Los Angeles County 2035 General Plan, Safety Element (2025)	
The County of Los Angeles adopted the updated *Los Angeles County General Plan 2035* Safety Element on July 12, 2022, and last updated it April 15, 2025. The general plan includes the following goals and policies applicable to safety and security: • **Goal S 1:** An effective regulatory system that prevents or minimizes personal injury, loss of life and property damage due to seismic and geotechnical hazards. • **Goal S 3:** An effective regulatory system that prevents or minimizes personal injury, loss of life, and property damage due to flood and inundation hazards. • **Goal S 4:** An effective regulatory system that prevents or minimizes personal injury, loss of life, and property damage due to fire hazards. – **Policy S 4.4:** Reduce the risk of wildland fire hazards through the use of regulations and performance standards, such as fire-resistant building materials, vegetation management, fuel modification and other fire hazard reduction programs. – **Policy S 4.14:** Encourage the strategic placement of structures in FHSZs that conserves fire suppression resources, increases safety for emergency fire access and evacuation, and provides a point of attack or defense from a wildfire. – **Policy S 7.1:** Ensure that residents are protected from the public health consequences of natural or human-made disasters through increased readiness and response capabilities, risk communication, and the dissemination of public information. – **Policy S 7.3:** Coordinate with other County and public agencies, such as transportation agencies, and health care providers on emergency planning and response activities, and evacuation planning. – **Policy S 7.5:** Ensure that there are adequate resources, such as sheriff and fire services, for emergency response.	**Consistent.** As discussed in Section 3.11, with incorporation of SS-IAMF#1 and SS-IAMF#2, the Authority will prepare a CSTMP, which describes the contractor's coordination efforts with local jurisdictions for maintaining emergency vehicle access during construction of the Shared Passenger Track Alternatives, and an SSMP, which includes construction safety and security plans to establish minimum safety and security guidelines during construction and fire/life safety and security programs that address the safety of passengers and employees during emergency response. Detours would be configured to maintain emergency vehicle access and reduce emergency response time delays in accordance with the CSTMP developed under SS-IAMF#1. The fire/life safety program would include regional Fire and Life Safety and Security Committees that would focus on the fire and life safety characteristics specific to each section including underground and elevated structures, access methods, terminals, and maintenance facilities, to provide input on local building codes or requirements that are in line with the emergency response characteristics and capabilities of the local agencies. The project will include safety and security IAMFs and transportation IAMFs identified in Section 3.2, Transportation, including SS-IAMF#1 and TR-IAMF#2 as design features to avoid or reduce temporary impacts on emergency response during construction of the project. The HSR would be in predominantly urban areas, with similar existing rail infrastructure. A basic design feature of an HSR system is containment of trainsets within the operational corridor. Additionally, the HSR carries passengers and would be electric-powered, there would be no safety hazard associated with HSR cargo or fuel that would result in a fire or explosion. All HSR right-of-way and facility vegetation control programs would conform to CAL FIRE guidelines for defensible space to reduce fire hazards. The Shared Passenger Track Alternatives would not substantially increase hazards associated with wildfires. As discussed in Section 3.8, Hydrology and Water Resources, under the Shared Passenger Track Alternatives, all floodplain crossings are required to comply with the requirements set forth in USEO 11988 and the FEMA regulations to prevent projects from increasing the base flood elevation by

Policy	Consistency
	more than 1 foot in floodplains or substantially changing the floodplain limits, as identified in HYD-IAMF#2. Therefore, the potential risk from floods would be reduced. As discussed in Section 3.9, Geology, Soils, Seismicity, and Paleontological Resources, the Shared Passenger Track Alternatives would have a seismic monitoring system and inspection procedures following a seismic event. As discussed in Section 3.11, the Authority is partnering with first responders across the state to create a response plan that would provide appropriate assistance to all passengers and operators on HSR during a seismic event (Authority 2016b). The project will include safety and security IAMFs and transportation IAMFs identified in Section 3.2, including SS-IAMF#1 and TR-IAMF#2, as design features to avoid or reduce temporary impacts on emergency response during construction of the project. Therefore, the Shared Passenger Track Alternatives would be consistent with this policy.
Los Angeles County Operational Area Terrorism Plan (2003)	
The *Los Angeles County Operational Area Terrorism Plan* was adopted in 2003. The objective of the plan is to establish policies and procedures to guide the Los Angeles County OA in planning for and responding to an emergency caused by an actual or suspected act of terrorism.	**Consistent.** As discussed in Section 3.11, with incorporation of SS-IAMF#3, the Authority will perform threat and vulnerability assessments that will be used to establish provisions for the deterrence and detection of, and protocols for the response to, criminal or terrorist acts involving HSR facilities and system operations. The Authority will apply the recommendations from the threat and vulnerability assessment during operations. Therefore, the Shared Passenger Track Alternatives would be consistent with this policy.

Policy	Consistency
Los Angeles County Operational Area Emergency Operations Plan (2023)	
The County of Los Angeles approved the *Los Angeles County Operational Area Emergency Operations Plan* in November 2023. The *Los Angeles County Operational Area Emergency Operations Plan* addresses the OA's coordinated response to emergency situations associated with natural, human-made, and technological incidents. The OA is defined as Los Angeles County and its political subdivisions. The objective of the plan is to integrate OA resources to be an efficient organization capable of responding to emergencies using the National Incident Management System, Standardized Emergency Management System, mutual aid, and other appropriate response procedures. The emergency operations plan includes the following priorities applicable to safety and security: • **Save Lives:** The preservation and sustainment of life is the top priority of emergency response and takes precedence over all other considerations. • **Protect Health and Safety:** Measures should be taken to mitigate the emergency's impact on public health and safety. • **Protect Property:** All feasible efforts must be made to protect public and private property and resources from damage during and after an emergency. • **Preserve the Environment:** All possible efforts must be made to preserve the environment and protect it from damage during an emergency.	**Consistent.** As discussed in Section 3.11, with incorporation of SS-IAMF#1 and SS-IAMF#2, the Authority will prepare a CSTMP, which describes the contractor's coordination efforts with local jurisdictions for maintaining emergency vehicle access during construction of the Shared Passenger Track Alternatives, and an SSMP, which includes construction safety and security plans to establish minimum safety and security guidelines during construction and fire/life safety and security programs that address the safety of passengers and employees during emergency response. Development of fire and life safety program and security programs will be coordinated with local emergency response organizations to provide them with an understanding of the rail system. The Authority will establish fire/life safety committees throughout the project section. The Authority has developed a series of project-level environmental and engineering guidelines, studies, and technical reports that describe the current requirements and practices applicable to rail systems. These include current requirements and practices applicable to safety and security, including requirements for ATC and intrusion detection and control to establish safe and secure HSR system design and operation. According to the California High Speed Train Project Rail Design Criteria (Authority 2016a), each type of HSR facility would have location-specific fire and life safety infrastructure, plans, and procedures per NFPA Standard 130. These plans and procedures focus on access and egress requirements, fire prevention and mitigation, smoke removal, and reliability of fire prevention and mitigation systems. Therefore, the Shared Passenger Track Alternatives would be consistent with this policy.
Los Angeles County All-Hazards Mitigation Plan (2020)	
The *Los Angeles County All-Hazards Mitigation Plan* sets strategies for coping with the natural and human-made hazards faced by residents. The plan is a compilation of information from county departments correlated with known and projected hazards that face Southern California. It addresses potential damages in the unincorporated portions of the county as well as to county facilities. The plan complies with, and has been approved by, FEMA and the Governor's Office of Emergency Services. Elements of the plan include the all-hazards mitigation plan planning process, community profile (planning area), hazard identification and risk assessment, mitigation strategy, and plan review, evaluation, and implementation.	**Consistent.** As discussed in Section 3.11, with incorporation of SS-IAMF#1 and SS-IAMF#2, the Authority would prepare a CSTMP, which describes the contractor's coordination efforts with local jurisdictions for maintaining emergency vehicle access during construction of the Shared Passenger Track Alternatives, and an SSMP, which includes construction safety and security plans to establish minimum safety and security guidelines during construction and fire/life safety and security programs that address the safety of passengers and employees during emergency response. Therefore, the Shared Passenger Track Alternatives would be consistent with this policy.

Policy	Consistency
Los Angeles County Code of Ordinances (2025)	
The declared purposes of Chapter 2.68, Emergency Services, of the *Los Angeles County Code of Ordinances* are to provide for the preparation and execution of plans for the protection of life and property within Los Angeles County in the event of an emergency; the establishment, coordination, and direction of the Los Angeles County OA and emergency organization; the establishment, coordination, and direction of the Los Angeles County Emergency Management Council; the establishment, coordination, and direction of the Los Angeles County Office of Emergency Management; and the coordination of the preparatory and emergency functions of the county with those of all other public agencies, organizations, and individuals.	**Consistent.** As discussed in Section 3.11, with incorporation of SS-IAMF#1 and SS-IAMF#2, the Authority will prepare a CSTMP, which describes the contractor's coordination efforts with local jurisdictions for maintaining emergency vehicle access during construction of the Shared Passenger Track Alternatives, and an SSMP, which includes construction safety and security plans to establish minimum safety and security guidelines during construction and fire/life safety and security programs that address the safety of passengers and employees during emergency response. Development of fire and life safety program and security programs will be coordinated with local emergency response organizations to provide them with an understanding of the rail system. The Authority will establish fire/life safety committees throughout the project section. Therefore, the Shared Passenger Track Alternatives would be consistent with this policy.
City of Los Angeles	
City of Los Angeles General Plan (2024)	
Safety Element (2021)	
• **Goal 1:** A city where potential injury, loss of life, property damage and disruption of the social and economic life of the City due to fire, water related hazard, seismic event, geologic conditions or release of hazardous materials disasters is minimized. • **Goal 2:** A city that responds with the maximum feasible speed and efficiency to disaster events so as to minimize injury, loss of life, property damage and disruption of the social and economic life of the City and its immediate environs. • **Policy 3.1.1:** Coordination. Coordinate with each other, with other jurisdictions and with appropriate private and public entities prior to a disaster and to the greatest extent feasible within the resources available, to plan and establish disaster recovery programs and procedures which will enable cooperative ventures, reduce potential conflicts, minimize duplication and maximize the available funds and resources to the greatest mutual benefit following a disaster.	**Consistent.** As discussed in Section 3.11, with incorporation of SS-IAMF#1 and SS-IAMF#2, the Authority will prepare a CSTMP, which describes the contractor's coordination efforts with local jurisdictions for maintaining emergency vehicle access during construction of the Shared Passenger Track Alternatives, and an SSMP, which includes construction safety and security plans to establish minimum safety and security guidelines during construction and fire/life safety and security programs that address the safety of passengers and employees during emergency response. The Shared Passenger Track Alternatives would also improve safety and reliability for vehicles, pedestrians, and cyclists by upgrading or introducing tracks, bridges and other structures. HSR operations would follow safety and security plans developed by the Authority in cooperation with the FRA, including a system safety program plan and a safety and security certification program; a threat and vulnerability assessment; a preliminary hazard analysis; a vehicle hazard analysis; a fire life safety program; and a system security plan. Additionally, the Authority would coordinate with local and regional agencies regarding emergency response. Refer to Sections 3.8 and 3.9 in this Draft EIR/EIS.

Policy	Consistency
	As discussed in Section 3.10, Hazardous Materials and Wastes, prior to operations and maintenance activities, the Authority would prepare hazardous materials monitoring plans. HMW-IAMF#10 will ensure that all hazardous materials regulations from appropriate agencies would be coordinated and followed. As discussed in Section 3.8, under the Shared Passenger Track Alternatives, all floodplain crossings are required to comply with the requirements set forth in USEO 11988 and the FEMA regulations to prevent projects from increasing the base flood elevation by more than 1 foot in floodplains or substantially changing the floodplain limits, as identified in HYD-IAMF#2. Therefore, the potential risk of potential injury, loss of life, property damage and disruption from floods would be reduced. As discussed in Section 3.9, the Shared Passenger Track Alternatives would have a seismic monitoring system and inspection procedures following a seismic event to reduce the potential risk of potential injury, loss of life, property damage and disruption from floods would be reduced. The Authority has developed a series of project-level environmental and engineering guidelines, studies, and technical reports that describe the current requirements and practices applicable to rail systems. These include current requirements and practices applicable to safety and security, including requirements for ATC and intrusion detection and control to establish safe and secure HSR system design and operation. According to the California High Speed Train Project Rail Design Criteria (Authority 2016a), each type of HSR facility would have location-specific fire and life safety infrastructure, plans, and procedures per NFPA Standard 130. These plans and procedures focus on access and egress requirements, fire prevention and mitigation, smoke removal, and reliability of fire prevention and mitigation systems. Therefore, the Shared Passenger Track Alternatives would be consistent with these goals and policy.

Policy	Consistency
Mobility Element (2016)	
• **Policy 1.5:** Reduce conflicts and improve safety at railroad crossings through design, planning, and operation.	**Consistent.** The Shared Passenger Track Alternatives would remain mostly at grade, but five of 14 existing at-grade crossings would be rebuilt as fully grade separated and the HSR track would be elevated in highly urban areas near the proposed 15th Street LMF. Grade crossings that remain are equipped with existing railroad crossing equipment, which would be upgraded with additional safety features to improve safety. Grade separations and elevated tracks would also provide a safety benefit to emergency access because passing trains and active grade-crossing safety equipment would no longer cause roadway traveler delays to emergency vehicles. Therefore, the Shared Passenger Track Alternatives would be consistent with this policy.
City of Los Angeles Local Hazard Mitigation Plan (2024)	
The City of Los Angeles developed the *Local Hazard Mitigation Plan* to reduce risks from disasters to the people, property, economy and environment within the city. The plan complies with federal and state hazard mitigation planning requirements to establish eligibility for funding under FEMA grant programs. The following goals were established: 1. Protect life and property, including protecting the health and safety of communities. 2. Engage the whole community to better understand the hazards affecting Los Angeles and ways to reduce personal vulnerability to those hazards. 3. Align the City of Los Angeles hazard mitigation plan with future climate vulnerability assessments, action plans, and all levels of government's hazard mitigation goals. 4. Develop and implement hazard mitigation strategies that use public funds in an efficient and cost-effective way. 5. Strive to increase adaptive capacity to reduce risk from hazard impacts based on future conditions.	**Consistent.** With SS-IAMF#3, the contractor will prepare a preliminary hazard analysis and threat and vulnerability assessment. The Authority will apply the recommendations resulting from the hazard management program. The Authority has developed a series of project-level environmental and engineering guidelines, studies, and technical reports that describe the current requirements and practices applicable to rail systems. These include current requirements and practices applicable to safety and security, including requirements for ATC and intrusion detection and control to establish safe and secure HSR system design and operation. As discussed in Section 3.8, under the Shared Passenger Track Alternatives, all floodplain crossings are required to comply with the requirements set forth in USEO 11988 and the FEMA regulations to prevent projects from increasing the base flood elevation by more than 1 foot in floodplains or substantially changing the floodplain limits, as identified in HYD-IAMF#2. Therefore, the potential risk of potential injury, loss of life, property damage and disruption from floods would be reduced. As discussed in Section 3.11, the project will include a hazard detection system, where supported by hazard analyses, that will alert the HSR system operating control center of natural events such as seismic activity, excessive wind speeds, high water levels, and excessive ambient temperature levels that could result in conditions that could cause an accident. Therefore, the Shared Passenger Track Alternatives would be consistent with this policy.

Policy	Consistency
City of Los Angeles Emergency Operations Plan, Terrorism Prevention and Protection, Hazard Specific Annex (2018)	
The Terrorism Prevention and Protection Annex to the City of Los Angeles Emergency Operations Plan provides guidance for the development of specialized standardized operating procedures for incidents of terrorism. The annex has been developed to meet the following objectives: • Provide a concept of operations and identify roles and responsibilities for each appropriate department within the city of Los Angeles specific to the hazard. • Identify methods and procedures necessary for the rapid notification of city departments and the public when a terrorism threat is verified. • Identify actions that can realistically be accomplished within a few hours to a few days to mitigate any adverse impact. • Ensure consistency with federal, State of California, the Los Angeles County operational area, and other local governments emergency response plans and operations.	**Consistent.** As discussed in Section 3.11, with incorporation of SS-IAMF#3, the Authority will perform threat and vulnerability assessments that will be used to establish provisions for the deterrence and detection of, and protocols for the response to, criminal or terrorist acts involving HSR facilities and system operations. The Authority will apply the recommendations from the threat and vulnerability assessment during operations. Therefore, the Shared Passenger Track Alternatives would be consistent with this policy.

Policy	Consistency
City of Vernon	
City of Vernon General Plan, Safety Element (2015)	
• **Policy S-1.2:** Cooperate with other jurisdictions in the southeast area of Los Angeles County to maintain an up-to-date emergency response system for the region. • **Policy S-1.5:** Coordinate with the Los Angeles Unified School District for protection and or evacuation of school children in the event of an emergency condition, which could affect the schools in or near Vernon. • **Goal S-3:** Maintain high standards for the provision of City emergency services. • **Policy S-4.1:** Review the risks related to a possible train derailment or collision, and develop appropriate response programs. • **Policy S-4.3:** Design and maintain an effective plan for the prompt evacuation of the City in the event of a dam inundation or other major disaster requiring the removal of workers or residents from Vernon.	**Consistent.** As discussed in Section 3.11, with incorporation of SS-IAMF#1 and SS-IAMF#2, the Authority will prepare a CSTMP, which describes the contractor's coordination efforts with local jurisdictions for maintaining emergency vehicle access during construction of the Shared Passenger Track Alternatives, and an SSMP, which includes construction safety and security plans to establish minimum safety and security guidelines during construction and fire/life safety and security programs that address the safety of passengers and employees during emergency response. Under SS-IAMF#3, the contractor will also prepare a preliminary hazard analysis and threat and vulnerability assessment. The Authority will apply the recommendations resulting from the hazard management program covering possible train derailment or collision prior to operations and maintenance of the project (SS-IAMF#3). The Authority has developed a series of project-level environmental and engineering guidelines, studies, and technical reports that describe the current requirements and practices applicable to rail systems. These include current requirements and practices applicable to safety and security, including requirements for ATC and intrusion detection and control to establish safe and secure HSR system design and operation. According to the California High Speed Train Project Rail Design Criteria (Authority 2016a), each type of HSR facility would have location-specific fire and life safety infrastructure, plans, and procedures per NFPA Standard 130. These plans and procedures focus on access and egress requirements, fire prevention and mitigation, smoke removal, and reliability of fire prevention and mitigation systems. Therefore, the Shared Passenger Track Alternatives would be consistent with these policies.

Policy	Consistency
City of Vernon 2023 Local Hazard Mitigation Plan (2023)	
The City of Vernon *2023 Local Hazard Mitigation Plan* was adopted in 2023 and provides a set of action items to reduce risk from natural hazards through education and outreach programs, and to coordinate the implementation of preventive activities such as land use programs that restrict and control development in areas subject to damage from natural hazards. The plan includes a spatial assessment of hazards and identifies mitigation measures.	**Consistent.** As discussed in Section 3.11, with SS-IAMF#3, the contractor will prepare a preliminary hazard analysis and threat and vulnerability assessment. The Authority will apply the recommendations resulting from the hazard management program. The Authority is partnering with first responders across the state to create a response plan that would provide appropriate assistance to all passengers and operators on HSR during a seismic event (Authority 2016b). As discussed in Section 3.8, under the Shared Passenger Track Alternatives, all floodplain crossings are required to comply with the requirements set forth in USEO 11988 and the FEMA regulations to prevent projects from increasing the base flood elevation by more than 1 foot in floodplains or substantially changing the floodplain limits, as identified in HYD-IAMF#2. Therefore, the potential risk of potential injury, loss of life, property damage and disruption from floods would be reduced. Therefore, the Shared Passenger Track Alternatives would be consistent with this policy.

Policy	Consistency
City of Bell	
City of Bell 2030 General Plan, Health and Safety Element (2022)	
The City of Bell approved the *City of Bell 2030 General Plan Health and Safety Element* in 2018. The general plan, last updated in 2022, includes the following policies applicable to safety and security: • **Policy 3:** The City of Bell shall review and improve its disaster preparedness and emergency response capabilities. The Emergency Plan shall undergo a periodic review and update to ensure it remains current. • **Policy 8:** The City of Bell shall strive to protect life and property from fire damage through the enforcement of applicable building and fire codes and Code Enforcement inspections. • **Policy 9:** The City of Bell shall identify areas of high risk (high densities, older structures, fire hazards) so that disaster response may be prioritized**.** • **Policy 11:** The City of Bell shall establish and enforce standards that are designed to reduce the level of risk. The City shall work with the Los Angeles County Fire Department and other public agencies to discuss both risk and emergency preparation. • **Policy 14:** The City of Bell shall incorporate defensible space, lighting and safety design principles, and other security measures into new development in the City.	**Consistent.** As discussed in Section 3.9, the Shared Passenger Track Alternatives would have a seismic monitoring system and inspection procedures following a seismic event. As discussed in Section 3.11, the Authority is partnering with first responders across the state to create a response plan that would provide appropriate assistance to all passengers and operators on HSR during a seismic event (Authority 2016b). The HSR system would be located in predominantly urban areas, with similar existing rail infrastructure. A basic design feature of an HSR system is containment of trainsets within the operational corridor. Additionally, the HSR carries passengers and would be electric-powered; there would be no safety hazard associated with HSR cargo or fuel that would result in a fire or explosion. All HSR right-of-way and facility vegetation control programs would conform to CAL FIRE guidelines for defensible space to reduce fire hazards. Development of fire and life safety programs and security programs will be coordinated with local emergency response organizations to provide them with an understanding of the rail system. The Authority will establish fire/life safety committees throughout the project section. The Shared Passenger Track Alternatives would not substantially increase hazards associated with wildfires. Therefore, the Shared Passenger Track Alternatives would be consistent with these policies.

Policy	Consistency
City of Commerce	
City of Commerce 2020 General Plan, Safety Element (2008)[1]	
The general plan Safety Element includes the following goals and policies applicable to safety and security: • **Safety Policy 1.1:** The city of Commerce will strive to respond to all in-city emergency incidents within a five-minute or less response time. • **Safety Policy 1.2:** The city of Commerce will continue to support the efforts of the fire department in the prevention and suppression of fires. • **Safety Policy 2.5:** The city of Commerce will encourage existing developments to practice crime prevention by providing outdoor lighting, maintaining low-level landscaping, and supplying private on-site security patrols or security systems. • **Safety Policy 4.2:** The city of Commerce will work with other agencies to reduce the potential flood hazard in the city. • **Safety Policy 5.2:** The city of Commerce will continually update the emergency preparedness plan to respond to changing needs.	**Consistent.** As discussed in Section 3.11, with incorporation of SS-IAMF#1 and SS-IAMF#2, the Authority will prepare a CSTMP, which describes the contractor's coordination efforts with local jurisdictions for maintaining emergency vehicle access during construction of the Shared Passenger Track Alternatives, and an SSMP. The SSMP includes an SSP plan, rail safety standards, worker safety standards, crime prevention design guidelines, safety and health plans, fire/life safety programs, security plans, and emergency procedures that will be followed to maintain the safety and security of construction workers, employees, passengers, and the public. Development of fire and life safety programs and security programs will be coordinated with local emergency response organizations to provide them with an understanding of the rail system. The Authority will establish fire/life safety committees throughout the project section. Therefore, the Shared Passenger Track Alternatives would be consistent with these policies.
City of Montebello	
City of Montebello General Plan: Our Safe Community (2024)	
On April 10, 2024, the Montebello City Council adopted a comprehensive update to the General Plan (the "2040 General Plan"). Our Safe Community was also updated in 2024 and outlines the following policies that are applicable to safety and security: • **Policy 6.1:** Promote crime prevention strategies • **Policy 6.3:** Prevent bicycle and pedestrian accidents. • **Policy 6.4:** Provide a high level of fire protection service in the community. • **Policy 6.7:** Identify and appraise the geologic and seismic hazards within the community. Reduce the loss of life, damage to property, and the economic and social dislocations resulting from future earthquakes. • **Policy 6.8:** Provide protection from wild and urban fire hazards to persons, property, and city assets. • **Policy 6.9:** Minimize the risks from flooding and related hazards to persons, property, and city assets.	**Consistent.** As part of the design of the project section, the Authority will develop and apply an SSMP (SS-IAMF#2). The SSMP includes an SSP plan, rail safety standards, worker safety standards, crime prevention design guidelines, safety and health plans, fire/life safety programs, security plans, and emergency procedures that will be followed to maintain the safety and security of construction workers, employees, passengers, and the public during emergency response. Development of fire and life safety programs and security programs will be coordinated with local emergency response organizations to provide them with an understanding of the rail system. The Authority will establish fire/life safety committees throughout the project section for improved coordination. According to the California High Speed Train Project Rail Design Criteria (Authority 2016a), each type of HSR facility would have location-specific fire and life safety infrastructure, plans, and procedures per NFPA Standard 130. These plans and procedures focus on access and egress requirements, fire

Policy	Consistency
• **Policy 6.12:** Take necessary steps to establish and maintain the City's capability to respond promptly and effectively to emergencies. • **Policy 6.13:** Plan for efficient and rapid recovery from disasters.	prevention and mitigation, smoke removal, and reliability of fire prevention and mitigation systems. Project operations would introduce nonmotorized trips around station areas, and the project would be designed to maintain or enhance pedestrian and bicycle access, providing safe and accessible facilities as well as provide a benefit to safety in the corridor. As discussed in Section 3.8, under the Shared Passenger Track Alternatives, all floodplain crossings are required to comply with the requirements set forth in USEO 11988 and the FEMA regulations to prevent projects from increasing the base flood elevation by more than 1 foot in floodplains or substantially changing the floodplain limits, as identified in HYD-IAMF#2. Therefore, the potential risk of potential injury, loss of life, property damage and disruption from floods would be reduced. As discussed in Section 3.9, the Shared Passenger Track Alternatives would have a seismic monitoring system and inspection procedures following a seismic event. As discussed in Section 3.11, the Authority is partnering with first responders across the state to create a response plan that would provide appropriate assistance to all passengers and operators on HSR during a seismic event (Authority 2016b). Therefore, the Shared Passenger Track Alternatives would be consistent with these policies.

Policy	Consistency
City of Pico Rivera	
City of Pico Rivera General Plan (2014)	
Community Facilities Element (2014)	
The *City of Pico Rivera General Plan* Community Facilities Element includes the following policies applicable to safety and security: • **Policy 6.2-7:** Crime Prevention Programs. Maintain an array of community-based service and education programs designed to prevent crime, including Neighborhood Watch Programs and the P.R.I.D.E. youth program. • **Policy 6.3-6:** Review of Development Proposals. Continue to include the Fire Department in the review of development proposals to ensure that projects adequately address safe design and on-site fire protection.	**Consistent.** As part of the design of the project section, the Authority will develop and apply an SSMP (SS-IAMF#2). The SSMP includes an SSP plan, rail safety standards, worker safety standards, crime prevention design guidelines, safety and health plans, fire/life safety programs, security plans, and emergency procedures that will be followed to maintain the safety and security. According to the California High Speed Train Project Rail Design Criteria (Authority 2016a), each type of HSR facility would have location-specific fire and life safety infrastructure, plans, and procedures per NFPA Standard 130. These plans and procedures focus on access and egress requirements, fire prevention and mitigation, smoke removal, and reliability of fire prevention and mitigation systems. Therefore, the Shared Passenger Track Alternatives would be consistent with these policies.

Policy	Consistency
Safety Element (2014)	
• **Policy 9.1-3:** Infrastructure. Encourage property owners, Caltrans, the railroads, and local utility companies to regularly inspect and strengthen (as needed) infrastructure susceptible to failure during an earthquake. • **Policy 9.2-3:** Adequate Capacity for New Development. Require new development to demonstrate the availability of adequate capacity in the storm drainage system to accommodate projected flows and not exacerbate existing deficiencies. • **Policy 9.4-1:** Emergency Management Division. Continue to support the efforts of the City's Emergency Management Division to prepare for, mitigate against, respond to, and recover from disasters and emergencies. • **Policy 9.4-2:** Emergency Management Plans. Maintain a Standardized Emergency Management System/National Incident Management System Emergency Operation Plan and Multi-Jurisdictional Hazard Mitigation Plan in coordination with local, state and federal agencies and organizations.	**Consistent.** As discussed in Section 3.11, the design and construction of the HSR system will include an SSMP (SS-IAMF#2) describing the procedures, processes, and programs to support safety and security goals. The Authority has developed a series of project-level environmental and engineering guidelines, studies, and technical reports that describe the current requirements and practices applicable to rail systems. These include current requirements and practices applicable to safety and security, including requirements for ATC and intrusion detection and control to establish safe and secure HSR system design and operation. According to the California High Speed Train Project Rail Design Criteria (Authority 2016a), each type of HSR facility would have location-specific fire and life safety infrastructure, plans, and procedures per NFPA Standard 130. These plans and procedures focus on access and egress requirements, fire prevention and mitigation, smoke removal, and reliability of fire prevention and mitigation systems. the Authority is partnering with first responders across the state to create a response plan that would provide appropriate assistance to all passengers and operators on HSR during a seismic event (Authority 2016b). Therefore, the Shared Passenger Track Alternatives would be consistent with these policies.
Healthy Community Element (2014)	
• **Policy 10.3-5:** Rail Crossings. Continue to work with railroad companies and appropriate agencies to create railroad grade separations to increase safety, while taking steps to make the existing at-grade rail crossings safer for pedestrians and vehicles.	**Consistent.** As discussed in Section 3.2, major roads would be grade-separated from the HSR system. Operation of the project would also result in most at-grade rail crossings becoming grade-separated or improve existing at-grade crossings, which would benefit transit, bicycle, and pedestrian facilities, as well as provide a benefit to vehicle safety in the corridor. As discussed in Section 3.11, the Authority is partnering with first responders across the state to create a response plan that would provide appropriate assistance to all passengers and operators on HSR during a seismic event (Authority 2016b).

Policy	Consistency
City of Santa Fe Springs	
Re-Imagine Santa Fe Springs 2040 General Plan, Safety Element (2022)	
• **Policy S-1.5:** Seismic Standards. Ensure that all new development adheres to City and State seismic and geotechnical standards. • **Policy S-4.2:** New Development Risks. Evaluate developments and other intensification of uses for a potential increase to the level of fire risk, susceptibility to urban fires, and exposure to high-level fire. • **Policy S-6.2:** Emergency Preparedness Plans. Regularly review and update emergency preparedness and operations plan to create up to-date disaster management systems. Include in the plans evacuation planning approaches that responds to a multitude of emergency conditions and locations. • **Policy S-7.6:** Fire Suppression Systems. Regulate and enforce the installation of fire protection water system standards for new construction projects, including the installation of fire hydrants providing adequate fire flow, fire sprinklers, suppression systems, and methane monitoring. • **Policy S-9.6:** Crime Prevention in Project Design. Incorporate consideration of public safety in the review of new developments such as site planning, lighting, and active transportation, including the implementation of Crime Prevention through Environmental Design principles in the design of private development projects and public facilities.	**Consistent.** The Authority has developed a series of project-level environmental and engineering guidelines, studies, and technical reports that describe the current requirements and practices applicable to rail systems. These include current requirements and practices to establish safe and secure HSR system design and operation. As part of the design of the project section, the Authority will develop and apply an SSMP (SS-IAMF#2). The SSMP includes an SSP plan, rail safety standards, worker safety standards, crime prevention design guidelines, safety and health plans, fire/life safety programs, security plans, and emergency procedures that will be followed to maintain the safety and security of construction workers, employees, passengers, and the public during emergency response. According to the California High Speed Train Project Rail Design Criteria (Authority 2016a), each type of HSR facility would have location-specific fire and life safety infrastructure, plans, and procedures per NFPA Standard 130. These plans and procedures focus on access and egress requirements, fire prevention and mitigation, smoke removal, and reliability of fire prevention and mitigation systems. As discussed in Section 3.11, the project will include a hazard detection system, where supported by hazard analyses, that will alert the HSR system operating control center of natural events such as seismic activity, excessive wind speeds, high water levels, and excessive ambient temperature levels that could result in conditions that could cause an accident. The Authority is partnering with first responders across the state to create a response plan that would provide appropriate assistance to all passengers and operators on HSR during a seismic event (Authority 2016b). Therefore, the Shared Passenger Track Alternatives would be consistent with these policies.

Policy	Consistency
City of Santa Fe Springs Natural Hazards Mitigation Plan (2004)	
The mission of the *Natural Hazards Mitigation Plan* is to promote sound public policy designed to protect citizens, critical facilities, infrastructure, private property, and the environment from natural hazards. This can be achieved by increasing public awareness, documenting the resources for risk reduction and loss-prevention, and identifying activities to guide the city toward becoming a disaster-resistant community. The *Natural Hazards Mitigation Plan* focuses on potential impacts of earthquakes and floods, which were identified as the most prominent hazards facing the community. It includes an assessment of these natural hazards, a plan to mitigate the hazards, and methods for monitoring.	**Consistent.** As discussed in Section 3.9, the Shared Passenger Track Alternatives would have a seismic monitoring system and inspection procedures following a seismic event. As discussed in Section 3.11, the Authority is partnering with first responders across the state to create a response plan that would provide appropriate assistance to all passengers and operators on HSR during a seismic event (Authority 2016b). The Authority has developed a series of project-level environmental and engineering guidelines, studies, and technical reports that describe the current requirements and practices applicable to rail systems. These include current requirements and practices applicable to safety and security, including requirements for ATC and intrusion detection and control to establish safe and secure HSR system design and operation. According to the California High Speed Train Project Rail Design Criteria (Authority 2016a), each type of HSR facility would have location-specific fire and life safety infrastructure, plans, and procedures per NFPA Standard 130. These plans and procedures focus on access and egress requirements, fire prevention and mitigation, smoke removal, and reliability of fire prevention and mitigation systems. Therefore, the Shared Passenger Track Alternatives would be consistent with this policy.
City of Norwalk	
Vision Norwalk – The City of Norwalk General Plan (2023)[1]	
The City of Norwalk adopted *Vision Norwalk – The City of Norwalk General Plan* in 1996 and updated it in 2023. The general plan includes the following goals and policies applicable to safety and security: • **Core Strategy 1:** To ensure a safe, secure and vibrant community, the City will implement comprehensive law enforcement programs that build strong relationships with stakeholders, increase citizen engagement, and utilize innovative technology. – **Objective A:** Enhance and strengthen the quality of life in Norwalk by providing residents with safety and security through the use of innovative law enforcement and public safety services. – **Objective B:** Provide the community with emergency preparedness information for self-sufficiency in the event of a disaster.	**Consistent.** General plans, emergency plans, and other relevant local municipality planning documents were reviewed and local fire protection, police, and other emergency service providers were contacted to provide input. As discussed in Section 3.11, the Authority is partnering with first responders including law enforcement across the state to create a response plan that would provide appropriate assistance to all passengers and operators on HSR during a seismic event (Authority 2016b).

Policy	Consistency
Safety Element (1996)	
– **Goal:** To ensure the availability and effective response of emergency services. – **Safety from Natural and Man Made Hazards Objective:** To avoid unnecessary exposure to hazards and continue operation of critical facilities after an emergency. ▪ **Safety from Natural and Man Made Hazards Policy:** Adopt and maintain high standards for seismic performance of buildings through prompt adoption and careful enforcement of appropriate building codes for seismic design. ▪ **Safety from Natural and Man Made Hazards Policy:** New development and other land use entitlements should be reviewed by emergency response agencies to ensure that public safety can be adequately provided.	**Consistent.** The Authority has developed a series of project-level environmental and engineering guidelines, studies, and technical reports that describe the current requirements and practices applicable to rail systems. The Shared Passenger Track Alternatives were designed so that they would ensure that development for human occupancy would be placed in a location away from active earthquake faults. The Shared Passenger Track Alternatives are not in a hazardous fault zone, and safety concerns related to surface fault rupture are not anticipated. The construction contractor will be required to comply with applicable state and county regulations to minimize seismic hazards. Appropriate project design features would be implemented to reduce adverse effects related to seismically induced ground shaking during operations. As discussed in Section 3.9, the Shared Passenger Track Alternatives would have a seismic monitoring system and inspection procedures following a seismic event. As discussed in Section 3.11, the project will include a hazard detection system, where supported by hazard analyses, that will alert the HSR system operating control center of natural events such as seismic activity, excessive wind speeds, high water levels, and excessive ambient temperature levels that could result in conditions that could cause an accident. As discussed in Section 3.11, the Authority is partnering with first responders across the state to create a response plan that would provide appropriate assistance to all passengers and operators on HSR during a seismic event (Authority 2016b). Therefore, the Shared Passenger Track Alternatives would be consistent with this policy.

Policy	Consistency
City of La Mirada	
City of La Mirada General Plan (2003)	
Circulation Element (2003)	
The City of La Mirada adopted the *City of La Mirada General Plan* in 2003. The Circulation Element includes the following goal applicable to safety and security: • **Goal 4:** Maintain a safe and efficient railroad system.	**Consistent.** The Authority has developed a series of project-level environmental and engineering guidelines, studies, and technical reports that describe the current requirements and practices applicable to rail systems. These include current requirements and practices applicable to safety and security, including requirements for ATC and intrusion detection and control to establish safe and secure HSR system design and operation. General plans, emergency plans, and other relevant local municipality planning documents were reviewed and local fire protection, police, and other emergency service providers were contacted to provide input. According to the California High Speed Train Project Rail Design Criteria (Authority 2016a), each type of HSR facility would have location-specific fire and life safety infrastructure, plans, and procedures per NFPA Standard 130. These plans and procedures focus on access and egress requirements, fire prevention and mitigation, smoke removal, and reliability of fire prevention and mitigation systems. Therefore, the Shared Passenger Track Alternatives would be consistent with these policies.

Policy	Consistency
Safety and Community Services Element (2003)	
The City of La Mirada adopted the *City of La Mirada General Plan* in 2003. The Safety and Community Services Element includes the following goals and policies applicable to safety and security: • **Goal 1:** Reduce the risk of danger related to seismic hazards. • **Goal 2:** Maintain adequate flood hazard prevention. – **Policy 4.1:** Keep the City's Emergency Operations Plan up-to-date and relevant to the types of disasters affecting the community. – **Policy 8.1:** Provide residents and the business community with a high level of fire, police, and other public safety services.	**Consistent.** The Shared Passenger Track Alternatives were designed so that they would ensure that development for human occupancy would be placed in a location away from active earthquake faults. The Shared Passenger Track Alternatives are not in a hazardous fault zone, and safety concerns related to surface fault rupture are not anticipated. The construction contractor will be required to comply with applicable state and county regulations to minimize seismic hazards. Appropriate project design features would be implemented to reduce adverse effects related to seismically induced ground shaking during operations. The Authority has developed a series of project-level environmental and engineering guidelines, studies, and technical reports that describe the current requirements and practices applicable to rail systems. These include current requirements and practices applicable to safety and security, including requirements for ATC and intrusion detection and control to establish safe and secure HSR system design and operation. General plans, emergency plans, and other relevant local municipality planning documents were reviewed and local fire protection, police, and other emergency service providers were contacted to provide input. As discussed in Section 3.11, the Authority is partnering with first responders across the state to create a response plan that would provide appropriate assistance to all passengers and operators on HSR during a seismic event (Authority 2016b). Refer to Section 3.8 for a complete discussion of how impacts related to flood risks would be addressed. Through incorporation of HYD-IAMF#2, the Shared Passenger Track Alternatives will comply with floodplain development requirements. Therefore, the Shared Passenger Track Alternatives would be consistent with this policy.

Policy	Consistency
Orange County	
County of Orange General Plan, Safety Element (2025)	
The County of Orange approved the *County of Orange General Plan* in July 2014 and updated it in 2025. The general plan includes the following goals and policies applicable to safety and security: • **Public Safety Goal 2:** Minimize the effects of public safety hazards through implementation of appropriate regulations and standards which maximize protection of life and property. • **Crime Policy 2:** To provide coordination to all agencies within the County to assist in the prevention of crime. • **Fire Goal 1:** Provide a safe living environment, ensuring adequate fire protection facilities and resources to prevent and minimize the loss of life and property fire. • **Natural Hazards Goal 2:** Minimize the effects of natural safety hazards through implementation of appropriate regulations and standards which maximize protection of life and property. • **Flood Hazards Goal 1:** Provide effective and efficient flood protection throughout Orange County. • **Seismic Safety and Geologic Hazards Policy 2:** To continue the development and implementation of earthquake mitigation, preparedness, response, and recovery through the Emergency Management Council and Orange County Operational Area.	**Consistent.** The Authority has developed a series of project-level environmental and engineering guidelines, studies, and technical reports that describe the current requirements and practices applicable to rail systems. The Shared Passenger Track Alternatives were designed so that they would ensure that development for human occupancy would be placed in a location away from active earthquake faults. The Shared Passenger Track Alternatives are not in a hazardous fault zone, and safety concerns related to surface fault rupture are not anticipated. The construction contractor will be required to comply with applicable state and county regulations to minimize seismic hazards. Appropriate project design features would be implemented to reduce adverse effects related to seismically induced ground shaking during operations. As discussed in Section 3.9, the Shared Passenger Track Alternatives would have a seismic monitoring system and inspection procedures following a seismic event. General plans, emergency plans, and other relevant local municipality planning documents were reviewed and local fire protection, police, and other emergency service providers were contacted to provide input. As discussed in Section 3.11, the Authority is partnering with first responders across the state to create a response plan that would provide appropriate assistance to all passengers and operators on HSR during a seismic event (Authority 2016b). Refer to Section 3.8 for a complete discussion of how impacts related to flood risks would be addressed. Through incorporation of HYD-IAMF#2, the Shared Passenger Track Alternatives will comply with floodplain development requirements. Therefore, the Shared Passenger Track Alternatives would be consistent with this policy.

Policy	Consistency
County of Orange and Orange County Fire Authority Local Hazard Mitigation Plan (2021)	
The *Orange County Local Hazard Mitigation Plan* focuses on mitigating all natural hazards affecting unincorporated areas of the county as well as county- and Orange County Fire Authority–owned facilities. The plan includes resources and information to assist county residents, public and private sector organizations, and others interested in participating in planning for natural hazards. The mitigation plan provides a list of activities that may assist the county in reducing risk and preventing loss in future hazard events. The mitigation action items address multihazard issues and specific activities for floods/storms, wildland fires, earthquakes, dam failure, epidemics, urban fires, vector control, mud/landslides, tornadoes, and tsunami.	**Consistent.** As discussed in Section 3.9, the Shared Passenger Track Alternatives would have a seismic monitoring system and inspection procedures following a seismic event. According to the California High Speed Train Project Rail Design Criteria (Authority 2016a), each type of HSR facility would have location-specific fire and life safety infrastructure, plans, and procedures per NFPA Standard 130. These plans and procedures focus on access and egress requirements, fire prevention and mitigation, smoke removal, and reliability of fire prevention and mitigation systems. General plans, emergency plans, and other relevant local municipality planning documents were reviewed and local fire protection, police, and other emergency service providers were contacted to provide input. The Authority is partnering with first responders across the state to create a response plan that would provide appropriate assistance to all passengers and operators on HSR during a seismic event (Authority 2016b). Refer to Section 3.8 for a complete discussion of how impacts related to flood risks would be addressed. Through incorporation of HYD-IAMF#2, the Shared Passenger Track Alternatives will comply with floodplain development requirements. Therefore, the Shared Passenger Track Alternatives would be consistent with this policy.

Policy	Consistency
Orange County Emergency Operations Plan (2014)	
Orange County adopted the Orange County Emergency Operations Plan in May 2014. The Emergency Operations Plan identifies the County's emergency planning, organization, response policies, and procedures. The plan also addresses integration and coordination with other governmental levels when required. The plan addresses how the County will respond to extraordinary events or disasters, from the preparedness phase through recovery, and identifies the roles and responsibilities of each county department. The plan is based on the functions and principles of the Standardized Emergency Management System, Incident Command System, and the National Incident Management System.	**Consistent.** According to the California High Speed Train Project Rail Design Criteria (Authority 2016a), each type of HSR facility would have location-specific fire and life safety infrastructure, plans, and procedures per NFPA Standard 130. These plans and procedures focus on access and egress requirements, fire prevention and mitigation, smoke removal, and reliability of fire prevention and mitigation systems. Development of fire and life safety program and security programs will be coordinated with local emergency response organizations to provide them with an understanding of the rail system. The Authority will establish fire/life safety committees throughout the project section. General plans, emergency plans, and other relevant local municipality planning documents were reviewed and local fire protection, police, and other emergency service providers were contacted to provide input. As discussed in Section 3.11, the Authority is partnering with first responders across the state to create a response plan that would provide appropriate assistance to all passengers and operators on HSR during a seismic event (Authority 2016b). Refer to Section 3.8 for a complete discussion of how impacts related to flood risks would be addressed. Through incorporation of HYD-IAMF#2, the Shared Passenger Track Alternatives will comply with floodplain development requirements. Therefore, the Shared Passenger Track Alternatives would be consistent with this policy.

Policy	Consistency
Unified County of Orange and Orange County Operational Area Emergency Operations Plan (2019)	
The County of Orange updated the *Unified County of Orange and Orange County Operational Area Emergency Operations Plan* in February 2019. The Unified County of Orange and Orange County Operational Area Emergency Operations Plan provides guidance and procedures for Orange County as the OA to prepare for and respond to natural, technological, conflict-related, and human-caused incidents creating situations requiring a coordinated response. The plan addresses rail accident hazards including mass casualty, hazardous materials release, fire, and evacuations.	**Consistent.** Development of fire and life safety program and security programs will be coordinated with local emergency response organizations to provide them with an understanding of the rail system. The Authority will establish fire/life safety committees throughout the project section. According to the California High Speed Train Project Rail Design Criteria (Authority 2016a), each type of HSR facility would have location-specific fire and life safety infrastructure, plans, and procedures per NFPA Standard 130. These plans and procedures focus on access and egress requirements, fire prevention and mitigation, smoke removal, and reliability of fire prevention and mitigation systems. As discussed in Section 3.11, the Authority is partnering with first responders across the state to create a response plan that would provide appropriate assistance to all passengers and operators on HSR during a seismic event (Authority 2016b). As part of the design of the project section, the Authority will develop and apply an SSMP (SS-IAMF#2). The SSMP includes an SSP plan, rail safety standards, worker safety standards, crime prevention design guidelines, safety and health plans, fire/life safety programs, security plans, and emergency procedures that will be followed to maintain the safety and security of construction workers, employees, passengers, and the public during emergency response. With SS-IAMF#3, the contractor will also prepare a preliminary hazard analysis and threat and vulnerability assessment. The Authority will apply the recommendations resulting from the hazard management program covering possible train derailment or collision prior to operations and maintenance of the project.

Policy	Consistency
City of Buena Park	
Buena Park 2035 General Plan (2022)	
Safety Element (2010)	
• **Goal SAF-1:** Decrease in the potential risk of seismic and geologic hazards to the community. – **Policy SAF-1.4:** Require appropriate mitigation measures and/or conditions of approval relative to terrain, soils, slope stability, and erosion for new development or redevelopment in order to reduce hazards. • **Goal SAF-2:** Provision of adequate flood protection to protect the community. • **Goal SAF-3:** A reduction in the potential for loss of life and property from natural and man-made disasters.	**Consistent.** The Shared Passenger Track Alternatives were designed so that they would ensure that development for human occupancy would be placed in a location away from active earthquake faults. The Shared Passenger Track Alternatives are not in a hazardous fault zone, and safety concerns related to surface fault rupture are not anticipated. The construction contractor will be required to comply with applicable state and county regulations to minimize seismic hazards. Appropriate project design features would be implemented to reduce adverse effects related to seismically induced ground shaking during operations. The Authority has developed a series of project-level environmental and engineering guidelines, studies, and technical reports that describe the current requirements and practices applicable to rail systems. These include current requirements and practices applicable to safety and security, including requirements for ATC. According to the California High Speed Train Project Rail Design Criteria (Authority 2016a), each type of HSR facility would have location-specific fire and life safety infrastructure, plans, and procedures per NFPA Standard 130. These plans and procedures focus on access and egress requirements, fire prevention and mitigation, smoke removal, and reliability of fire prevention and mitigation systems. As discussed in Section 3.11, the Authority is partnering with first responders across the state to create a response plan that would provide appropriate assistance to all passengers and operators on HSR during a seismic event (Authority 2016b). Refer to Section 3.8 for a complete discussion of how impacts related to flood risks would be addressed. Through incorporation of HYD-IAMF#2, the Shared Passenger Track Alternatives will comply with floodplain development requirements. Therefore, the Shared Passenger Track Alternatives would be consistent with this policy.
Mobility Element (2010)	
• **Policy M-1.5:** Discourage future at-grade crossing between surface streets and railroads.	**Consistent.** The Shared Passenger Track Alternatives would improve safety and reliability for vehicles, pedestrians, and cyclists with new grade separations. Therefore, the Shared Passenger Track Alternatives would be consistent with this policy.

Policy	Consistency
Community Facilities Element (2010)	
• **Policy CF-1.1:** Continuously improve the performance and efficiency of the Police Department. • **Policy CF-1.2:** Maintain adequate personnel resources and facilities to enable the Police Department to meet response time standards, keep pace with growth, and provide high levels of service. • **Policy CF-2.2:** Ensure adequate fire-fighting and Emergency Medical Service infrastructure, equipment, and personnel to provide a high level of fire and emergency medical service in Buena Park to meet growing demands.	**Consistent.** General plans, emergency plans, and other relevant local municipality planning documents were reviewed and local fire protection, police, and other emergency service providers were contacted to provide input. There are no proposed changes to at-grade crossings in Buena Park. Law enforcement, fire, and emergency services may experience increased response times because of construction-related road closures, detours, and increased traffic congestion in some locations. However, emergency vehicle access for police and fire protection services would be maintained at all times, and closures would be phased to prevent concurrent closures for limiting emergency access. If needed, law enforcement, fire, and emergency service operators could identify temporary, alternate parallel routes to provide expected levels of emergency response travel times during the construction period. Development of fire and life safety program and security programs will be coordinated with local emergency response organizations to provide them with an understanding of the rail system. The Authority will establish fire/life safety committees throughout the project section. As part of the design of the project section, the Authority will develop and apply an SSMP (SS-IAMF#2). The SSMP includes an SSP plan, rail safety standards, worker safety standards, crime prevention design guidelines, safety and health plans, fire/life safety programs, security plans, and emergency procedures that will be followed to maintain the safety and security of construction workers, employees, passengers, and the public during emergency response.

Policy	Consistency
City of Fullerton	
The Fullerton Plan (2025)	
Master Element A: The Fullerton Built Environment. Chapter 6, Growth Management (2025)	
Goal 7: Growth and development aligned with infrastructure capabilities *Region/Subregion Level* • **P7.1** Balanced Decision Making: Require that all new development and major redevelopment have adequate infrastructure in place to support daily demands and emergency response capabilities. • **A7.1(a)** Develop a program which evaluates the emergency infrastructure capabilities of potential development sites prior to issuance of construction permits. *City Level* • **P7.2** Housing Growth: Require that all new development and major redevelopment be located in areas previously identified as having adequate infrastructure capacity to accommodate future housing requirements. • **P7.2.1** Adequate Infrastructure: Require that new development and major redevelopment are appropriate in scale to current and planned infrastructure capabilities, if not, require infrastructure upgrades are completed prior to issuance of certificate of occupancy.	**Consistent:** General plans, emergency plans, and other relevant local municipality planning documents were reviewed and local fire protection, police, and other emergency service providers were contacted to provide input. Operation of the Shared Passenger Track Alternatives would not result in significant emergency response delays that would require the need for new or expanded facilities. Increase in emergency vehicle response times would be reduced through Authority collaboration with local responders to develop a Fire and Life Safety Program in the event of a rail accident, rail incident, or other emergency (SS-IAMF#2), effectively reducing the need for additional or expanded services. The addition of a new fire station in Anaheim would further minimize this need.

Policy	Consistency
Master Element C: The Fullerton Community. Chapter Public Safety (2025)	
Goal 12: Proactively addressing public safety concerns. Goal 13: Responsive to public safety needs. • **P12.9** Neighborhood Safety Strategy: Support policies, projects, programs and regulations that strengthen partnerships and community-based efforts, such as Neighborhood Watch, to reduce crime through prevention, education and enforcement, and encourage communities to build block-by-block networks to prevent crime, develop social ties and solve common problems. • **P12.13:** Safety through Design. Support policies, projects, programs and regulations that make crime prevention and the maintenance of public safety service levels considerations in design and management of existing and new private and public spaces. • **P13.2:** Adequate Resources for Emergencies. Support policies and programs that ensure adequate resources are available in all areas of the City to respond to health, fire and police emergencies. • **P13.11:** Crime Reduction Strategies. Support policies, programs and regulations to create problem-solving strategies and plans for areas with higher crime rates in the City and to reduce crime by implementing these strategies and plans through a range of measures including increased policing activities, neighborhood partnerships and other innovative programs.	**Consistent.** General plans, emergency plans, and other relevant local municipality planning documents were reviewed and local fire protection, police, and other emergency service providers were contacted to provide input. Law enforcement, fire, and emergency services would experience increased response times because of construction-related road closures, detours, and increased traffic congestion in some locations. However, emergency vehicle access for police and fire protection services would be maintained at all times, and closures would be phased to prevent concurrent closures for limiting emergency access. If needed, law enforcement, fire, and emergency service operators could identify temporary, alternate parallel routes to provide expected levels of emergency response travel times during the construction period. Development of fire and life safety program and security programs will be coordinated with local emergency response organizations to provide them with an understanding of the rail system. The Authority will establish fire/life safety committees throughout the project section. As part of the design of the project section, the Authority will develop and apply an SSMP (SS-IAMF#2). The SSMP includes an SSP plan, rail safety standards, worker safety standards, crime prevention design guidelines, safety and health plans, fire/life safety programs, security plans, and emergency procedures that will be followed to maintain the safety and security of construction workers, employees, passengers, and the public during emergency response.

Policy	Consistency
P12.1.1 Encourage Regional Cooperation: Encourage regional partnerships and mutual aid agreements between the City and other agencies/entities, further strengthening emergency response capabilities within the City and region. • **P12.12.1** Emergency Response Capability: Maintain a high level of emergency response capability. – **A12.12.1(a)** Ensure annual budgeting cycles account for current and future emergency service needs. – **A12.12.1(b)** Periodically assess and update the City's priorities for future emergency service needs. • **P12.12.2** Maintenance and Training: Support enhancements to fire service through the maintenance of fire equipment and the training of fire personnel. • **P12.12.3** Emergency Management Planning: Coordinate the City's emergency management planning with local jurisdictions and regional agencies to anticipate cumulative impacts during times of disaster. • **P13.2** Adequate Resources for Emergencies: Support policies and programs that ensure adequate resources are available in all areas of the City to respond to health, fire and police emergencies. – **A13.2(a)** Ensure emergency personnel are included in the development review process to ensure that new development adequately addresses service levels, security concerns, and safety. • **P13.3** Disaster Hazard Reduction Support: policies, projects, programs and regulations that reduce structural and nonstructural hazards to life safety and minimize property damage and resulting social, cultural and economic dislocations resulting from future disasters. • **P13.4** Disaster Risk Reduction: Support programs that promote greater public awareness of disaster risks, personal and business risk reduction, and personal and neighborhood emergency response. • **P13.4.1** Post-Disaster Recovery Expand and enhance the strategy for post-disaster recovery that focuses on community resilience, sustainability, and an evaluation for redevelopment potential following a major disaster. • **P13.5.3** Functionality in Hazardous Events: Maintain functionality, make improvements, and expand the capacity, where feasible, of the existing emergency evacuation routes within the City, taking into account current and future natural and human caused hazards.	**Consistent.** Development of fire and life safety program and security programs will be coordinated with local emergency response organizations to provide them with an understanding of the rail system. The Authority will establish fire/life safety committees throughout the project section. As discussed in Section 3.11, with incorporation of SS-IAMF#1 and SS-IAMF#2, the Authority will prepare a CSTMP, which describes the contractor's coordination efforts with local jurisdictions for maintaining emergency vehicle access during construction of the Shared Passenger Track Alternatives, and an SSMP, which includes construction safety and security plans to establish minimum safety and security guidelines during construction and fire/life safety and security programs that address the safety of passengers and employees during emergency response. As discussed in Section 3.11, the Authority is partnering with first responders across the state to create a response plan that would provide appropriate assistance to all passengers and operators on HSR during a seismic event (Authority 2016b). Therefore, the Shared Passenger Track Alternatives would be consistent with this policy.

Policy	Consistency
• **P13.5.4** Community Outreach for Evacuation: Conduct public outreach and educational activities associated with emergency evacuation routes and procedures, prioritizing efforts towards at-risk populations.	
• **P12.8** Airport Safety Standards: Support policies, projects, programs and regulations that provide for safe and efficient airport operations through compliance with the Fullerton Municipal Airport (FMA) Master Plan and the Airport Land Use Commission for Orange County's Airport Environs Land Use Plan for FMA and the Airport Environs Land Use Plan for Heliports.	**Inconsistent.** The project is incompatible with The Fullerton Plan Policy 12.8 and the *Airport Environs Land Use Plan for Fullerton Municipal Airport* Policy referred to in Policy 12.8 because the project section would place new passenger rail within the Fullerton Municipal Airport RPZ. The inconsistency is related to the potential placement of people in areas susceptible to aircraft accidents within the RPZ. Project construction within the RPZ would be subject to review during FAA review of the project section.
City of Fullerton Local Hazard Mitigation Plan (2020)	
The Fullerton *Local Hazard Mitigation Plan* identifies threats from natural and human-caused hazards in the community and recommends specific actions to proactively decrease those threats. FEMA approved the city's latest plan update and the plan was adopted by the Fullerton City Council May 19, 2020.	**Consistent.** The Shared Passenger Track Alternatives were designed so that they would ensure that development for human occupancy would be placed in a location away from active earthquake faults. The Shared Passenger Track Alternatives are not in a hazardous fault zone, and safety concerns related to surface fault rupture are not anticipated. The construction contractor will be required to comply with applicable state and county regulations to minimize seismic hazards. Appropriate project design features would be implemented to reduce adverse effects related to seismically induced ground shaking during operations. SS-IAMF#3 requires identification of hazards, assessment of associated risk, and application of control measures (mitigation) to reduce the risk to an acceptable level. Development of fire and life safety program and security programs will be coordinated with local emergency response organizations to provide them with an understanding of the rail system. The Authority will establish fire/life safety committees throughout the project section. As discussed in Section 3.11, the Authority is partnering with first responders across the state to create a response plan that would provide appropriate assistance to all passengers and operators on HSR during a seismic event (Authority 2016b). Therefore, the Shared Passenger Track Alternatives would be consistent with this policy.

Policy	Consistency
Airport Environs Land Use Plan for Fullerton Municipal Airport (2019)	
• **3.2.1:** General Policy. The General Land Use policy of the Airport Land Use Commission for Orange County shall be: – Within the boundaries of the AELUP, any land use may be found to be inconsistent with the AELUP which: (1) Places people so that they are affected adversely by aircraft noise, (2) Concentrates people in areas susceptible to aircraft accidents, (3) Permits structures of excessive height in areas which would affect adversely the continued operation of the airport, or (4) Permits activities or facilities that would affect adversely aeronautical operations – Adverse effects of aircraft noise are defined by the "reasonable person" concept presented in the Noise Standards for California Airports, Title 21 of the California Code of Regulations (Appendix H). Adverse effects of aircraft noise include single event noise disturbances to which people near airports are subjected. – A concentration of people in an area susceptible to aircraft accidents is defined as a number of people situated on the ground so as to increase the potential magnitude of a major crash catastrophe (i.e., a larger number of fatalities or injuries than otherwise may occur). – Adverse effect of structure height refers to a structure of such height and/or location that its existence would threaten the continued operation of the airport, or would decrease the airport's utility, such as by creating an obstacle in the flight paths or other aircraft traffic patterns employed at the airport, or by interfering with visual or electronic navigation systems. – Adverse effect of activities or facilities refers to a land use that would hamper aeronautical operations within the boundaries of the AELUP of an airport by producing or causing excessive glare, light, steam, smoke, dust or electronic interference, or by attracting birds. – Any land use which is in conformance with this general policy shall be consistent with the AELUP. Any land use which is not in conformance with this general policy shall be inconsistent with the AELUP. • **3.2.5:** Land Use Runway Protection Zone "RPZ," Extreme Crash Hazard. The severe potential for loss of life and property due to accidents prohibits most land uses in this area. Also, the close proximity to aircraft operations limits land uses	**Inconsistent.** A portion of the project alignment would be adjacent to Fullerton Municipal Airport. This area would require a below-grade braced trench configuration to avoid conflicts from the project section track and HSR operations with the surface-level Fullerton Municipal Airport RPZ and the height restrictions established by FAA regulations Part 77. By designing the project section to run below grade near Fullerton Municipal Airport, potential conflicts with surface-level height restrictions identified in the plan (Orange County Airport Land Use Commission 2019) would be minimized; however, the project would still require FAA review and approval. The project is incompatible with the *Airport Environs Land Use Plan for Fullerton Municipal Airport* General Policy 3.2.1 and Policy 3.2.5 because the project section would place new passenger rail within the Fullerton Municipal Airport RPZ. The inconsistency is related to the potential placement of people in areas susceptible to aircraft accidents within the RPZ. Project construction within the RPZ would be subject to review during FAA review of the project section. The Shared Passenger Track Alternatives would not build any structures exceeding land use plan height restrictions within the area covered by the Fullerton Airport Land Use Compatibility Plan. Therefore, the Shared Passenger Track Alternatives would be inconsistent with Policy 3.2.1(2) and 3.2.7 related to locations of occupied structures and would be consistent with Policy 3.2.8 related to height restrictions. Development of fire and life safety program and security programs will be coordinated with local emergency response organizations to provide them with an understanding of the rail system. The Authority will establish fire/life safety committees throughout the project section. As discussed in Section 3.11, the Authority is partnering with first responders across the state to create a response plan that would provide appropriate assistance to all passengers and operators on HSR during a seismic event (Authority 2016b). As part of the design of the project section, the Authority will develop and apply an SSMP (SS-IAMF#2). The SSMP includes an SSP plan, rail safety standards, worker safety standards, crime prevention design guidelines, safety and health plans, fire/life safety programs, security plans, and emergency procedures that will be followed to maintain the safety and security

Policy	Consistency
which would endanger such operations. Only airport-related uses and open space uses, including agriculture and certain types of transportation and utility uses are permitted. No buildings intended for human habitation are permitted in the RPZ. Furthermore, because of the proximity to aeronautical operations, uses in this area must not attract birds nor emit excessive glare or light, nor produce or cause steam, smoke, dust, or electronic interference so as to interfere with, or endanger, aeronautical operations. • **3.2.7:** Accident Potential Zone II "APZ II," Limited Crash Hazard. The potential for loss of life and property due to aircraft accidents is sufficient to require density and intensity of use restrictions in this zone. In accordance with the General Policy, the Commission would find unacceptable any land use where lot coverage exceeded seventy-five (75) percent or where more than two hundred (200) persons were placed for long periods in an open assembly area or in a structure (i.e., a free-standing building). Most forms of open space, industrial, commercial, and airport-related uses are acceptable, whereas residential and public facilities (schools, churches, etc.) are not acceptable. Furthermore, because of the proximity to aeronautical operations, uses in this area must not emit excessive glare or light, nor produce or cause steam, smoke, dust, or electronic interference so as to interfere with, or endanger, aeronautical operations. • **3.2.8:** Height Restriction Zone. Any object, which by reason of its height or location would interfere with the established, or planned, airport flight procedures, patterns, or navigational systems, is unacceptable to the Commission. Similarly, any proposal which would cause a diminution in the utility of an airport is unacceptable to the Commission. The standards, criteria, and procedures promulgated by the FAA for the thorough evaluation of development projects are designed to ensure the safe and efficient use of the navigable airspace. The application of these principles by the Commission will ensure the stability of local air transportation, as well as promote land uses that are compatible with the airport environs. However, any object which rises above the height of surrounding development, or which is located in close proximity to any of the various flight paths, must be clearly visible during hours of twilight or darkness and must not threaten, endanger, or interfere with aeronautical operations. Such objects, even if within the above height restrictions, are not acceptable to the Commission unless they are clearly marked or lighted according to FAA standards.	of construction workers, employees, passengers, and the public during emergency response.

Policy	Consistency
City of Anaheim	
City of Anaheim General Plan (2025)	
Safety Element (2023)	
The Safety Element was updated on January 10, 2023. The general plan includes the following goals and policies applicable to safety and security: • **Geologic and Seismic Safety Policy 1:** Minimize the risk to public health and safety and disruptions to vital services, economic vitality, and social order resulting from seismic and geologic activities. • **Geologic and Seismic Safety Policy 3:** Require geologic and geotechnical investigations in areas of potential seismic or geologic hazards as part of the environmental and/or development review process for all structures. • **Urban and Wildland Fire Hazards Policy 2:** Effectively enforce City and State regulations within the VHFHSZ and incorporate new techniques and best practices as they become available to reduce future risks to existing and new developments. • **Urban and Wildland Fire Hazards Policy 4:** Minimize urban and wildland fire exposure for residents, business owners, and visitors by incorporating Fire Safe Design into existing and news developments. • **Hazard Materials and Wastes Policy 6:** Employ effective emergency preparedness and emergency response strategies to minimize impacts from hazardous materials exposures and releases. • **Hazard Materials and Wastes Policy 7:** Partner with Orange County to provide needed hazardous waste programs to provide disposal of household hazardous waste at no cost to residents and participating agencies. • **Climate Change Policy 3**: Require new development within a designated floodplain or fire hazard severity zone to submit fire and/or flood safety plan for approval by the Fire Department and Floodplain Administrator. • **Climate Change Policy 4:** Continue to ensure emergency alert/ notification capabilities meet the City's future needs by providing alerts about potential, developing, and ongoing emergency situations. • **Emergency Preparedness and Public Awareness of Community Risks Policy 1**: Ensure the availability of both the Safety Element and Emergency Operations Plan to employers and residents of Anaheim.	**Consistent.** As discussed in Section 3.9, the Shared Passenger Track Alternatives would have a seismic monitoring system and inspection procedures following a seismic event. Refer to Section 3.8 for a complete discussion of how impacts related to flood risks would be addressed. Through incorporation of HYD-IAMF#2, the Shared Passenger Track Alternatives will comply with floodplain development requirements. The HSR would be in predominantly urban areas, with similar existing rail infrastructure. A basic design feature of an HSR system is containment of trainsets within the operational corridor. Additionally, the HSR carries passengers and would be electric powered, there would be no safety hazard associated with HSR cargo or fuel that would result in a fire or explosion. All HSR right-of-way and facility vegetation control programs would conform to CAL FIRE guidelines for defensible space to reduce fire hazards. The Shared Passenger Track Alternatives would not substantially increase hazards associated with wildfires. As discussed in Section 3.11, the Authority is partnering with first responders across the state to create a response plan that would provide appropriate assistance to all passengers and operators on HSR during a seismic event (Authority 2016b). The Orange County Sheriff's Department and the Anaheim Police Department provide police protection services in the safety and security RSAs in Orange County and Anaheim. Additionally, the mutual aid agreement with Cal OES allows for the closest police department personnel to respond to an emergency, even if the emergency incident is outside of their jurisdiction. As discussed in Section 3.10, prior to operations and maintenance activities, the Authority would prepare hazardous materials monitoring plans. HMW-IAMF#10 will ensure that all hazardous materials regulations from appropriate agencies would be coordinated and followed. Therefore, the Shared Passenger Track Alternatives would be consistent with this policy.

Policy	Consistency
Circulation Element (2025)	
The City of Anaheim's current Circulation Element was adopted in 2004 and updated in 2025. The element includes the following goals and policies applicable to safety and security: • **Goal 2.2:** Provide a safe circulation system – **Policy 11**: Implement arterial grade separations at railroad crossings. • **Goal 6:** Support efforts to enhance transportation safety – Continue to plan for and implement emergency vehicle and fire truck access and pre-emption requirements	**Inconsistent.** The Shared Passenger Track Alternatives grade separation would be inconsistent with this policy because it would maintain eight at-grade crossings between surface streets and railroads in Anaheim, potentially increasing emergency response times and the time it would take to cross the HSR track. Potential environmental impacts of the at-grade crossings are addressed in Impact SS-5: Permanent Exposure to Traffic Hazards and Impact SS-10: Permanent Interference with Emergency Response Access from Operational Activities.
City of Anaheim Local Hazard Mitigation Plan (2022)	
The *Local Hazard Mitigation Plan* identifies and assesses the city's risks for natural disasters and how to best minimize or manage those risks. The plan is a comprehensive review of the natural disasters that are most likely to occur in Anaheim and projects that the city can undertake to mitigate those risks. Some of these actions include education and outreach programs and the development of partnerships. The plan also provides for the implementation of preventive activities, including programs that restrict and control development in areas subject to damage from hazards.	**Consistent**. The Shared Passenger Track Alternatives were designed so that they would ensure that development for human occupancy would be placed in a location away from active earthquake faults. The Shared Passenger Track Alternatives are not in a hazardous fault zone, and safety concerns related to surface fault rupture are not anticipated. The construction contractor will be required to comply with applicable state and county regulations to minimize seismic hazards. Appropriate project design features would be implemented to reduce adverse effects related to seismically induced ground shaking during operations. SS-IAMF#3 requires identification of hazards, assessment of associated risk, and application of control measures (mitigation) to reduce the risk to an acceptable level. Development of fire and life safety program and security programs will be coordinated with local emergency response organizations to provide them with an understanding of the rail system. The Authority will establish fire/life safety committees throughout the project section. As discussed in Section 3.11, the Authority is partnering with first responders across the state to create a response plan that would provide appropriate assistance to all passengers and operators on HSR during a seismic event (Authority 2016b). Therefore, the Shared Passenger Track Alternatives would be consistent with this policy.

Policy	Consistency
City of Orange	
Orange General Plan (2025), Public Safety Element (2010)	
The Orange City Council adopted the *Orange General Plan* on March 9, 2010, and last updated it in 2025. The Public Safety Element includes the following goals and policies applicable to safety and security: • **Policy 6.2:** Provide resources for additional police services as needed to maintain average response times. • **Policy 6.3:** Provide and use up-to-date technology to improve crime prevention, fire suppression, and emergency services. • **Policy 6.4:** Continue to support, develop, and implement programs which improve the City's approach to fighting crime. • **Policy 6.7:** Maintain and update the City's Emergency Operations Plan as needed, and ensure ongoing consistency between the General Plan and the Emergency Operations Plan and Fire Department Strategic Deployment Plan. • **Policy 8.3:** Coordinate emergency response and preparedness planning with other cities and public agencies in the region. • **Policy 8.4:** Develop and maintain a fully functioning Emergency Operations Center, and adequate and up-to-date emergency preparedness resources and plans. • **Policy 9.3:** Identify and attempt to remove impediments to pedestrian and bicycle access including those associated with rail, street, freeway, and waterway crossings and poorly marked or maintained pathways and sidewalks.	**Consistent.** As discussed in Section 3.11, with incorporation of SS-IAMF#1 and SS-IAMF#2, the Authority will prepare a CSTMP, which describes the contractor's coordination efforts with local jurisdictions for maintaining emergency vehicle access during construction of the Shared Passenger Track Alternatives, and an SSMP, which includes construction safety and security plans to establish minimum safety and security guidelines during construction and fire/life safety and security programs that address the safety of passengers and employees during emergency response. According to the California High Speed Train Project Rail Design Criteria (Authority 2016a), each type of HSR facility would have location-specific fire and life safety infrastructure, plans, and procedures per NFPA Standard 130. These plans and procedures focus on access and egress requirements, fire prevention and mitigation, smoke removal, and reliability of fire prevention and mitigation systems. The fire/life safety program would include regional Fire and Life Safety and Security Committees that would focus on the fire and life safety characteristics specific to each section including underground and elevated structures, access methods, terminals, and maintenance facilities, to provide input on local building codes or requirements that are in line with the emergency response characteristics and capabilities of the local agencies. The Authority is partnering with first responders across the state to create a response plan that would provide appropriate assistance to all passengers and operators on HSR during emergencies. The Orange County Sheriff's Department and the Anaheim Police Department provide police protection services in the safety and security RSAs in Orange County and Anaheim. Additionally, the mutual aid agreement with Cal OES allows for the closest police department personnel to respond to an emergency, even if the emergency incident is outside of their jurisdiction. Law enforcement, fire, and emergency services would experience increased response times because of construction-related road closures, detours, and increased traffic congestion in some locations. However, emergency vehicle access for police and fire protection services would be maintained at all times, and closures would be phased to prevent concurrent closures for limiting emergency access. If needed, law enforcement, fire, and emergency service

Policy	Consistency
	operators could identify temporary, alternate parallel routes to provide expected levels of emergency response travel times during the construction period. The project would require changes to emergency access routes, but the project would be designed to maintain safe and accessible routes for emergency vehicles during operations. Furthermore, The Shared Passenger Track Alternatives also improves safety and reliability for vehicles, pedestrians, and cyclists with new grade separations. Therefore, the Shared Passenger Track Alternatives would be consistent with this policy.

[1] This plan is currently undergoing an update as of April 2025.
AELUP = Airport Environs Land Use Plan; ATC = automatic train control; Authority = California High-Speed Rail Authority; CAL FIRE = California Department of Forestry and Fire Protection; Cal OES = California Governor's Office of Emergency Services; Caltrans = California Department of Transportation; CSTMP = Construction Safety Transportation Management Plan; EIR = environmental impact report; EIS = environmental impact statement; FAA = Federal Aviation Administration; FEMA = Federal Emergency Management Agency; FHSZ = fire hazard severity zone; FRA = Federal Railroad Administration; FY = Fiscal Year; HSR = high-speed rail; IAMF = impact avoidance and minimization feature; LMF = light maintenance facility; LOSSAN = Los Angeles – San Diego – San Luis Obispo; NFPA = National Fire Protection Association; OA = Operational Area; project section = Los Angeles to Anaheim Project Section; RPZ = runway protection zone; RSA = resource study area; RTP = Regional Transportation Plan; SCAG = Southern California Association of Governments; SCS = Sustainable Communities Strategy; SSMP = Safety and Security Management Plan; SSP = system safety program; USEO = U.S. Presidential Executive Order; VHFHSZ = Very High Fire Hazard Severity Zone

Socioeconomics and Communities

Policy	Consistency
3.12 SOCIOECONOMICS AND COMMUNITIES	
Southern California	
SCAG 2024–2050 Connect SoCal RTP/SCS (2024)	
The 2024–2050 SCAG RTP/SCS, or Connect SoCal 2024, includes goals, strategies, programs, and projects that will help the SCAG region in reducing its socioeconomic impacts. Policies in the plan include:	--
• **Policy 4:** Ensure the implementation of Complete Streets that are sensitive to urban, suburban or rural contexts and improve transportation safety for all, but especially for vulnerable road users (e.g., people, especially older adults and children, walking and biking)	**Consistent.** The Shared Passenger Track Alternatives would improve mobility and accessibility and provide an opportunity for transit-oriented development planning and infill development near station areas.

Policy	Consistency
• **Policy 14:** Encourage the development of transportation projects that provide convenient, cost-effective and safe alternatives to single-occupancy vehicle travel (e.g., trips made by foot, on bikes, via transit, etc.)	**Consistent.** The Shared Passenger Track Alternatives would improve the transportation of residents throughout the county by offering a faster, improved method of traveling through the county. The Shared Passenger Track Alternatives would comply with safety standards and regulations in order to ensure the safe travel of passengers. SS-IAMF#3 implements the Authority's hazard management program, which includes a hazard assessment conforming to the FRA's Collison Hazard Analysis Guide: Commuter and Intercity Passenger Service (FRA 2007) and the U.S. Department of Defense's System Safety Program Plan (MIL-STD-882) (U.S. Department of Defense 2023).
• **Policy 17:** Support the implementation of technology designed to provide equal access to mobility, employment, economic opportunity, education, health and other quality-of-life opportunities for all residents within the SCAG region	**Consistent.** The Shared Passenger Track Alternatives would increase the productivity and accessibility of the regional transportation system by providing a more efficient method for people to travel within the region. The Shared Passenger Track Alternatives would support the continued integration of non-SOV transportation in the region and increase interconnectedness of the region.
• **Policy 20:** Promote technology that has the capacity to facilitate economic growth, improve workforce development opportunities, and enhance safety and security	**Consistent.** The Shared Passenger Track Alternatives would provide access to regional and statewide transit systems and opportunities for economic growth in the area. The Shared Passenger Track Alternatives would also complete all planned transportation improvements, including bike lanes and transportation facilities, where existing roadways cross the Shared Passenger Track Alternatives. Therefore, the Shared Passenger Track Alternatives would be compatible with this objective. The Shared Passenger Track Alternatives would comply with safety standards and regulations in order to ensure the safe travel of passengers. SS-IAMF#3 implements the Authority's hazard management program, which includes a hazard assessment conforming to the FRA's Collison Hazard Analysis Guide: Commuter and Intercity Passenger Service (FRA 2007) and the U.S. Department of Defense's System Safety Program Plan (MIL-STD-882) (U.S. Department of Defense 2023).
• **Policy 27:** Establish a user fee–based system that better reflects the true cost of transportation, provides firewall protection for new and existing transportation funds, and represents equitable distribution of costs and benefits	**Consistent.** The Authority would work closely with county departments to collaborate in meeting the needs of county residents while establishing pricing that reflects the true cost of transportation. Additionally, the Shared Passenger Track Alternatives would support this goal by providing communities, including low-income and minority populations, with benefits from access to clean transportation technologies.

Policy	Consistency
• **Policy 32:** Promote the growth of origins and destinations, with a focus on future housing and population growth, in areas with existing and planned urban infrastructure that includes transit and utilities	**Consistent.** The Shared Passenger Track Alternatives would provide access to regional and statewide transit systems and opportunities for economic growth in the area. The Shared Passenger Track Alternatives would also complete all planned transportation improvements, including bike lanes and transportation facilities, where existing roadways cross the Shared Passenger Track Alternatives. Therefore, the Shared Passenger Track Alternatives would be compatible with this objective.
• **Policy 33:** Promote the growth of origins and destinations, in areas with a proclivity toward multimodal options like transit and active transportation, to reduce single occupant vehicle (SOV) dependency and vehicle miles traveled	**Consistent.** The Shared Passenger Track Alternatives would provide access to regional and statewide transit systems and opportunities for economic growth in the area. The Shared Passenger Track Alternatives would also complete all planned transportation improvements, including bike lanes and transportation facilities, where existing roadways cross the Shared Passenger Track Alternatives. Therefore, the Shared Passenger Track Alternatives would be compatible with this objective.
• **Policy 43:** Support communities across the region to realize 15-minute communities through incremental changes that improve equity, quality of life, public health, mobility, sustainability, resilience and economic vitality	**Consistent.** The Shared Passenger Track Alternatives would provide access to regional and statewide transit systems and opportunities for economic growth in the area. The Shared Passenger Track Alternatives would also complete all planned transportation improvements, including bike lanes and transportation facilities, where existing roadways cross the Shared Passenger Track Alternatives. Therefore, the Shared Passenger Track Alternatives would be compatible with this objective. By reducing reliance on SOVs, the Shared Passenger Track Alternatives would be supporting steps toward 15-minute local communities along the HSR right-of-way.
• **Policy 44:** Encourage efforts that elevate innovative approaches to increasing access to neighborhood destinations and amenities through an array of people-centered mobility options	**Consistent.** The Shared Passenger Track Alternatives would provide access to regional and statewide transit systems and opportunities for economic growth in the area. The Shared Passenger Track Alternatives would also complete planned transportation improvements, including bike lanes and transportation facilities, where existing roadways cross the Shared Passenger Track Alternatives. Therefore, the Shared Passenger Track Alternatives would be compatible with this objective.
• **Policy 55:** Promote equitable use of and access to clean transportation technologies so that all may benefit from them	**Consistent.** The Shared Passenger Track Alternatives would support this goal by providing communities, including low-income and minority populations, with access to clean transportation technologies.

Policy	Consistency
Los Angeles County	
Los Angeles County 2035 General Plan (2025)	
Mobility Element (2015)	
– **Policy M 1.1:** Provide for the accommodation of all users, including pedestrians, motorists, bicyclists, equestrians, users of public transit, seniors, children, and persons with disabilities when requiring or planning for new, or retrofitting existing, transportation corridors/networks whenever appropriate and feasible.	**Consistent.** The Shared Passenger Track Alternatives would support this policy by providing a regional transportation system that would enable travel for all users, including seniors, youth, and persons with disabilities. In addition, the project would contribute to the community's quality of life by providing safe and convenient travel for transit riders.
– **Policy M 1.2:** Ensure that streets are safe for sensitive users, such as seniors and children.	**Consistent.** The Shared Passenger Track Alternatives would support this policy by providing a regional transportation system that would enable travel for all users, including seniors and children. In addition, the project would contribute to the community's quality of life by providing safe and convenient travel for transit riders.
• **Goal M 4:** An efficient multimodal transportation system that serves the needs of all residents.	**Consistent.** The Shared Passenger Track Alternatives would improve the transportation of residents throughout the county by offering a faster, improved method of traveling through the county.
– **Policy M 4.1:** Expand transportation options that reduce automobile dependence.	**Consistent.** By providing a rail alternative, the Shared Passenger Track Alternatives constitutes a project that expands transportation options and helps reduce automobile dependence.
– **Policy M 4.4:** Ensure expanded mobility and increase transit access for underserved transit users, such as seniors, students, low income households, and persons with disabilities.	**Consistent.** The Shared Passenger Track Alternatives would expand mobility and increase transit access for underserved transit users by offering a faster, improved method of traveling through the county.
– **Policy M 4.9:** Ensure the participation of all potentially affected communities in the transportation planning and decision-making process.	**Consistent.** Community outreach efforts are ongoing and have included numerous community open houses and stakeholder meetings concerning the project.
– **Policy M 4.10:** Support the linkage of regional and community-level transportation systems, including multimodal networks.	**Consistent.** The Shared Passenger Track Alternatives would improve regional transportation. The Shared Passenger Track Alternatives would make the city more interconnected with nearby communities in the region by offering a faster, improved method of traveling through the region.
– **Policy M 4.12:** Work with adjacent jurisdictions to ensure connectivity and the creation of an integrated regional network.	**Consistent.** Community outreach efforts are ongoing and have included numerous community open houses, stakeholder meetings, and coordination with affected jurisdictions concerning the project.

Policy	Consistency
• **Goal M 7:** Transportation networks that minimize negative impacts to the environment and communities.	**Consistent.** To the maximum extent practicable, the Shared Passenger Track Alternatives would minimize the adverse impacts on the environment and communities. Because the Shared Passenger Track Alternatives would be built primarily within an existing rail right-of-way, project impacts would be lessened. In addition, the Shared Passenger Track Alternatives would result in an efficient method of traveling to certain areas within the county, which constitutes a beneficial impact on communities.
Economic Development Element (2022)	
• **Goal ED 1:** An economic base and fiscal structures that attract and retain valuable industries and businesses.	**Consistent.** The Shared Passenger Track Alternatives would provide access to regional and statewide transit systems and opportunities for economic growth in the area. Therefore, the Shared Passenger Track Alternatives would be compatible with this goal.
– **Policy ED 1.4:** Encourage the expansion and retention of targeted industries and other growth economic sectors, such as the entertainment industry, aerospace industry, agriculture, transportation/logistics, healthcare, biomed/biotech, hospitality and tourism.	**Consistent.** The Shared Passenger Track Alternatives would encourage the expansion and growth of the transportation sector. By providing a faster regional transportation option for employees in Los Angeles County, the project will encourage the retention of targeted industries and economic sectors.
• **Goal ED 2:** Land use practices and regulations that foster economic development and growth.	**Consistent.** The Shared Passenger Track Alternatives would help incite economic development within the region by offering improved access to employees, residents, and visitors within the region.
– **Policy ED 2.3:** Ensure environmental justice in economic development activities.	**Consistent.** The Shared Passenger Track Alternatives would help incite economic development along an existing rail corridor in an urbanized area by offering improved access to employees, residents, and visitors within the region. The Shared Passenger Track Alternatives would reduce air pollutant and GHG emissions in the region, which includes low-income and minority populations that have historically borne disproportionate pollution and health impacts. With AQ-IAMF#1 through AQ-IAMF#5, emissions of harmful pollutants will be minimized, which would minimize the health risks to populations located near the project. AQ-IAMF#1 through AQ-IAMF#5 will also minimize emissions from construction, grading, excavation, and demolition. In addition, the Shared Passenger Track Alternatives would not preclude the county's work with SCAQMD to publicize air quality warnings, promoting reductions in air pollutant and GHG emissions, and would allow for coordination with other agencies regarding land use, transportation, and air quality and climate change planning.
– **Policy ED 2.7:** Incentivize economic development and growth along existing transportation corridors and in urbanized areas.	**Consistent.** The Shared Passenger Track Alternatives would help incite economic development along an existing rail corridor in an urbanized area by offering improved access to employees, residents, and visitors within the region.

Policy	Consistency
– **Policy ED 2.8:** Incentivize as much as feasible, environmentally sustainable practices and high standards of development in the communities that bear disproportionate pollution and health impacts.	**Consistent.** The Shared Passenger Track Alternatives would reduce air pollutant and GHG emissions in the region, which includes low-income and minority populations that have historically borne disproportionate pollution and health impacts. With AQ-IAMF#1 through AQ-IAMF#5, emissions of harmful pollutants will be minimized, which would minimize the health risks to populations located near the project. AQ-IAMF#1 through AQ-IAMF#5 will also minimize emissions from construction, grading, excavation, and demolition. In addition, the Shared Passenger Track Alternatives would not preclude the county's work with SCAQMD to publicize air quality warnings, promoting reductions in air pollutant and GHG emissions, and would allow for coordination with other agencies regarding land use, transportation, and air quality and climate change planning.
• **Goal ED 3:** An expanded and improved infrastructure system to support economic growth and development.	**Consistent.** The Shared Passenger Track Alternatives would expand and improve existing infrastructure within the county by providing a new, efficient method of travel to certain areas within the region.
– **Policy ED 3.2:** Support the use of public-private partnerships to develop, fund, and deliver critical infrastructure.	**Consistent.** Outreach efforts are ongoing and have included numerous community open houses, stakeholder meetings, and coordination with affected jurisdictions concerning the development of the project.
– **Policy ED 3.3:** Work with state agencies dedicated to financing important critical infrastructure and economic development projects.	**Consistent.** Outreach efforts are ongoing and have included coordination with affected jurisdictions concerning the development and delivery of the Shared Passenger Track Alternatives.
Land Use Element (2025)	
• **Goal LU 2:** Community-based planning efforts that implement the General Plan and incorporate public input, and regional and community level collaboration.	**Consistent.** Outreach efforts are ongoing and have included numerous community open houses, stakeholder meetings, and coordination with affected jurisdictions concerning the development of the project.
– **Policy LU 2.2:** Ensure broad outreach, public participation, and opportunities for community input in community-based planning efforts.	**Consistent.** Outreach efforts are ongoing and have included numerous community open houses, stakeholder meetings, and coordination with affected jurisdictions concerning the development of the project.
– **Policy LU 2.3:** Consult with and ensure that applicable County departments, adjacent cities and other stakeholders are involved in community-based planning efforts.	**Consistent.** Outreach efforts are ongoing and have included coordination with affected jurisdictions concerning the development and delivery of the Shared Passenger Track Alternatives.
– **Policy LU 2.5:** Support and actively participate in inter-jurisdictional and regional planning efforts to help inform community-based planning efforts.	**Consistent.** Outreach efforts are ongoing and have included coordination with affected jurisdictions concerning the development and delivery of the Shared Passenger Track Alternatives.

Policy	Consistency
– **Policy LU 2.7:** Set priorities for Planning Area-specific issues, including transportation, housing, open space, and public safety as part of community-based planning efforts.	**Consistent.** The Shared Passenger Track Alternatives support this policy by developing transportation infrastructure throughout the Planning Area.
• **Goal LU 4:** Infill development and redevelopment that strengthens and enhances communities.	**Consistent.** The Shared Passenger Track Alternatives would strengthen and enhance communities by providing access to a statewide transit system that would promote connectivity between communities.
– **Policy LU 4.3:** Encourage transit-oriented development in urban and suburban areas with the appropriate residential density along transit corridors and within station areas.	**Consistent.** The Shared Passenger Track Alternatives would provide a new method of transit along an existing transit corridor in an urban area. The project would encourage transit-oriented development and would not displace residential land uses within station areas.
• **Goal LU 5:** Vibrant, livable and healthy communities with a mix of land uses, services and amenities.	**Consistent.** The Shared Passenger Track Alternatives would promote livable and healthy communities by providing access to a regional transportation system that would reduce air pollutant and GHG emissions.
– **Policy LU 5.7:** Direct resources to areas that lack amenities, such as transit, clean air, grocery stores, bikeways, parks, and other components of a healthy community.	**Consistent.** The Shared Passenger Track Alternatives would support this policy by providing a new transit resource to communities and reducing air pollutant and GHG emissions.
• **Goal LU 7:** Compatible land uses that complement neighborhood character and the natural environment.	**Consistent.** The Shared Passenger Track Alternatives would not result in changes to land use that are inconsistent with the neighborhood character. The communities within the project corridor are adjacent to an existing rail right-of-way, which would lessen the project's impact on community character. To the maximum extent practicable, the Shared Passenger Track Alternatives would minimize the adverse impacts on the environment and communities.
– **Policy LU 7.8:** Promote environmental justice in the areas bearing disproportionate impacts from stationary pollution sources.	**Consistent.** The Shared Passenger Track Alternatives would reduce air pollutant and GHG emissions in the region, which includes low-income and minority populations that have historically borne disproportionate pollution and health impacts. With AQ-IAMF#1 through AQ-IAMF#5, emissions of harmful pollutants will be minimized, which would minimize the health risks to populations located near the project. AQ-IAMF#1 through AQ-IAMF#5 will also minimize emissions from construction, grading, excavation, and demolition. In addition, the Shared Passenger Track Alternatives would not preclude the county's work with SCAQMD to publicize air quality warnings, promoting reductions in air pollutant and GHG emissions, and would allow for coordination with other agencies regarding land use, transportation, and air quality and climate change planning.
• **Goal LU 9:** Land use patterns and community infrastructure that promote health and wellness.	**Consistent.** The Shared Passenger Track Alternatives would support this policy by providing a new transit resource to communities that would reduce air pollutant and GHG emissions.

Policy	Consistency
– **Policy LU 10.1:** Encourage community outreach and stakeholder agency input early and often in the design of projects.	**Consistent.** Outreach efforts are ongoing and have included numerous community open houses, stakeholder meetings, and coordination with affected jurisdictions concerning the development of the project.
– **Policy LU 10.5:** Encourage the use of distinctive landscaping, signage and other features to define the unique character of districts, neighborhoods or communities, and engender community identity, pride and community interaction.	**Consistent.** The Shared Passenger Track Alternatives would not result in changes that are inconsistent with the neighborhood character. The communities within the project corridor are adjacent to an existing rail right-of-way, which would lessen the project's impact on community character. To the maximum extent practicable, the Shared Passenger Track Alternatives would minimize the adverse impacts on the environment and communities.
– **Policy LU 10.9:** Encourage land uses and design that stimulate positive and productive human relations and foster the achievement of community goals.	**Consistent.** The Shared Passenger Track Alternatives would support this policy by providing a transit service that encourages community connectivity throughout the region.
Los Angeles County Code of Ordinances (2025)	
Title 22, Planning and Zoning, of the Los Angeles County Code of Ordinances contains articles that pertain to construction and zoning within Los Angeles County.	**Consistent.** The Shared Passenger Track Alternatives would not conflict with any of the articles contained within the corresponding chapter. The project will incorporate AVQ-IAMF#2, which includes coordination with local jurisdictions to develop contextually appropriate project design related to building and construction, zoning, and community development.
City of Los Angeles	
City of Los Angeles General Plan (2024)	
Framework Element (2023)	
• **Objective 3.3:** Accommodate projected population and employment growth within the City and each community plan area and plan for the provision of adequate supporting transportation and utility infrastructure and public services.	**Consistent.** The Shared Passenger Track Alternatives would provide access to regional and statewide transit systems and opportunities for economic growth in the area. The Shared Passenger Track Alternatives would also complete all planned transportation improvements, including bike lanes and transportation facilities, where existing roadways cross the Shared Passenger Track Alternatives. Therefore, the Shared Passenger Track Alternatives would be compatible with this objective.
– **Policy 3.3.1:** Accommodate projected population and employment growth in accordance with the Long-Range Land Use Diagram and forecasts in Table 2-2 [of the City of Los Angeles General Plan Land Use Element], using these in the formulation of the community plans and as the basis for the planning for and implementation of infrastructure improvements and public services.	**Consistent.** The Shared Passenger Track Alternatives would provide efficient movement of people to accommodate projected growth in the region and statewide, and would account for the adjustment of infrastructure and public services during the planning process. Therefore, the Shared Passenger Track Alternatives would be compatible with this policy.

Policy	Consistency
Mobility Element (2016)	
• **Mobility Plan Policy 1.5:** Reduce conflicts and improve safety at railroad crossings through design, planning, and operation	**Consistent.** The project would improve safety at railroad crossings by introducing new grade separations that prevent conflicts between rail and vehicle traffic.
• **Mobility Plan Policy 3.6:** Continue to promote Union Station as the major regional transportation hub linking Amtrak, Metrolink, Metro Rail, and high-speed rail service.	**Consistent.** The project would support this policy by including rail facilities that connect to Los Angeles Union Station as one of the program HSR stations.
• **Mobility Plan Policy 5.1:** Encourage the development of a sustainable transportation system that promotes environmental and public health.	**Consistent.** The Shared Passenger Track Alternatives would provide efficient movement of people, which would reduce total vehicle miles traveled, vehicle emissions, and energy use. Therefore, the Shared Passenger Track Alternatives would be compatible with this policy.
Los Angeles Municipal Code (2025)	
The following chapters of the Los Angeles Municipal Code contain articles relevant to socioeconomics and communities: Chapter IV, Public Welfare; Chapter V, Public Safety and Protection; Chapter VII, Transportation; Chapter XI, Noise Regulation; and Chapter XVI, Housing Regulations.	**Consistent.** The Shared Passenger Track Alternatives would not conflict with any of the articles contained within the corresponding chapter. The project will incorporate IAMFs, which include coordination with local jurisdictions to develop contextually appropriate project design related to public safety, streets and sidewalks, building and construction, noise, zoning, and community development.
Downtown Community Plan (2024)	
• **Land Use Goal 1:** A safe, secure, and high quality residential environment for all economic, age, and ethnic segments of the community	**Consistent.** The Shared Passenger Track Alternatives promote more sustainable, accessible, and affordable transit options, thereby supporting local communities**.**
• **Policy LU 22.16:** Advance efforts to plan for the future integration of high speed rail and other transit projects, such as the Southeast Gateway line and Link US, to reinforce Union Station and Downtown as a hub of regional transit	**Consistent.** The Shared Passenger Track Alternatives are consistent with this policy given planned implementation of rail and other transit projects to reinforce Los Angeles Union Station and improve regional connectivity.
• **PO Goal 8:** Connected infrastructure that respects and preserves diversified economic activities while enhancing recreational opportunities.	**Consistent.** The Shared Passenger Track Alternatives promote improved regional connectivity, accessible travel options, and efficient movement of people and to recreational opportunities in downtown Los Angeles.

Policy	Consistency
– **PO 8.1:** Maintain functional use of the rail facilities, while allowing for bold and innovative design along parcels adjacent to the Los Angeles River (River).	**Consistent.** The Shared Passenger Track Alternatives would be consistent with this policy regarding efficient movement of people and consideration of aesthetics and visual quality. The Shared Passenger Track Alternatives would improve regional connectivity and have been designed for compatibility with the visual identity and character of its surrounding communities. In addition, the Draft EIR/EIS includes AVQ-IAMF#1 and AVQ-IAMF#2, through which the contractor will incorporate design aesthetic preferences into final design and construction of station and nonstation structures to ensure consistency with local plans in Los Angeles.
– **PO 8.2:** Accommodate major regional rail connection projects such as Link US, High Speed Rail, and the Southeast Gateway Line.	**Consistent.** The Shared Passenger Track Alternatives are consistent with this policy given planned coordination and implementation of major regional rail connections within the region.
• **MC Goal 5:** A comprehensive transit system that connects downtown's districts and downtown to communities throughout the region.	**Consistent**. The Shared Passenger Track Alternatives would support this policy by providing efficient movement of people from communities in Los Angeles and Orange Counties to downtown Los Angeles.
– **MC 5.1:** Support major regional rail infrastructure projects, such as Link US and California High Speed Rail that will improve connectivity between Downtown and the surrounding region and reduce travel times	**Consistent.** The Shared Passenger Track Alternatives would support this policy by providing efficient movement of people and access to downtown Los Angeles, thereby reducing reliance of vehicular transportation and reducing travel times.
Boyle Heights Community Plan (2024)[1]	
Circulation Element (2024)	
Boyle Heights has high levels of transit ridership, making transit options a high priority to create better connectivity throughout the community, as well as to neighboring communities. The plan supports transportation improvements identified through MP 2035.	**Consistent.** The Shared Passenger Track Alternatives would support this objective by providing efficient movement of people and access to regional and statewide transit systems, which would also reduce total vehicle miles traveled.
Public Transportation Element (2024)[1]	
The proposed plan seeks to enhance access to all modes in the local circulation system, improving access on transit, roadways, bicycle, and pedestrian facilities. This is accomplished through applying new land use and zoning regulations to encourage mixing and scales of use as well as site design supportive of all modes. The proposed plan also implements MP 2035 with a refined lens on the Boyle Heights CPA and is consistent with the objectives of the SCAG 2016–2040 RTP/SCS and SCAG 2020–2045 RTP/SCS.	**Consistent.** This objective indicates the City of Los Angeles's support of alternative transportation modes, which would include HSR. The Shared Passenger Track Alternatives would support this goal by providing efficient movement of people and access to regional and statewide transit systems. Furthermore, the project would complete all planned transportation improvements, including bike lanes and transportation facilities, where existing roadways cross the proposed alignment.

Policy	Consistency
City of Vernon	
City of Vernon General Plan (2023)	
Land Use Element (2023)	
• **Goal LU-1:** Promote and maintain manufacturing and other industrial uses as the primary land use within the City.	**Consistent.** The project would not change the primary land use within the city from manufacturing and other industrial uses.
– **Policy LU 1.1:** Allow manufacturing and industrial use on all properties in Vernon.	**Consistent.** The project would not prevent these designations.
– **Policy LU 1.2:** Accommodate, at limited and specific areas of the City, those commercial, service, and retail uses that complement but do not detract from the purposely established industrial character of the City.	**Consistent.** The project would not prevent these designations.
– **Policy LU-1.4:** Apply appropriate standards and review procedures to housing development proposals to minimize potential industrial/housing conflicts and protect the operation of industrial businesses in proximity to housing sites.	**Consistent.** The project would not prevent the city of Vernon from applying appropriate standards and review procedures related to housing development proposals.
• **Goal LU-3:** Maintain Vernon as a highly desirable location for industry, and continue to attract the types of industry the City is well positioned to serve.	**Inconsistent.** Shared Passenger Track Alternatives A and B would displace 37 businesses in Vernon. There is a deficit of suitable replacement properties in Vernon to accommodate the relocation of displaced businesses in the city.
– **Policy LU-3.4:** Invest in activities and programs that advertise and promote Vernon as a quality and desirable location for industry.	**Inconsistent.** Shared Passenger Track Alternatives A and B would displace 37 businesses in Vernon. There is a deficit of suitable replacement properties in Vernon to accommodate the relocation of displaced businesses in the city.
– **Policy LU-4.1:** Develop mixed-use districts incorporating light industrial, retail, office and, where appropriate, residential uses at strategic locations where they can help serve the needs of the larger industrial community. Require community-serving or productive uses in large residential projects within these districts.	**Consistent.** The project would not prevent the city of Vernon from developing mixed-use districts.
– **Policy LU-4.3:** Permit housing in limited areas outside mixed - use districts, where housing exists currently or within the Housing Overlay Zone via a discretionary process.	**Consistent.** The project area in Vernon is not in areas with existing housing or within the Housing Overlay Zone. Therefore, the project would not prevent the city of Vernon from this permitting process.

Policy	Consistency
Circulation and Infrastructure Element (2015)	
• **Goal CI-1:** Provide a balanced transportation system for the safe and efficient movement of people, goods, and emergency services throughout the City.	**Consistent.** The Shared Passenger Track Alternatives would expand and improve existing infrastructure within the city by providing a new, efficient method of travel to certain areas within the region.
– **Policy CI-1.1:** Continue to improve the street system to meet the minimum standards contained in this Element.	**Consistent.** The Shared Passenger Track Alternatives would support this policy by completing planned transportation improvements, including bike lanes and transportation facilities, where existing roadways cross the proposed alignment. In addition, the HSR would provide access to regional and statewide transit systems.
– **Policy CI-1.4:** Evaluate implementing measures that reduce the maneuvering of trucks on streets with substantial traffic during periods of high traffic volumes.	**Consistent.** The Shared Passenger Track Alternatives would not prevent the evaluation of implementing measures that reduce maneuvering of trucks on streets with substantial traffic during periods of high traffic volumes.
– **Policy CI-1.7:** Encourage the use of ride sharing and public transit for persons employed in the City to reduce traffic congestion and the need for off-street parking in the City.	**Consistent.** The Shared Passenger Track Alternatives would encourage ride sharing and public transit to reduce traffic congestion.
Housing Element (2015)	
– **Policy H-1.3:** Mitigate any residential displacement impacts occurring as a result of residential demolition.	**Consistent.** The Shared Passenger Track Alternatives would not result in the displacement of any existing residential units in Vernon.
• **Goal H-2:** Maintain all existing dwelling units within the City.	**Consistent.** The Shared Passenger Track Alternatives would not result in the displacement of any existing residential units in Vernon.
– **Policy H-2.1:** Provide for the retention of existing residential units in the City that are economically and physically sound.	**Consistent.** The Shared Passenger Track Alternatives would not result in the displacement of any existing residential units in Vernon.
Code of the City of Vernon (2024)	
The following titles in the Code of the City of Vernon contain articles relevant to socioeconomics and communities: Chapter 21, Storm Sewer System Ordinance; Chapter 22, Streets and Sidewalks; Chapter 24, Building and Construction; Chapter 26, Zoning; and Chapter 27, Community Development.	**Consistent.** The Shared Passenger Track Alternatives would not conflict with any of the relevant chapters of the code. The project will incorporate AVQ-IAMF#2, which includes coordination with local jurisdictions to develop contextually appropriate project design related to storm sewer systems, streets and sidewalks, building and construction, zoning, and community development.

Policy	Consistency
City of Bell	
City of Bell 2030 General Plan (2022)	
• **Land Use and Sustainability Element Policy 10:** The City of Bell shall ensure that land use and development plans of other agencies (Caltrans, LAUSD, etc.) do not adversely impact the community. As part of this process, the City shall be proactive in its review of CEQA documents provided by other public agencies in the vicinity of the City.	**Consistent.** Throughout the planning process, the Authority has sought input from key local agencies, including the City of Bell, in an effort to understand key issues and community concerns related to the project section design. The city has the opportunity to review and comment on the Draft EIR/EIS during public circulation of the document.
• **Health and Safety Element Policy 23:** The City of Bell shall cooperate with all public agencies so as to minimize transportation related noise. Applicable City, State, and Federal noise control regulations shall be enforced.	**Consistent.** Just like the construction of freeways and other infrastructure projects, some noise impacts would likely be unavoidable. To the maximum extent practicable, the contractor would mitigate noise impacts where feasible by using noise barriers, routing traffic away from residential streets, and combining noise operations so that they occur in the same period.
• **Mobility and Circulation Element Policy 1:** The City of Bell shall continue to participate in regional transportation planning efforts. The City shall participate in all regional transportation planning and development initiatives including those hosted by SCAG, Caltrans, Los Angeles County MTA, and ECO Rapid Transit.	**Consistent.** The Shared Passenger Track Alternatives would complete planned transportation improvements, including bike lanes and transportation facilities, where existing roadways cross the proposed alignment. The Shared Passenger Track Alternatives would be compatible with this objective.
• **Mobility and Circulation Element Policy 6:** The City of Bell shall establish a Level of Service (LOS) "D" as the acceptable standard where such a standard is appropriate. In addition, the City shall incorporate LOS "D" as a standard on traffic studies and traffic level of service mitigation.	**Consistent.** As discussed in more detail in Section 3.2, Transportation, a significant traffic impact has been determined to be on where the Plus Project condition has an LOS of E or F.
City of Bell Municipal Code (2024)	
The following titles of the City of Bell Municipal Code contain articles relevant to socioeconomics and communities: Title 10, Vehicles and Traffic; Title 12, Streets, Sidewalks, and Public Places; Title 13, Public Services; Title 15, Buildings and Construction; and Title 17, Zoning.	**Consistent.** The Shared Passenger Track Alternatives would not conflict with any of the relevant chapters of the code. The project will incorporate AVQ-IAMF#2, which includes coordination with local jurisdictions to develop contextually appropriate project design related to vehicles and traffic, streets and sidewalks, public services, building and construction, and zoning.

Policy	Consistency
City of Commerce	
City of Commerce 2020 General Plan (2008)[1]	
Community Development Element (2008)	
• **Policy 3.1:** The City of Commerce will continue to promote the maintenance and preservation of industrial activities and business that contribute to the City's economic and employment base.	**Consistent.** Although the project would result in the acquisition of 65 businesses in Commerce, there are sufficient replacement properties in Commerce to accommodate relocation of displaced businesses in Commerce. The project would not prevent the City of Commerce from continuing to promote the maintenance and preservation of existing industrial activities and business.
• **Policy 3.3:** The City of Commerce will encourage the continued revitalization of the City's industrial districts to accommodate economic development and growth.	**Consistent.** Although the project would result in the acquisition of 65 businesses in Commerce, there are sufficient replacement properties in Commerce to accommodate relocation of displaced businesses in Commerce. The project would not prevent the City of Commerce from continuing to promote the maintenance and preservation of existing industrial activities and business.
• **Policy 7.1:** The City of Commerce will ensure that all future public facilities and improvements do not have a significant adverse impact on the community and that any such impacts must be mitigated to the fullest extent possible.	**Consistent.** The project would displace 115 businesses in Commerce. There are insufficient replacement properties in Commerce to accommodate relocation of displaced businesses in Commerce. However, there are sufficient replacement properties in surrounding cities. SOCIO-IAMF#3 and SO-MM#2 will provide relocated business owners with individualized relocation assistance with the objective of minimizing the permanent closure of businesses and economic disruptions to displaced businesses, and will provide regulatory compliance assistance to businesses that require complex permitting to relocate. With these measures, business displacements would not have a significant adverse impact on the community. In addition, the project would introduce improved accessibility and employment growth along the project corridor that could serve as an economic stimulant to surrounding communities, including Commerce. As such, the project is consistent with the local plans and policies established by the City of Commerce.
• **Policy 7.2:** The City of Commerce will oppose the over-concentration of public facilities and improvements that provide benefits to the region at large while adversely impacting the local community. The region at large must share both the benefits and the disadvantages of such uses and facilities.	**Inconsistent.** Shared Passenger Track Alternatives would displace 115 businesses in Commerce, which represents the majority of business displacements for the project. There is a deficit of replacement properties in Commerce to accommodate the relocation of displaced businesses. The project would introduce benefits of improved accessibility and employment growth along the project corridor that could serve as an economic stimulant to surrounding communities, including Commerce. However, the project would disproportionately affect Commerce through business displacements. Therefore, the Shared Passenger Track Alternatives are inconsistent with the policy established by the City of Commerce.

Policy	Consistency
• **Policy 7.3.** The city of Commerce will take a proactive role in meeting with regional planning agencies to ensure that the local community's voice is heard in the planning public facilities.	**Consistent.** The Authority will continue to meet with agencies within the project alignment including the City of Commerce as well as the public during public and virtual meetings.
Transportation Element (2008)	
• **Policy 1.6:** The City of Commerce will continue to support the operation of, and further the enhancement of, a safe and efficient regional and inter-city transit system.	**Consistent.** This policy supports the HSR, which would create an efficient regional and intercity transit system; therefore, the Shared Passenger Track Alternatives comply with this policy.
• **Policy 6.1:** The City of Commerce will ensure that all future transportation facilities that will provide a regional benefit do not have a significant adverse impact on the community and that any such impacts must be mitigated to the fullest extent possible.	**Consistent.** The Shared Passenger Track Alternatives would displace 115 businesses in Commerce. There are insufficient replacement properties in Commerce to accommodate relocation of displaced businesses in Commerce. However, there are sufficient replacement properties in surrounding cities. SOCIO-IAMF#3 will provide relocated business owners with individualized relocation assistance with the objective of minimizing the permanent closure of businesses and economic disruptions to displaced businesses, and will provide regulatory compliance assistance to businesses that require complex permitting to relocate. In addition, the project would introduce improved accessibility and employment growth along the project corridor that could serve as an economic stimulant to surrounding communities, including Commerce. As such, the project is consistent with the local plans and policies established by the City of Commerce in the short term, and would not affect economic viability in the long term.
• **Policy 6.2.** The city of Commerce will oppose any regional public transportation improvement that does not first consider the potential impacts of such facilities on the local community in which the facility will be located.	**Consistent.** The Shared Passenger Track Alternatives considers the potential impacts of the project on the local communities in the corridor, including commerce. The Shared Passenger Track Alternatives would displace 115 businesses in Commerce, but there are sufficient replacement properties in Commerce and surrounding cities to accommodate relocation of displaced businesses. In addition, the project would introduce improved accessibility and employment growth along the project corridor that could serve as an economic stimulant to surrounding communities, including Commerce.
• **Policy 6.3.** The city of Commerce will take a proactive role in meeting with regional planning agencies to ensure that the local community's voice is heard in the planning for future regional transportation facilities.	**Consistent.** Outreach efforts are ongoing and have included coordination with affected jurisdictions, including Commerce, concerning the development and delivery of the Shared Passenger Track Alternatives.

Policy	Consistency
Air Quality Element (2008)[1]	
• **Policy 1.1.** The city of Commerce will consider environmental justice issues as they are related to potential health impacts associated with air pollution and ensure that all land use decisions, including enforcement actions, are made in an equitable fashion to protect residents, regardless of age, culture, ethnicity, gender, race, socioeconomic status, or geographic location from the health effects of air pollution.	**Consistent.** The Shared Passenger Track Alternatives would reduce air pollutant and GHG emissions in the region, which includes low-income and minority populations that have historically borne disproportionate pollution and health impacts. With AQ-IAMF#1 through AQ-IAMF#5, emissions of harmful pollutants would be minimized, which would minimize the health risks to populations located near the project. AQ-IAMF#1 through AQ-IAMF#5 will also minimize emissions from construction, grading, excavation, and demolition. In addition, the Shared Passenger Track Alternatives would not preclude the county's work with SCAQMD to publicize air quality warnings, promoting reductions in air pollutant and GHG emissions, and would allow for coordination with other agencies regarding land use, transportation, and air quality and climate change planning.
Commerce Municipal Code (2024)	
The following titles of the Commerce Municipal Code contain articles relevant to socioeconomics and communities: Title 10, Vehicles and Traffic; Title 12, Streets and Sidewalks; Title 13, Public Utilities; Title 15, Buildings and Construction; and Title 19, Zoning	**Consistent.** The Shared Passenger Track Alternatives would not conflict with any of the relevant chapter of the code.
City of Montebello	
City of Montebello General Plan (2024)	
• **Element 3: Our Well Planned Community:** This chapter will feature the preferred land use plan that directs new growth by reinvesting in key opportunity areas like the Downtown, Corridors and large parcels along the highway, while protecting natural resources, respecting stable residential neighborhoods, and making great places by insisting on the highest standard in architecture, landscaping and urban design.	**Consistent.** In Montebello, the Shared Passenger Track Alternatives would be built within an existing rail right-of-way and would not interfere with local planning efforts in both residential and commercial areas.
• **Element 4: Our Accessible Community:** Addresses transportation choices advocated by SB375 and AB 1358 by strengthening and balancing pedestrian, bike, and transit connections in the City and surrounding region.	**Consistent.** The Shared Passenger Track Alternatives would facilitate traffic movement and alleviate congestion in and around the city because they would provide a transportation alternative that would provide access regionally and statewide.
• **Element 5: Our Healthy Community:** Will seek to build effective partnerships that improve physical and mental health and social well being.	**Consistent.** The Shared Passenger Track Alternatives would increase connectivity of regional transportation systems and decrease reliance on SOV. The City of Montebello has the opportunity to consult the Draft EIR/EIS and provide feedback for any improvements to align better with community goals and priorities.

Policy	Consistency
Montebello Municipal Code (2024)	
The following titles of the Montebello Municipal Code contain articles relevant to socioeconomics and communities: Title 10, Vehicles and Traffic; Title 12, Streets and Sidewalks; Title 13, Public Utilities; Title 15, Buildings and Construction; and Title 17, Zoning.	**Consistent.** The Shared Passenger Track Alternatives would not conflict with any of the relevant chapters of the code.
City of Pico Rivera	
City of Pico Rivera General Plan (2014)	
Circulation Element (2014)	
• **Goal 5.1:** Promote active living, improve local air quality, and enhance the livability of the community through an integrated multimodal network that serves all users within the City and offers convenient mobility options, including vehicular travel, transit services, bicycle routes, and pedestrian paths.	**Consistent.** This goal indicates the city's support of multimodal transportation, which would include HSR. The Shared Passenger Track Alternatives would further support this goal by completing planned transportation improvements, including bike lanes and transportation facilities, where existing roadways cross the proposed alignment. In addition, the HSR would improve regional air quality.
– **Policy 5.1-1:** Multimodal Options. Make transportation mode shifts possible by designing, operating, and maintaining streets to enable safe and convenient access and travel for all users—pedestrians, bicyclists, transit riders, and people of all ages and abilities, as well as freight and motor vehicle drivers—and to foster a sense of place in the public realm.	**Consistent.** The Shared Passenger Track Alternatives would support this policy by providing a regional transportation system that would enable travel for all users, including people of all ages and abilities.

Policy	Consistency
– **Policy 5.1-2:** Serve All Users. Provide a safe, efficient, and accessible transportation network that meets the needs of all users in the community, including seniors, youth, and the disabled, and contributes to the community's quality of life by: ▪ Balancing the needs of all users of the public rights-of-way by providing safe and convenient travel and access for bicyclists, transit riders, freight and motor vehicle drivers, and people of all ages and abilities. ▪ Designing streets to accommodate larger vehicles such as buses, fire service vehicles, and freight delivery trucks without compromising pedestrian and bicycle safety. ▪ Providing safe and comfortable access for persons with disabilities. ▪ Providing public open space that integrates amenities including street trees and landscaping, street and sidewalk lighting, transit facilities, street furniture, water features, and public art work.	**Consistent.** The Shared Passenger Track Alternatives would support this policy by providing a regional transportation system that would enable travel for all users, including seniors, youth, and the disabled. In addition, the project would contribute to the community's quality of life by providing safe and convenient travel for transit riders.
– **Policy 5.4-8:** ADA. Incorporate American with Disabilities Act (ADA) requirements to create an accessible pedestrian system that can serve all users.	**Consistent.** The Shared Passenger Track Alternatives incorporate ADA requirements to create an accessible pedestrian system that can serve all users.
Community Facilities Element (2014)	
• **Policy 6.1-1:** Involved Citizenry. Provide for the full inclusion of people of diverse backgrounds, ages, genders, interests, lifestyles, and socioeconomic status in governmental decision-making through a variety of community outreach and information programs.	**Consistent.** The project's Inclusive Public Engagement Plan guides the Authority in engaging minority and low-income populations. Outreach efforts are ongoing and have included numerous community open houses, stakeholder meetings, and coordination with affected jurisdictions concerning the development of the project.
Economic Prosperity Element (2014)	
• **Goal 7.5:** A community that looks successful and is attractive to existing and potential businesses and employees.	**Consistent.** The Shared Passenger Track Alternatives would help incite economic development within the region by offering improved access to employees, residents, and visitors within the region.
– **Policy 7.5-1:** Livable Community. In conjunction with the Chamber of Commerce and other organizations, promote Pico Rivera's unique character and lifestyle as a means of attracting and retaining higher-income, college-educated professionals to the community along with the businesses they manage.	**Consistent.** The Shared Passenger Track Alternatives would not result in changes to land use that are inconsistent with the neighborhood character. The Shared Passenger Track Alternatives would help incite development within the community by offering improved access to employees, residents, and visitors within the region.

Policy	Consistency
– **Policy 7.5-2:** Business Climate. In conjunction with the Chamber of Commerce and other organizations, promote Pico Rivera as a highly livable community and an excellent place to do business, stressing its advantages (e.g., location close to downtown Los Angeles, skilled workforce, involved community).	**Consistent.** The Shared Passenger Track Alternatives would help incite economic development within the region by offering improved access to employees, residents, and visitors within the region.
• **Goal 7.6** Adequate infrastructure to support existing businesses and industries and desired expansion of the community's business sector.	**Consistent.** The Shared Passenger Track Alternatives would provide new transportation infrastructure within the region that offers improved access to employees and businesses in the community.
– **Policy 7.6.1** Infrastructure Investment. Improve public infrastructure in commercial and employment-generating areas.	**Consistent.** The Shared Passenger Track Alternatives would provide new public transportation infrastructure within the region that offers improved access to employees and businesses in the community.
Environmental Resource Element (2014)	
• **Goal 8.1:** A sustainable community where land use and transportation improvements are compatible with regional planning efforts and adopted plans to reduce dependence on the use of fossil fuels and decrease greenhouse gas emissions.	**Consistent.** The Shared Passenger Track Alternatives would provide efficient movement of people, which would reduce total vehicle miles traveled, vehicle emissions, and energy use.
– **Policy 8.6.1:** Conserve areas that serve as interim and permanent open space in the City, including the Rio Hondo and San Gabriel river corridors and their spreading grounds, other publicly maintained open space, and utility corridors.	**Consistent.** During construction, the Shared Passenger Track Alternatives would require the temporary closure of a small portion of the Rio Hondo Bike Trail. Operation of the Shared Passenger Track Alternatives would require a wider permanent aerial easement (additional width ranging from approximately 21 to 24 feet) over the bicycle paths. Access to the bike path would be provided via a temporary detour of the path using existing roadways or other public rights-of-way. The increased easement would not affect the operation of the bike path.
Healthy Communities Element (2014)	
• **Goal 10.2:** A balanced and healthy transportation system where transit, bicycling, and walking are alternative methods to the automobile.	**Consistent.** The Shared Passenger Track Alternatives would support this goal by providing a regional and statewide transit system that provides an alternative method to the automobile.
– **Policy 10.6-1:** Development patterns. Promote development patterns that reduce commute times, provide public space for people to congregate and interact socially, that encourage civic participation and foster safe and attractive environments.	**Consistent.** The Shared Passenger Track Alternatives would support this policy by providing a faster regional and statewide transit system that reduces commute times between regions.

Policy	Consistency
– **Policy 10.7-19:** Community Centers. Regularly maintain, improve, and expand, when necessary, existing community centers to adequately meet the City's needs.	**Consistent.** The Shared Passenger Track Alternatives would not displace any community centers.
Pico Rivera Municipal Code (2025)	
The following titles of the Pico Rivera Municipal Code contain articles relevant to socioeconomics and communities: Title 10, Vehicles and Traffic; Title 12, Streets and Sidewalks; Title 13, Public Utilities; Title 15, Buildings and Construction; and Title 18, Zoning.	**Consistent.** The Shared Passenger Track Alternatives would not conflict with any of the relevant chapters of the code. The project will include TR-IAMF#1 through TR-IAMF#12, PUE-IAMF#3, PUE-IAMF#4, AVQ-IAMF#1, and AVQ-IAMF#2 to reduce impacts related to traffic, pedestrian safety, public utilities, buildings and construction, and zoning.
City of Santa Fe Springs	
Re-Imagine Santa Fe Springs 2040 General Plan (2022)	
Land Use Element (2022)	
• **Goal LU-8:** Vibrant mixed-use, pedestrian-friendly districts around transit stations	**Consistent.** The Shared Passenger Track Alternatives would improve accessibility to Santa Fe Springs. Improved accessibility would help connect pedestrians to residential and commercial spaces.
– **Policy LU-8.1:** Transit Oriented Development. Promote development of high-density residential uses, mixed use, and commercial services within walking distance of commuter rail transit stations.	**Consistent.** The Shared Passenger Track Alternatives would improve accessibility to Santa Fe Springs. Improved accessibility could make the city more attractive to private investment in commercial areas of the city.
Circulation Element (2022)	
• **Goal C-4:** A comprehensive transit system that provides convenient and reliable transit access to residential neighborhoods and activity destinations	**Consistent.** The Shared Passenger Track Alternatives would improve regional transportation facilities that would safely and efficiently transport people within and outside of the city.
Code of Santa Fe Springs (2025)	
The following chapters of the Code of Santa Fe Springs contain articles relevant to socioeconomics and communities: Chapter 73, Bicycles; Chapter 96, Streets and Sidewalks; Chapter 150, Building Regulations; and Chapter 155, Zoning.	**Consistent.** The Shared Passenger Track Alternatives would not conflict with any of the articles contained within the corresponding title. The project will incorporate TR-IAMF#1 through TR-IAMF#12, PUE-IAMF#3, PUE-IAMF#4, AVQ-IAMF#1, and AVQ-IAMF#2, which include coordination with local jurisdictions to develop contextually appropriate project design related to bicycles and pedestrians, building regulations, and zoning changes.

Policy	Consistency
City of Norwalk	
Vision Norwalk – The City of Norwalk General Plan (2023)[1]	
Land Use Element (1996)	
• **Objective 2:** To coordinate land use with newly developed as well as future planned transportation facilities and infrastructure; and to provide for upgraded infrastructure and services to support the City's physical and economic growth and development	**Consistent.** The Shared Passenger Track Alternatives would improve transportation infrastructure and services within Norwalk by providing a fast alternative method of traveling within the region and state. These improvements would also support Norwalk's economic growth and development as the city would become more accessible to visitors and employees.
• **Objective 3:** To develop an integrated transportation system, utilizing existing and future public and private transportation modes to meet the City's and regional transportation needs in a more efficient manner.	**Consistent.** The Shared Passenger Track Alternatives would improve transportation infrastructure and services within Norwalk by providing a fast alternative method of traveling within the region and state.
Circulation Element (1996)	
• **Goal 1:** An adequate transportation/circulation system that supports regional and local land uses at adopted level of service (LOS) standards and complies with requirements of the County Transportation Management Program (CMP).	**Consistent.** The Shared Passenger Track Alternatives would improve transportation/circulation system within Norwalk by providing a fast, alternative method of traveling within the region and state.
• **Goal 2:** A network of regional transportation facilities which ensures the safe and efficient movement of people and goods from within the City to areas outside its boundaries and which accommodates the regional travel demands of developing areas outside the city.	**Consistent.** The Shared Passenger Track Alternatives would improve the transportation of residents throughout the county by offering a faster, improved method of traveling through the region and state.
• **Goal 3:** A circulation system that maximizes efficiency through the use of transportation system management and demand management strategies	**Consistent.** The Shared Passenger Track Alternatives would improve the existing circulation system by providing a fast, alternative method of traveling within the region and state.
• **Goal 4:** An efficient public transportation system that provides mobility to all City residents, employees and visitors.	**Consistent.** The Shared Passenger Track Alternatives would improve the public transportation system by providing a fast, alternative method of traveling within the region and state.

Policy	Consistency
Norwalk Municipal Code (2024)	
The following titles of the Norwalk Municipal Code contain articles relevant to socioeconomics and communities: Title 10, Vehicles and Traffic; Title 12, Streets and Sidewalks; Title 13, Public Services; Title 15, Buildings and Construction; and Title 17, Zoning.	**Consistent.** The Shared Passenger Track Alternatives would not conflict with any of the articles contained within the corresponding titles. The project will incorporate TR-IAMF#1 through TR-IAMF#12, PUE-IAMF#3, PUE-IAMF#4, AVQ-IAMF#1, and AVQ-IAMF#2, which include coordination with local jurisdictions to develop contextually appropriate project design related to vehicles and traffic, streets and sidewalks, public services, building and construction, and zoning.
City of La Mirada	
City of La Mirada General Plan (2003)	
Circulation Element (2003)	
• **Goal 3.0:** Make alternative transportation convenient, safe, and responsive to changing transit demands.	**Consistent.** The project would improve the public transportation system by providing a fast, alternative method of traveling within the region and state.
– **Policy 3.2:** Work with regional and local transit service providers to improve the connectivity of transit service to other regional transportation service.	**Consistent.** The Shared Passenger Track Alternatives would improve connectivity of transit service within the region by offering a faster, improved method of traveling through the region and state.
Open Space and Conservation Element (2003)	
• **Policy 3.2:** Support local and regional projects that improve mobility, reduce congestion on freeways, and improve air quality.	**Consistent.** The Shared Passenger Track Alternatives would improve mobility, help reduce congestion on freeways, and improve air quality by offering a transportation method that is not dependent on vehicles.
La Mirada Code of Ordinances (2024)	
The following titles of the La Mirada Code of Ordinances contain articles relevant to socioeconomics and communities: Title 10, Vehicles and Traffic; Title 12, Streets and Sidewalks; Title 13, Water and Sewage; Title 14, Utilities; and Title 17, Buildings and Construction.	**Consistent.** The Shared Passenger Track Alternatives would not conflict with any of the articles contained within the corresponding titles. The project will incorporate PUE-IAMF#3, PUE-IAMF#4, AVQ-IAMF#1, and AVQ-IAMF#2, which include coordination with local jurisdictions to develop contextually appropriate project design related to vehicles and traffic, streets and sidewalks, water and sewage, utilities, and building and construction.

Policy	Consistency
Orange County	
County of Orange General Plan (2025)	
Land Use Element (2024)	
• **Policy 5:** To plan an integrated land use and transportation system that accommodates travel demand for all modes of transit.	**Consistent.** The Shared Passenger Track Alternatives would improve the existing transportation system within Orange County and help it accommodate travel demand for all modes of transit.
• **Policy 7:** To require new development to be compatible with adjacent areas.	**Consistent.** The Shared Passenger Track Alternatives would introduce a railway within an existing railway corridor. Therefore, the project would be largely compatible with adjacent areas.
• **Policy 9:** To guide development so that the quality of the physical environment is enhanced.	**Consistent.** The Shared Passenger Track Alternatives would offer an alternative mode of transportation that would have a smaller impact on air quality and noise than traditional vehicular transportation. In addition, the project would be built within an existing railway corridor. Therefore, the project would not substantially change the visual quality along the alignment.
Growth Management Element (2020)	
• **Goal 1:** Reduce traffic congestion.	**Consistent.** The Shared Passenger Track Alternatives would provide efficient movement of people, which would reduce total vehicle miles traveled, vehicle emissions, and energy use.
• **Goal 2:** Ensure that adequate transportation facilities, public facilities, equipment, and services are provided for existing and future residents.	**Consistent.** The Shared Passenger Track Alternatives would improve the local and regional transportation network by providing a faster, more efficient mode of transportation.
Codified Ordinances of the County of Orange (2024)	
The following titles of the Codified Ordinances of the County of Orange contain articles relevant to socioeconomics and communities: Title 2, Public Facilities; Title 6, Highways, Bridges, Rights-of-Way, Vehicles; and Title 7, Land Use and Building Regulations.	**Consistent.** The Shared Passenger Track Alternatives would not conflict with any of the articles contained within the corresponding titles. The project will incorporate TR-IAMF#1 through TR-IAMF#12, PUE-IAMF#3, PUE-IAMF#4, AVQ-IAMF#1, and AVQ-IAMF#2, which include coordination with local jurisdictions to develop contextually appropriate project design related to public facilities, highways, bridges, rights-of-way. vehicles, and land use and building regulations.

Policy	Consistency
City of Buena Park	
Buena Park 2035 General Plan (2022)	
Land Use Element (2010)	
• **Policy LU-3.1:** Ensure that development activities acknowledge the protection and enhancement of quality of life in the City's neighborhoods.	**Consistent.** To the maximum extent practicable, the Shared Passenger Track Alternatives would protect the quality of life in the city's neighborhoods. The project would do this by minimizing noise and dust emissions and acquisitions and by coordinating closely with local agencies.
Mobility Element (2010)	
• **Goal M-1:** A comprehensive circulation system that supports the policies of the General Plan and facilitates the efficient movement of people and goods through the City.	**Consistent.** The Shared Passenger Track Alternatives would improve the local and regional transportation network by providing a faster, more efficient mode of transportation for people.
• **Policy M-3.4:** Discourage the creation of new roadway connections which would adversely impact the residential character of existing residential neighborhoods.	**Consistent.** The Shared Passenger Track Alternatives would not result in changes to land use that are inconsistent with the neighborhood character. The communities within the project corridor are adjacent to an existing rail right-of-way, which would lessen the project's impact on community character. To the maximum extent practicable, the Shared Passenger Track Alternatives would minimize the adverse impacts on the environment and communities.
• **Goal M-7:** Reduced traffic congestion within the City and surrounding area.	**Consistent.** The Shared Passenger Track Alternatives would help reduce traffic congestion within the city and surrounding area by providing a non-vehicular, transportation alternative that would serve the region.
• **Policy M-9.3:** New development projects and public infrastructure projects shall ensure direct pedestrian connections to existing and foreseeable future transit stops.	**Consistent.** The Shared Passenger Track Alternatives would support this goal by completing planned transportation improvements, including pedestrian walkways and transportation facilities where existing roadways cross the Shared Passenger Track Alternatives. Construction and operation of the Shared Passenger Track Alternatives would not interfere with plans to develop and maintain pedestrian routes within the plan's jurisdiction. Therefore, the Shared Passenger Track Alternatives would be compatible with this policy.
Open Space and Recreation Element (2010)	
• **Goal OSR-1:** Availability of and access to open space resources.	**Consistent.** To the maximum extent practicable, the Shared Passenger Track Alternatives would minimize impacts on recreational facilities by maintaining access to facilities during construction, maintaining sufficient separation between the HSR guideway system and facilities when possible.

Policy	Consistency
Environmental Justice Element (2022)	
• **Goal EJ-1:** Reduce pollution exposure and improve air quality.	**Consistent.** The Shared Passenger Track Alternatives would reduce air pollutant and GHG emissions in the region. With AQ-IAMF#1 through AQ-IAMF#5, emissions of harmful pollutants would be minimized, which would minimize the health risks to populations near the project. AQ-IAMF#1 through AQ-IAMF#5 will also minimize emissions from construction, grading, excavation, and demolition. In addition, the Shared Passenger Track Alternatives would not preclude the city's work with SCAQMD to publicize air quality warnings, promoting reductions in air pollutant and GHG emissions, and would allow for coordination with other agencies regarding land use, transportation, and air quality and climate change planning.
– **Policy EJ-1.3:** Mitigate the impacts of pollution on existing sensitive land uses and prevent the development of new pollution generating sources by requiring adequate mitigation of air contaminant exposure in any new sensitive land-use developments that are close to mobile or stationary sources of pollution.	**Consistent.** The Shared Passenger Track Alternatives would reduce air pollutant and GHG emissions in the region. With AQ-IAMF#1 through AQ-IAMF#5, emissions of harmful pollutants would be minimized, which would minimize the health risks to populations near the project. AQ-IAMF#1 through AQ-IAMF#5 will also minimize emissions from construction, grading, excavation, and demolition. In addition, the Shared Passenger Track Alternatives would not preclude the city's work with SCAQMD to publicize air quality warnings, promoting reductions in air pollutant and GHG emissions, and would allow for coordination with other agencies regarding land use, transportation, and air quality and climate change planning.
– **Policy EJ-1.4:** Minimize potential impacts from air pollution among sensitive land use through feasible and effective measures, such as setbacks, vegetative barriers, ventilation systems, and/or air filters.	**Consistent.** The Shared Passenger Track Alternatives would reduce air pollutant and GHG emissions in the region. With AQ-IAMF#1 through AQ-IAMF#5 emissions of harmful pollutants will be minimized, which will minimize the health risks to populations near the project. AQ-IAMF#1 through AQ-IAMF#5 will also minimize emissions from construction, grading, excavation, and demolition. In addition, the Shared Passenger Track Alternatives would not preclude the City's work with SCAQMD to publicize air quality warnings, promoting reductions in air pollutant and GHG emissions, and would allow for coordination with other agencies regarding land use, transportation, and air quality and climate change planning.
• **Policy EJ-3.1:** Prioritize and allocate city resources to provide public facilities and services to communities in need.	**Consistent.** The Shared Passenger Track Alternatives would support this policy by providing a high-quality regional transit system that would serve all economic, age, and ethnic segments of the community.
• **Policy EJ-3.2:** Support public and private investments in vulnerable communities that increase economic opportunity and environmental quality.	**Consistent.** The Shared Passenger Track Alternatives would increase the productivity and accessibility of the regional transportation system by providing a more efficient method for people to travel within the region.

Policy	Consistency
• **Policy EJ-3.4:** Support projects, programs and policies which support equal access to public facilities and infrastructure for all community residents.	**Consistent.** The Shared Passenger Track Alternatives would increase the productivity and accessibility of the regional transportation system by providing a more efficient method for people to travel within the region.
• **Policy EJ-3.5:** Plan and design projects, including City Capital Improvement Program (CIP) projects, to consider current and planned adjacent land uses, local transportation needs, and climate change vulnerabilities, while incorporating the latest and best practice design guidance.	**Consistent.** The Shared Passenger Track Alternatives would increase the productivity and accessibility of the regional transportation system by providing a more efficient method for people to travel within the region.
• **Policy EJ-3.6:** Coordinate with regional planning and transportation agencies to provide high quality public transit services.	**Consistent.** The Shared Passenger Track Alternatives would support this policy by providing a high-quality regional transit system that would serve all economic, age, and ethnic segments of the community.
• **Policy EJ-4.3:** Support policies, projects and programs which encourage transit-oriented development that provides access to local and regional opportunities and strengthens community development.	**Consistent.** The Shared Passenger Track Alternatives would provide a new method of transit and encourage community development by providing regional and statewide access.
• **Policy EJ-6.1:** Proactively and meaningfully engage community residents in the planning and development process by using culturally appropriate and accessible channels, including: providing appropriate language services; providing child care; holding meetings, focus groups, or listening sessions at a variety of venues throughout the community; and using participatory facilitation techniques.	**Consistent.** The project's Inclusive Public Engagement Plan guides the Authority in engaging minority and low-income populations. Outreach efforts are ongoing and have included numerous community open houses, stakeholder meetings, and coordination with affected jurisdictions concerning the development of the project.
• **Policy EJ-6.2:** Consult with California Native American tribes to provide them with an opportunity to participate in local land use decisions at an early planning stage, for the purpose of protecting, or mitigating impacts to cultural places.	**Consistent.** Outreach efforts are ongoing and have included consultation with tribes, numerous community open houses, stakeholder meetings, and coordination with affected jurisdictions concerning the development of the project. The public and City of Buena Park have the opportunity to consult the Draft EIR/EIS and provide feedback for any improvements to align better with community goals and priorities.
• **Policy EJ-6.3:** Facilitate the meaningful participation of community residents, businesses, and organizations in the development, adoption, and implementation of planning, public facilities and built environment initiatives, and consider their input throughout the decision-making process.	**Consistent.** Outreach efforts are ongoing and have included numerous community open houses, stakeholder meetings, and coordination with affected jurisdictions concerning the development of the project. The public and City of Buena Park have the opportunity to consult the Draft EIR/EIS and provide feedback for any improvements to align better with community goals and priorities.

Policy	Consistency
• **Policy EJ-6.4:** Foster collaborative partnerships, including with public health professionals and other public and private sector stakeholders, to develop and implement Environmental Justice-related initiatives.	**Consistent.** Outreach efforts are ongoing and have included numerous community open houses, stakeholder meetings, and coordination with affected jurisdictions concerning the development of the project. The City of Buena Park has the opportunity to consult the Draft EIR/EIS and provide feedback for any improvements to align better with community goals and priorities.
• **Implementation Strategy EJ-3:** Ensure that development projects are reviewed for conformance with environmental policies as a part of the discretionary review process.	**Consistent.** Outreach efforts are ongoing and have included numerous community open houses, stakeholder meetings, and coordination with affected jurisdictions concerning the development of the project. The City of Buena Park has the opportunity to consult the Draft EIR/EIS and provide feedback for any improvements to align better with community goals and priorities.
• **Implementation Strategy EJ-5:** At public meetings and outreach events provide appropriate language services, childcare, and options for live or delayed online participation.	**Consistent.** The project's Inclusive Public Engagement Plan guides the Authority in engaging minority and low-income populations. Outreach efforts are ongoing and have included numerous community open houses, stakeholder meetings, and coordination with affected jurisdictions concerning the development of the project.
• **Implementation Strategy EJ-8:** Include the results of public outreach with decision-makers to help inform their decision making process.	**Consistent.** Outreach efforts are ongoing and have included numerous community open houses, stakeholder meetings, and coordination with affected jurisdictions concerning the development of the project. The City of Buena Park has the opportunity to consult the Draft EIR/EIS and provide feedback for any improvements to align better with community goals and priorities.
Buena Park Municipal Code (2025)	
The following titles of the Buena Park Municipal Code contain articles relevant to socioeconomics and communities: Title 10, Vehicles and Traffic; Title 12, Streets, Sidewalks, and Public Property; Title 13, Utilities; Title 15, Buildings and Construction Safety; and Title 19, Zoning.	**Consistent.** The Shared Passenger Track Alternatives would not conflict with any of the relevant chapters of the code. The project will incorporate TR-IAMF#1 through TR-IAMF#12, PUE-IAMF#3, PUE-IAMF#4, AVQ-IAMF#1, and AVQ-IAMF#2, which include coordination with local jurisdictions to develop contextually appropriate project design related to vehicles and traffic, street, sidewalks, and public property, utilities, buildings and construction safety, and zoning.
City of Fullerton	
The Fullerton Plan (2025)	
Built Environment Element (2020)	
• **Policy 1.7:** Development that Supports Mobility. Support projects programs, policies and regulations to promote a development pattern that encourages a network of multi-modal transportation options.	**Consistent.** The Shared Passenger Track Alternatives would constitute an additional transportation option that would provide fast transportation within the region and state.

Policy	Consistency
• **Policy 1.11:** Compatibility of Design and Uses. Support programs, policies and regulations to consider the immediate and surrounding contexts of projects to promote positive design relationships and use compatibility with adjacent built environments and land uses, including the public realm.	**Consistent.** Because the Shared Passenger Track Alternatives would be built within an existing railway corridor, the project would be compatible with its surrounding contexts and built environments.
• **Goal 5.0:** A balanced system promoting transportation alternatives that enable mobility and an enhanced quality of life.	**Consistent.** The project would improve mobility and quality of by offering a faster, improved method of traveling through the region and state.
– **Policy 5.1:** Compatibility of Design and Uses. Support regional and subregional efforts to implement programs that coordinate the multimodal transportation needs and requirements across jurisdictions, including but not limited to the Master Plan of Arterial Highways, the Commuter Bikeways Strategic Plan, the Signal Synchronization Master Plan, the Orange County Congestion Management Plan, and the Growth Management Plan.	**Consistent.** The Shared Passenger Track Alternatives would improve connectivity of transit service within the region by offering a faster, improved method of traveling through the region and state.
– **Policy 5.2:** Reduction of Single Occupant Vehicle Trips. Support regional and subregional efforts to increase alternatives to and infrastructure supporting reduction of single occupant vehicle trips.	**Consistent.** The Shared Passenger Track Alternatives would provide efficient movement of people, which would reduce total vehicle miles traveled, vehicle emissions, and energy use.
– **Policy 5.5:** Fullerton Transportation Center. Support projects, programs, policies and regulations to advance the Fullerton Transportation Center as an important economic asset that provides efficient regional travel and mode choice options for business, commerce and the general public.	**Consistent.** The Shared Passenger Track Alternatives would advance the Fullerton Transportation Center as an important economic asset that provides efficient regional travel because the Fullerton Transportation Center would be one of the stations of the HSR, which would result in an increase in visitors and possibly business and commerce.
– **Policy 5.8:** Maximization of Person-Trips. Support programs, policies and regulations to plan for and implement an efficient transportation network that maximizes capacity for person-trips, not just vehicle-trips.	**Consistent.** The Shared Passenger Track Alternatives would provide efficient movement of people, which would reduce total vehicle miles traveled, vehicle emissions, and energy use.
• **Goal 8:** Protection from the adverse effect of noise.	**Consistent.** Just like the construction of freeways and other infrastructure projects, some noise impacts would likely be unavoidable. To the maximum extent practicable, the contractor would mitigate noise impacts where feasible by using noise barriers, routing traffic away from residential streets, and combining noise operations so that they occur in the same period.

Policy	Consistency
Economy Element (2012)	
• **Policy 9.1:** Support projects, programs and policies with regional organizations involved in economic development to strengthen strategic alliances, ensure the efficient use of City resources and to encourage mutually supportive efforts.	**Consistent.** The Shared Passenger Track Alternatives would help incite economic development within the region by offering improved access to employees, residents, and visitors within the region.
Fullerton Transportation Center Specific Plan (2015)	
• **Goal 2:** Create a mixed-use neighborhood that contributes toward a sustainable Downtown economy.	**Consistent.** The Shared Passenger Track Alternatives would help incite economic development within downtown by offering improved access to employees, residents, and visitors within the region.
• **Goal 3:** Create a mixed-use and transit-oriented neighborhood that contributes to a sustainable natural environment.	**Consistent.** The Shared Passenger Track Alternatives would help accomplish this goal by providing a new, nonvehicular transportation method within the neighborhood.
Fullerton Transit Village Specific Plan (2004)	
• **Goal 2:** To reclaim the currently blighted site and transform it into an aesthetic living environment, integral with downtown Fullerton.	**Consistent.** The Shared Passenger Track Alternatives could help revitalize the area by providing improved access to employees and visitors to the area, which would increase the area's attractiveness to new businesses.
• **Goal 5:** To provide a desirable community where people want to live.	**Consistent.** The Shared Passenger Track Alternatives would make the community more desirable to live in by providing a nearby transportation alternative that would provide fast and efficient regional transportation.
Fullerton Municipal Code (2025)	
The following titles of the Fullerton Municipal Code contain articles relevant to socioeconomics and communities: Title 9, Parks; Title 12, Water and Sewers; and Title 15, Zoning.	**Consistent.** The Shared Passenger Track Alternatives would not conflict with any of the articles contained within the corresponding title. The project will incorporate PK-IAMF#1, PUE-IAMF#3, PUE-IAMF#4, AVQ-IAMF#1, and AVQ-IAMF#2 which include coordination with local jurisdictions to develop contextually appropriate project design related to Parks, Water and Sewers, and Zoning.
City of Anaheim	
City of Anaheim General Plan (2025)	
Land Use Element (2025)[1]	
• **Goal 3.1:** Pursue land uses along major corridors that enhance the city's image and stimulate appropriate development at strategic locations.	**Consistent.** The Shared Passenger Track Alternatives would be built within an existing railway corridor and would result in a negligible change to the visual quality of the affected area. The Shared Passenger Track Alternatives would result in economic growth and further development by providing access to regional and statewide transit systems.

Policy	Consistency
Economic Development Element (2017)	
• **Goal 6.3:** Create a major, mixed-use regional center in The Platinum Triangle providing employment, shopping, entertainment, and housing for residents, employees and visitors.	**Consistent.** The Shared Passenger Track Alternatives would provide improve access to the Platinum Triangle, which in turn would increase the attractiveness of the Platinum Triangle for residents, employees, and visitors.
• **Goal 15.1:** Establish The Platinum Triangle as a thriving economic center that provides residents, visitors and employees with a variety of housing, employment, shopping and entertainment opportunities that are accessed by arterial highway, transit systems and pedestrian promenades.	**Consistent.** The Shared Passenger Track Alternatives would provide improved access for residents, visitors, and employees to the Platinum Triangle. Increased access to the Platinum Triangle would attract businesses and customers to it and help establish it as a thriving economic center.
Circulation Element (2025)	
• **Goal 1.1:** Provide a comprehensive multimodal transportation system that facilitates current and long-term circulation of people and goods in and through the City.	**Consistent.** The Shared Passenger Track Alternatives would improve the existing transportation system within Anaheim, the region, and the state, which would further facilitate the circulation of people and goods in and through the city.
• **Goal 2.3:** Improve regional access for City residents and workers.	**Consistent.** The Shared Passenger Track Alternatives would improve regional transportation access by providing a faster, more efficient mode of transportation that would connect Anaheim to other regions within the state.
• **Goal 6.1:** Support the development of mass transit to enhance modal choice.	**Consistent.** This policy demonstrates the City of Anaheim's support for the Shared Passenger Track Alternatives because the project is a mass transit project that would enhance modal choice.
Growth Management Element (2006)	
• **Goal 1.4:** Develop land use strategies and incentives to reduce the amount of vehicle miles traveled within the City	**Consistent.** The Shared Passenger Track Alternatives would provide efficient movement of people, which would reduce total vehicle miles traveled, vehicle emissions, and energy use.
• **Goal 2.1:** Reduce traffic congestion on the City's arterial highway system.	**Consistent.** Implementation of the Shared Passenger Track Alternatives would provide opportunities for non-vehicular transit within Anaheim and, therefore, would provide an alternative to driving within the city and help reduce traffic congestion on the city's arterial highway system.

Policy	Consistency
Platinum Triangle Master Land Use Plan (2017)	
• **Principle 2.1.2:** Stimulate Market-Driven Development. The Master Land Use Plan is intended to encourage and facilitate and encourage new development within the Platinum Triangle. The PTMU Overlay Zone is designed to guide, not inhibit, current market forces. Development that will lead to strong economic return is encouraged. The growth of housing in the Platinum Triangle will also stimulate high quality office development since few locations within the region allow for office development adjacent to housing and local services.	**Consistent.** The Shared Passenger Track Alternatives would provide improved access for residents, visitors, and employees to the Platinum Triangle. Increased access to the Platinum Triangle would attract businesses and customers to it and help establish it as a thriving economic center.
• **Principle 2.1.5** Reinforce Transit Oriented Development Opportunities. The Master Land Use Plan and PTMU Overlay Zone provide opportunities for Transit Oriented Development in close proximity to existing and future rail and bus transportation facilities.	**Consistent.** The Shared Passenger Track Alternatives support this principle and will promote transit-oriented development opportunities around ARTIC.
• **Principle 2.1.6:** Maintain and Enhance Connectivity. The linkage between The Anaheim Resort and the Platinum Triangle will be enhanced, connecting key activity centers including Angel Stadium of Anaheim, The Grove of Anaheim, the Honda Center, the Anaheim Convention Center and The Disneyland Resort. On a more local level, emerging neighborhoods will be connected by a newly expanded functional and convenient street network and pedestrian walkways. The system will allow high capacity event-based networks to work in conjunction with an everyday, pedestrian-friendly local circulation system	**Consistent.** The Shared Passenger Track Alternatives would provide improved access and connectivity for residents, visitors, and employees of activity centers including Angel Stadium of Anaheim, The Grove of Anaheim, the Honda Center, the Anaheim Convention Center, and The Disneyland Resort.
Anaheim Municipal Code (2025)	
The following titles of the Anaheim Municipal Code contain articles relevant to socioeconomics and communities: Title 6, Public Health and Safety; Title 10, Public Service and Utilities; Title 12, Streets and Sidewalks; Title 13, Parks and Boulevards; Title 14, Traffic; Title 15, Buildings and Housing; and Title 18, Zoning.	**Consistent.** The Shared Passenger Track Alternatives would not conflict with any of the articles contained within the corresponding title. The project will incorporate TR-IAMF#1 through TR-IAMF#12, PUE-IAMF#3, PUE-IAMF#4, PK-IAMF#1, AVQ-IAMF#1, and AVQ-IAMF#2, which include coordination with local jurisdictions to develop contextually appropriate project design related to public health and safety, public service and utilities, streets and sidewalks, parks and boulevards, traffic, buildings and housing, and zoning.

Policy	Consistency
City of Orange	
Orange General Plan (2025)	
Land Use Element (2015)	
• **Policy 2.6:** Encourage linkage in and around mixed-use areas using a multi-modal circulation network, particularly transit, pedestrian sidewalks, paths and paseos, and bicycle and trail systems.	**Consistent.** The Shared Passenger Track Alternatives would support this goal by completing all planned transportation improvements, including bike lanes and transportation facilities, where existing roadways cross the proposed alignment.
• **Goal 7.0:** Promote coordinated planning among City departments and agencies, property owners, residents, special districts, and other jurisdictions in the region.	**Consistent.** The Shared Passenger Track Alternatives would not prevent the City of Orange from promoting coordinated planning among City of Orange departments and agencies, property owners, residents, special districts, and other jurisdictions in the region.
– **Policy 7.4:** Ensure positive benefits for Orange from regional transportation, land use, air quality, waste management and disposal, and habitat conservation plans.	**Consistent.** The Shared Passenger Track Alternatives would result in economic growth and further development by providing access to regional and statewide transit systems.
– **Policy 7.5:** Work with and encourage other agencies and service providers to minimize potential visual and environmental impacts of their facilities on Orange.	**Consistent.** The Shared Passenger Track Alternatives would be built within an existing railway corridor and would result in a negligible change to the visual quality of the affected area.
Circulation Element (2015)	
• **Goal 2.0:** Provide an effective regional transportation network.	**Consistent.** The Shared Passenger Track Alternatives would improve the regional transportation network by improving regional and statewide transit systems.
– **Policy 2.3:** Cooperate with and support local and regional agencies' efforts to improve regional arterials and transit in order to address increasing traffic congestion.	**Consistent.** The Shared Passenger Track Alternatives would not prevent the City of Orange from cooperating with and supporting local and regional agencies' efforts to improve regional arterials and transit in order to address increasing traffic congestion.
– **Policy 2.4:** Coordinate land use planning with anticipated future development of roadways and other transportation facility improvements as well as the expansion of commuter rail and bus service.	**Consistent.** The Shared Passenger Track Alternatives would not prevent the City of Orange from coordinating land use planning with anticipated future development of roadways and other transportation facility improvements as well as the expansion of commuter rail and bus service.
– **Policy 2.6:** Encourage the use of regional rail, transit, bicycling, carpools, and vanpools for work trips to relieve congestion.	**Consistent.** The Shared Passenger Track Alternatives would support this policy because it would provide a regional rail transportation alternative, which would help relieve automobile congestion.

Policy	Consistency
Growth Management Element (2010)	
• **Policy 1.7:** Promote the expansion and development of alternative methods of transportation.	**Consistent.** The Shared Passenger Track Alternatives would support this policy by providing a regional rail transportation alternative, which would offer an alternative method of transportation.
• **Goal 2.0:** Provide for adequate regional and local transportation facilities.	**Consistent.** The Shared Passenger Track Alternatives would support this policy because it would provide a new regional transportation alternative.
– **Policy 2.1:** Cooperate with other agencies to address regional issues and opportunities related to growth, transportation, infrastructure, and other planning issues.	**Consistent.** The Shared Passenger Track Alternatives would not prevent the City of Orange from cooperating with other agencies to address regional issues and opportunities related to growth, transportation, infrastructure, and other planning issues.
Economic Development Element (2015)	
• **Goal 6.0:** Provide sufficient infrastructure to support anticipated economic development and growth.	**Consistent.** The Shared Passenger Track Alternatives would support this goal by providing new transportation infrastructure, which would help support anticipated economic development and growth.
Orange Municipal Code (2024)	
The following titles of the Orange Municipal Code contains articles relevant to socioeconomics and communities: Title 3, Revenue and Finance; Title 7, Environment; Title 10, Vehicles and Traffic; and Title 17, Zoning.	**Consistent.** The Shared Passenger Track Alternatives would not conflict with any of the articles contained within the corresponding title. The project will incorporate AVQ-IAMF#1, AVQ-IAMF#2, and SOCIO-IAMF#1 through SOCIO-IAMF#3, which include coordination with local jurisdictions to develop contextually appropriate project design related to revenue and finance, environment, vehicles and traffic, and zoning.

[1] This plan is currently undergoing an update as of April 2025.
AB = Assembly Bill; ADA = Americans with Disabilities Act; ARTIC = Anaheim Regional Transportation Intermodal Center; Authority = California High-Speed Rail Authority; Caltrans = California Department of Transportation; CEQA = California Environmental Quality Act; CPA = Community Plan Area; EIR = environmental impact report; EIS = environmental impact statement; FRA = Federal Railroad Administration; GHG = greenhouse gas; HSR = high-speed rail; IAMF = impact avoidance and minimization feature; LAUSD = Los Angeles Unified School District; Link US = Link Union Station; LOS = level of service; MP = Mobility Plan; MTA = Metropolitan Transportation Authority; project section = Los Angeles to Anaheim Project Section; PTMU = Platinum Triangle Mixed Use; RTP = Regional Transportation Plan; SB = Senate Bill; SCAG = Southern California Association of Governments; SCAQMD = South Coast Air Quality Management District; SCS = Sustainable Communities Strategy; SOV = single-occupancy vehicle; VOC = volatile organic compound

Station Planning, Land Use, and Development

Policy	Consistency
3.13 STATION PLANNING, LAND USE, AND DEVELOPMENT	
Southern California	
SCAG 2024–2050 Connect SoCal RTP/SCS (2024)	
The SCAG RTP/SCS is a long-range metropolitan transportation plan that is developed and updated by SCAG every 4 years. The SCAG 2024 RTP/SCS, also known as Connect SoCal, outlines a comprehensive vision for transportation and land use planning in Southern California. Policies related to station planning, land use, and development include:	--
• **Policy 3:** Pursue the development of Complete Streets that comprise a safe, multimodal network with flexible use of public rights-of-way for people of all ages and abilities using a variety of modes (e.g., people walking, biking, rolling, driving, taking transit)	**Consistent.** The Shared Passenger Track Alternatives would provide a reliable travel option and would comply with safety standards and regulations in order to ensure the safe travel of passengers.
• **Policy 12:** Pursue efficient use of the transportation system using a set of operational improvement strategies that maintain the performance of the existing transportation system instead of adding roadway capacity, where possible	**Consistent.** The Shared Passenger Track Alternatives would improve the regional transportation system and comply with safety standards and regulations in order to ensure the safe travel of passengers.
• **Policy 48:** Promote sustainable development and best practices that enhance resource conservation, reduce resource consumption and promote resilience • **Policy 55:** Promote equitable use of and access to clean transportation technologies so that all may benefit from them • **Policy 60:** Support regional conservation planning and collaboration across the region • **Policy 61:** Encourage the protection and restoration of natural habitat and wildlife corridors	**Consistent.** The Shared Passenger Track Alternatives would promote conservation of natural and agricultural lands by reducing greenhouse gas emissions and improving air quality, resulting in the long-term conservation of natural lands and habitats.

Policy	Consistency
Los Angeles County	
Los Angeles County 2035 General Plan (2025)	
Land Use Element (2025)	
• **Policy LU 2.5:** Support and actively participate in inter-jurisdictional and regional planning efforts to help inform community-based planning efforts.	**Consistent.** The Shared Passenger Track Alternatives have been planned and designed in coordination with local governments. Moreover, incorporation of LU-IAMF#2 requires local agency coordination for HSR station area planning. The Authority is required to prepare a memorandum for each station describing the local agency coordination and station area planning conducted to prepare the station area for HSR operations.
• **Policy LU 3.3:** Discourage development in undeveloped areas where infrastructure and public services do not exist, or where no major infrastructure projects are planned, such as state and/or federal highways.	**Consistent.** The Shared Passenger Track Alternatives would be built within an existing railroad corridor where infrastructure and public services current exist. Moreover, the Shared Passenger Track Alternatives have been planned and designed in coordination with local governments.
• **Policy LU 4.3:** Encourage transit-oriented development in urban and suburban areas with the appropriate residential density along transit corridors and within station areas.	**Consistent.** Implementation of the Shared Passenger Track Alternatives would promote transit-oriented development near HSR station locations. To reinforce this direction, the Authority and FRA have developed guidelines for station area development (*HST Station Area Development: General Principles and Guidelines*), as identified in the final and revised final *Bay Area to Central Valley High-Speed Train Program EIR/EIS* documents (Authority and FRA 2008, 2010). Moreover, incorporation of LU-IAMF#2 requires local agency coordination for HSR station area planning. The Authority is required to prepare a memorandum for each station describing the local agency coordination and station area planning conducted to prepare the station area for HSR operations.
• **Policy LU 7.1:** Reduce and mitigate the impacts of incompatible land uses, where feasible, using buffers and other design techniques.	**Consistent.** To the maximum extent practicable, the Shared Passenger Track Alternatives would minimize impacts on the community. Because the Shared Passenger Track Alternatives would be built within an existing rail right-of-way, impacts on adjacent lands would be lessened.
• **Policy LU 10.10:** Promote architecturally distinctive buildings and focal points at prominent locations, such as major commercial intersections and near transit stations or open spaces.	**Consistent.** The Shared Passenger Track Alternatives have been planned and designed in coordination with local governments. Moreover, incorporation of LU-IAMF#2 requires local agency coordination for HSR station area planning. The Authority is required to prepare a memorandum for each station describing the local agency coordination and station area planning conducted to prepare the station area for HSR operations.

Policy	Consistency
Mobility Element (2024)	
• **Goal M 4:** An efficient multimodal transportation system that serves the needs of all residents.	**Consistent.** The Shared Passenger Track Alternatives would improve the transportation of residents throughout the county by offering a faster, improved method of traveling through the county.
– **Policy M 4.1:** Expand transportation options that reduce automobile dependence.	**Consistent.** By providing a rail alternative, the Shared Passenger Track Alternatives constitute a project that expands transportation options and helps reduce automobile dependence.
• **Policy M 5.1:** Facilitate transit-oriented land uses and pedestrian-oriented design, particularly in the first-last mile connections to transit, to encourage transit ridership.	**Consistent.** The Shared Passenger Track Alternatives would improve regional transportation. No component of the Shared Passenger Track Alternatives would prevent accomplishment of the First-Last Mile Strategic Plan's goals of expanding the reach of transit, maximizing multi-modal benefits and efficiencies, and building upon the RTP/SCS and Countywide Sustainable Planning Policy.
• **Policy M 5.3:** Maintain transportation right-of-way corridors for future transportation uses, including bikeways, or new passenger rail or bus services.	**Consistent.** The Shared Passenger Track Alternatives would be built within an existing railroad corridor and would provide connections to other existing and planned transit options at HSR stations and including the provision of bicycle facilities at these stations.
• **Goal M 7:** Transportation networks that minimize negative impacts to the environment and communities.	**Consistent.** To the maximum extent practicable, the Shared Passenger Track Alternatives would minimize the adverse impacts on the environment and communities. Because the Shared Passenger Track Alternatives would be built primarily within an existing rail right-of-way, project impacts would be lessened. In addition, the Shared Passenger Track Alternatives would result in an efficient method of traveling to certain areas within the county, which constitutes a beneficial impact on communities.
Economic Development Element (2024)	
• **Goal ED 3:** An expanded and improved infrastructure system to support economic growth and development.	**Consistent.** The Shared Passenger Track Alternatives would expand and improve existing infrastructure within the county by providing a new, efficient method of travel to certain areas within the region.

Policy	Consistency
Los Angeles County Municipal Code (2025)	
Title 22 of the Los Angeles County Municipal Code pertains to zoning issues; its purposes are to implement the goals, objectives, and policies of the county general plan; assure compatibility between land uses; and encourage development that protects and promotes the public health, safety, and general welfare of the unincorporated areas of the county.	**Consistent.** The Shared Passenger Track Alternatives would not conflict with Title 22 of the code.
LA River Master Plan (2022)	
The *LA River Master Plan* seeks to build on prior and current planning efforts to reimagine the Los Angeles River from a single-use corridor to a tangible, multi-benefit resource that connects people, culture, water, open space, and wildlife. Research and analysis for the plan is based on a data-driven watershed and community approach. Relevant goals are: • Reduce flood risk and improve resiliency. • Provide equitable, inclusive, and safe parks, open space, and trails. • Support healthy connected ecosystems. • Enhance opportunities for equitable access to the river corridor.	**Consistent.** Implementation of the Shared Passenger Track Alternatives would not prevent the city from completing its vision of buildout for the *LA River Master Plan*. The Shared Passenger Track Alternatives have been planned and designed in coordination with local governments. Moreover, incorporation of LU-IAMF#2 requires local agency coordination for HSR station area planning. The Authority is required to prepare a memorandum for each station describing the local agency coordination and station area planning conducted to prepare the station area for HSR operations.
City of Los Angeles	
City of Los Angeles General Plan (2024)	
Framework Element (2023)	
• **Objective 3.3:** Accommodate projected population and employment growth within the City and each community plan area and plan for the provision of adequate supporting transportation and utility infrastructure and public services.	**Consistent.** The Shared Passenger Track Alternatives would help accommodate projected population and employment growth within the city by providing an improved method for residents and employees to travel throughout the region, which would improve existing infrastructure.
– **Policy 3.3.1:** Accommodate projected population and employment growth in accordance with the Long-Range Land Use Diagram and forecasts in Table 2-2 [of the *City of Los Angeles General Plan* Land Use Element], using these in the formulation of the community plans and as the basis for the planning for and implementation of infrastructure improvements and public services.	**Consistent.** The Shared Passenger Track Alternatives would provide efficient movement of people to accommodate projected growth in the region and statewide, and would account for the adjustment of infrastructure and public services during the planning process.

Policy	Consistency
• **Policy 3.10.2:** Accommodate and encourage the development of multi-modal transportation centers, where appropriate.	**Consistent.** The Shared Passenger Track Alternatives would incorporate linkages to a variety of modes of transportation including bus, train, automobile, bicycle, and pedestrian. When designing station sites the needs of each mode would be considered to create a safe and diverse transportation network.
• **Objective 3.15:** Focus mixed commercial/residential uses, neighborhood-oriented retail, employment opportunities, and civic and quasi-public uses around urban transit stations, while protecting and preserving surrounding low-density neighborhoods from the encroachment of incompatible land uses.	**Consistent.** Implementation of the Shared Passenger Track Alternatives would promote transit-oriented development near HSR station locations. To reinforce this direction, the Authority and FRA have developed guidelines for station area development (*HST Station Area Development: General Principles and Guidelines*), as identified in the final and revised final *Bay Area to Central Valley High-Speed Train Program EIR/EIS* documents (Authority and FRA 2008, 2010). Moreover, incorporation of LU-IAMF#2 requires local agency coordination for HSR station area planning. The Authority is required to prepare a memorandum for each station describing the local agency coordination and station area planning conducted to prepare the station area for HSR operations. Additionally, to the maximum extent practicable, the Shared Passenger Track Alternatives would minimize land use conflicts and incompatibility. Because the Shared Passenger Track Alternatives would be built within an existing rail right-of-way, impacts on adjacent lands would be lessened.
– **Policy 3.15.3:** Increase the density generally within one quarter mile of transit stations, determining appropriate locations based on consideration of the surrounding land use characteristics to improve their viability as new transit routes and stations are funded in accordance with Policy 3.1.6.	**Consistent.** The Shared Passenger Track Alternatives would not prevent the city from increasing the density within one quarter mile of transit stations.
Mobility Element (2016)	
• **Policy 3.3: Land Use Access and Mix:** Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.	**Consistent.** The Shared Passenger Track Alternatives would support this objective by providing efficient movement of people and access to regional and statewide transit systems, which would also reduce total vehicle miles traveled.
Downtown Community Plan (2024)	
• **MC Goal 5:** A comprehensive transit system that connects downtown's districts and downtown to communities throughout the region.	**Consistent.** The Shared Passenger Track Alternatives would support this objective by providing an efficient transportation system that connects the communities throughout the Los Angeles region.

Policy	Consistency
Alameda District Specific Plan (1996)	
Covers approximately 70 acres, including 52-acre Los Angeles Union Station property. Envisions Union Station and its surrounding areas as transportation hub of Southern California. Project out consists of 10.8+ million square feet of commercial office, government office, hotel and conference center, entertainment, residential, retail, and museum development. Anticipates project build-out occurring in two phases over 20 years.	**Consistent.** Implementation of the Shared Passenger Track Alternatives would not prevent the city from completing its vision of buildout for the Alameda District Specific Plan. The Shared Passenger Track Alternatives have been planned and designed in coordination with local governments. Moreover, incorporation of LU-IAMF#2 requires local agency coordination for HSR station area planning. The Authority is required to prepare a memorandum for each station describing the local agency coordination and station area planning conducted to prepare the station area for HSR operations.
Boyle Heights Community Plan(2024)[1]	
Circulation Element (2024)	
Boyle Heights has high levels of transit ridership, making transit options a high priority to create better connectivity throughout the community, as well as to neighboring communities. The plan supports transportation improvements identified through Mobility Plan 2035.	**Consistent.** The Shared Passenger Track Alternatives would support this objective by providing efficient movement of people and access to regional and statewide transit systems, which would also reduce total vehicle miles traveled.
Public Transportation Element (2024)[1]	
The proposed plan seeks to enhance access to all modes in the local circulation system, improving access on transit, roadways, bicycle, and pedestrian facilities. This is accomplished through applying new land use and zoning regulations to encourage mixing and scales of use as well as site design supportive of all modes. The proposed plan also implements MP 2035 with a refined lens on the Boyle Heights CPA and is consistent with the objectives of the SCAG 2016–2040 RTP/SCS and SCAG 2020–2045 RTP/SCS.	**Consistent.** This objective indicates the City of Los Angeles's support of alternative transportation modes, which would include HSR. The Shared Passenger Track Alternatives would support this goal by providing efficient movement of people and access to regional and statewide transit systems. Furthermore, the project would complete all planned transportation improvements, including bike lanes and transportation facilities, where existing roadways cross the proposed alignment.

Policy	Consistency
Los Angeles Municipal Code (2025)	
The purpose of Chapter 1, Article 2 is to: • Designate, regulate and restrict the location and use of buildings, structures and land, for agriculture, residence, commerce, trade, industry or other purposes; • To regulate and limit the height, number of stories, and size of buildings and other structures hereafter erected or altered to regulate and determine the size of yards and other open spaces and to regulate and limit the density of population; and • For said purposes to divide the City into zones of such number, shape and area as may be deemed best suited to carry out these regulations and provide for their enforcement. • Further, such regulations are deemed necessary in order to encourage the most appropriate use of land; to conserve and stabilize the value of property; to provide adequate open spaces for light and air, and to prevent and fight fires; to prevent undue concentration of population; to lessen congestion on streets; to facilitate adequate provisions for community utilities and facilities such as transportation, water, sewerage, schools, parks and other public requirements; and to promote health, safety, and the general welfare.	**Consistent.** The Shared Passenger Track Alternatives would not conflict with any of the articles contained within the corresponding chapter.
City of Vernon	
City of Vernon General Plan, Land Use Element (2023)	
• **Goal LU-3:** Maintain Vernon as a highly desirable location for industry, and continue to attract the types of industry the City is well positioned to serve.	**Consistent.** The Shared Passenger Track Alternatives would improve transportation infrastructure and services within the community by providing a fast alternative method of traveling within the region and state. These improvements would also support community's economic growth and competitiveness as the community would become more accessible to visitors and employees.
The Code of the City of Vernon (2024)	
Chapter 26 Zoning Ordinance: to designate, regulate, and restrict the use, location, and size of buildings, ancillary structures, and land for industrial uses and other permitted purposes and establish performance and development standards in order to protect the public health, safety, and welfare.	**Consistent.** The Shared Passenger Track Alternatives would not conflict with any of the articles contained within the corresponding chapter.

Policy	Consistency
City of Bell	
City of Bell 2030 General Plan, Land Use and Sustainability Element (2022)	
The City of Bell approved the *City of Bell 2030 General Plan* in 2018. The general plan includes the following goal and policy relevant to station planning, land use, and development: • Land Use and Sustainability Element Policy 3: Prevent incompatibility among land uses for the health and safety of occupants and the protection of property values.	**Consistent.** To the maximum extent practicable, the Shared Passenger Track Alternatives would minimize impact on recreational facilities by maintaining access to facilities during construction, maintaining sufficient separation between the HSR guideway system and facilities when possible.
City of Bell Municipal Code (2024)	
Title 17 Zoning: the purpose of these regulations is to classify, designate, regulate and restrict the use of buildings, land and structures, in order to permit the highest and best use of land within the city to serve the needs of residential, commercial and industrial developments within the city, to regulate and limit the height, number of stories, size and location of buildings and other structures, hereafter designed, erected or altered; to regulate the size of yards and open spaces; to regulate and limit the density of population; to facilitate adequate provisions for community utilities, such as transportation, water, sewerage, schools, parks and other public requirements; to lessen congestion on streets; to promote the public health, safety, welfare and general prosperity with the aim of preserving a wholesome, serviceable and attractive community.	**Consistent.** The Shared Passenger Track Alternatives would not conflict with Title 17 of the code.
City of Commerce	
City of Commerce 2020 General Plan (2008)	
Community Development Element (2008)[1]	
• **Policy 1.1:** The city of Commerce will continue to promote land use compatibility.	**Consistent.** To the maximum extent practicable, the Shared Passenger Track Alternatives would minimize impacts on the community. Because the Shared Passenger Track Alternatives would be built within an existing rail right-of-way, it is unlikely that the Shared Passenger Track Alternatives would result in land use incompatibility adjacent to industrial land uses in the city.
• **Policy 7.1:** The City of Commerce will ensure that all future public facilities and improvements do not have a significant adverse impact on the community and that any such impacts must be mitigated to the fullest extent possible.	**Consistent.** To the maximum extent practicable, the Shared Passenger Track Alternatives would minimize impacts on the community. Because the Shared Passenger Track Alternatives would be built within an existing rail right-of-way, impacts on the city would be lessened.

Policy	Consistency
• **Policy 7.2:** The City of Commerce will oppose the over-concentration of public facilities and improvements that provide benefits to the region at large while adversely impacting the local community. The region at large must share both the benefits and the disadvantages of such uses and facilities.	**Consistent.** To the maximum extent practicable, the Shared Passenger Track Alternatives would minimize impacts on the community. Because the Shared Passenger Track Alternatives would be built within an existing rail right-of-way, it is unlikely that the Shared Passenger Track Alternatives would result in an over-concentration of public facilities within the city.
Transportation Element (2008)[1]	
• **Policy 1.6:** The City of Commerce will continue to support the operation of, and further the enhancement of, a safe and efficient regional and inter-city transit system.	**Consistent.** This Shared Passenger Track Alternatives complies with this policy by creating an efficient regional and inter-city transit system.
• **Policy 6.1:** The City of Commerce will ensure that all future transportation facilities that will provide a regional benefit do not have a significant adverse impact on the community and that any such impacts must be mitigated to the fullest extent possible	**Consistent.** To the maximum extent practicable, the Shared Passenger Track Alternatives would minimize impacts on the community. Because the Shared Passenger Track Alternatives would be built within an existing rail right-of-way, impacts on the city would be lessened.
City of Commerce Municipal Code (2024)	
Title 19 of the City of Commerce Municipal Code pertains to zoning, for the purpose of protecting public health, safety, comfort, and welfare and to ensure that the growth and development of the city is orderly and provides maximum benefit to its residents by establishing land use districts and regulations which prevent the misuse or abuse of the land. Title 19 is further intended to protect individuals from the adverse impacts of neighboring incompatible land uses. Title 19 specifies the areas where specific land uses may be located and sets standards for their development to ensure the safe and efficient functioning of all uses.	**Consistent.** The Shared Passenger Track Alternatives would not conflict with Title 19 of the code.
City of Montebello	
City of Montebello General Plan (2024)	
Chapter 3 Our Well Planned Community (2024)	
• **Policy A3.3b:** Protect adjoining properties from the potential adverse impacts associated with non-residential uses on corridors adjacent to residential areas with proper mitigation measures that address scale, massing, traffic, noise, appearance, lighting, and drainage.	**Consistent.** Within Montebello, the Shared Passenger Track Alternatives would be built within an existing rail right-of-way and would not prevent residential neighborhoods from being quiet, safe, and pleasant areas in which to live.

Policy	Consistency
Chapter 4 Our Accessible Community (2024)	
• **P4.1:** Support and promote walking, biking, and other nonvehicular modes as an alternative to driving within Montebello.	**Consistent.** The Shared Passenger Track Alternatives would facilitate traffic movement and alleviate congestion in and around the city because it would provide a transportation alternative that would provide access regionally and statewide.
Montebello Municipal Code (2024)	
Title 17 of the City of Montebello Municipal Code pertains to zoning. The purpose of the regulations contained in this title that classify, designate, regulate and restrict the use of buildings, land and structures, is to permit the most compatible use of land within the city, consistent with the needs of residential, commercial and industrial developments, and the promotion of the public health, safety, welfare and general prosperity of the city and its residents.	**Consistent.** The Shared Passenger Track Alternatives would not conflict with Title 17 of the code.
City of Pico Rivera	
City of Pico Rivera General Plan (2014)	
Land Use Element (2014)	
• **Policy 3.13-2:** Regional Planning. Participate in regional planning efforts with the Gateway Cities Council of Governments, Southern California Association of Governments (SCAG), Los Angeles County Metropolitan Transportation Authority (Metro), Watershed Conservation Authority and other appropriate organizations to ensure that City issues and interests are represented.	**Consistent.** The Shared Passenger Track Alternatives have been planned and designed in coordination with local governments. Moreover, incorporation of LU-IAMF#2 requires local agency coordination for HSR station area planning. The Authority is required to prepare a memorandum for each station describing the local agency coordination and station area planning conducted to prepare the station area for HSR operations.
• **Policy 3.13-3:** Project Review. Review, comment and coordinate on plans and projects of overlapping or neighboring agencies to ensure compatibility with the City's General Plan and to make certain that impacts on the city are mitigated.	**Consistent.** The Shared Passenger Track Alternatives have been planned and designed in coordination with local governments. Moreover, incorporation of LU-IAMF#2 requires local agency coordination for HSR station area planning. The Authority is required to prepare a memorandum for each station describing the local agency coordination and station area planning conducted to prepare the station area for HSR operations.

Policy	Consistency
Circulation Element (2014)	
• **Policy 5.1-4:** Smart Growth Development. Integrate transportation and land use decisions to enhance opportunities for development that is compact, walkable, and transit oriented.	**Consistent.** The Shared Passenger Track Alternatives have been planned and designed in coordination with local governments. Moreover, incorporation of LU-IAMF#2 requires local agency coordination for HSR station area planning. The project section would advance tenets of smart growth through pedestrian improvements, provision of transportation choices, and direction of development in existing communities.
• **Policy 5.2-12:** Regional Coordination. Continue to coordinate transportation and land use plans and policies with local and regional planning agencies, and incorporate the Regional Transportation Plan, where feasible.	**Consistent.** The Shared Passenger Track Alternatives have been planned and designed in coordination with local governments. The HSR system would provide access to local and regional destinations within Los Angeles County and outside the county and improve regional transportation.
Environmental Resource Element (2014)	
• **Goal 8.1:** A sustainable community where land use and transportation improvements are consistent with regional planning efforts and adopted plans to reduce dependence on the use of fossil fuels and decrease greenhouse gas emissions.	**Consistent.** The project would provide efficient movement of people, which would reduce total vehicle miles traveled, vehicle emissions, and energy use.
– **Policy 8.6.1:** Conserve areas that serve as interim and permanent open space in the City, including the Rio Hondo and San Gabriel river corridors and their spreading grounds, other publicly maintained open space, and utility corridors.	**Consistent.** During construction, the Shared Passenger Track Alternatives would require the temporary closure of a small the portion of the Rio Hondo Bike Trail. Operation of the Shared Passenger Track Alternatives would require a wider permanent aerial easement (additional width ranging from approximately 21 to 24 feet) over the bicycle paths. Access to the bike path would be provided via a temporary detour of the path using existing roadways or other public rights-of-way. The increased easement would not affect the operation of the bike path.

Policy	Consistency
Pico Rivera Municipal Code (2025)	
Title 18: • By regulating the use of land, buildings and other structures, and other facilities for commerce, trade, industry and other functions and uses, as may be necessary and required by the community; • By dividing and segregating the city into various land use zone classifications of such size, shape, number and variety best suited to carry out the goals, provisions and objectives of the comprehensive general plan and this division, and providing for the administration and enforcement thereof; • By influencing, encouraging, promoting, protecting, maintaining, and perpetuating the best interests of the city's environmental quality and the public health, peace, safety, order and general welfare; and • By recognizing the need to constantly consider and effectively deal with the physical appearance, image, identity, character, atmosphere, environment and ecology of the city, which can be attributed as a valuable resource contributing to the overall growth, economic welfare and urban development of the community.	**Consistent.** The Shared Passenger Track Alternatives would not conflict with Title 18 of the code.
City of Santa Fe Springs	
Re-Imagine Santa Fe Springs 2040 General Plan (2022)	
Land Use Element (2022)	
• **Goal LU-1:** A balanced community of thriving businesses, healthy neighborhoods, excellent community facilities, and interesting places. – **Policy LU-1.1:** Small Community Character. Retain the City's small-town character by maintaining the scale of established residential neighborhoods and integrating new residential development into the community fabric. – **Policy LU-1.2:** Economic Diversity. Support a diversified economy with a balance of small and large businesses across a broad range of industries that provide employment, commercial, and experiential opportunities. – **Policy LU-1.3:** Downtown. Create a thriving Downtown District that supports a complementary mix of residential and nonresidential uses and provides community gathering spaces.	**Consistent.** The Shared Passenger Track Alternatives would improve regional transportation and expand the reach of transit, maximizing multi-modal benefits and efficiencies. The Shared Passenger Track Alternatives would improve transportation infrastructure and services within the community by providing a fast alternative method of traveling within the region and state. These improvements would also support community's economic growth and competitiveness as the community would become more accessible to visitors and employees. Moreover, incorporation of LU-IAMF#2 requires local agency coordination for HSR station area planning. The Authority is required to prepare a memorandum for each station describing the local agency coordination and station area planning conducted to prepare the station area for HSR operations.

Policy	Consistency
– **Policy LU-1.4:** Transit-Oriented Development. Develop transit-oriented districts around commuter rail stations to maximize access to transit and create vibrant new neighborhoods.	**Consistent.** Implementation of the Shared Passenger Track Alternatives would promote transit-oriented development near HSR station locations. To reinforce this direction, the Authority and FRA have developed guidelines for station area development (*HST Station Area Development: General Principles and Guidelines*), as identified in the final and revised final *Bay Area to Central Valley High-Speed Train Program EIR/EIS* documents (Authority and FRA 2008, 2010). Moreover, incorporation of LU-IAMF#2 requires local agency coordination for HSR station area planning. The Authority is required to prepare a memorandum for each station describing the local agency coordination and station area planning conducted to prepare the station area for HSR operations. Additionally, to the maximum extent practicable, the Shared Passenger Track Alternatives would minimize land use conflicts and incompatibility. Because the Shared Passenger Track Alternatives would be built within an existing rail right-of-way, impacts on adjacent lands would be lessened.
– **Policy LU-1.5:** Land Use Transitions. Apply appropriate screening, buffers, transitional uses, and other controls to transition from industrial and commercial uses to any adjacent residential uses and thus reduce potential noise and air pollution impacts.	**Consistent.** To the maximum extent practicable, the Shared Passenger Track Alternatives would minimize land use conflicts and incompatibility. Because the Shared Passenger Track Alternatives would be built within an existing rail right-of-way, impacts on adjacent lands would be lessened.
– **Policy LU-1.6:** Community Benefits. Ensure that new development(s) provide a net community benefit and pays their fair share of fiscal impacts on infrastructure and services.	**Consistent.** The Shared Passenger Track Alternatives would improve accessibility to Santa Fe Springs. Improved accessibility would help make the city more attractive to industrial-related businesses.
• **Goal LU-2:** Industrial businesses that stimulate economic development and job growth.	**Consistent.** The Shared Passenger Track Alternatives would improve accessibility to the city of Santa Fe Springs. Improved accessibility could make the city more attractive to private investment in commercial areas of the city.
– **Policy LU-3.2:** Appropriate Siting. Site heavy industrial, large warehouses, and trucking and logistics in areas where the location and roadway pattern will provide minimal impacts on residential and commercial uses.	**Consistent.** To the maximum extent practicable, the Shared Passenger Track Alternatives would minimize land use conflicts and incompatibility. Because the Shared Passenger Track Alternatives would be built within an existing rail right-of-way, impacts on adjacent lands would be lessened.

Policy	Consistency
• **Goal LU-8:** Vibrant mixed-use, pedestrian-friendly districts around transit stations – **Policy LU-8.1:** Promote development of high-density residential uses, mixed use, and commercial services within walking distance of commuter rail transit stations. • **Goal LU-8.4:** Improve street infrastructure around transit stations to accommodate pedestrians and bicyclists.	**Consistent.** Implementation of the Shared Passenger Track Alternatives would promote transit-oriented development near HSR station locations. To reinforce this direction, the Authority and FRA have developed guidelines for station area development (*HST Station Area Development: General Principles and Guidelines*), as identified in the final and revised final *Bay Area to Central Valley High-Speed Train Program EIR/EIS* documents (Authority and FRA 2008, 2010). Moreover, incorporation of LU-IAMF#2 requires local agency coordination for HSR station area planning. The Authority is required to prepare a memorandum for each station describing the local agency coordination and station area planning conducted to prepare the station area for HSR operations. Additionally, to the maximum extent practicable, the Shared Passenger Track Alternatives would minimize land use conflicts and incompatibility. Because the Shared Passenger Track Alternatives would be built within an existing rail right-of-way, impacts on adjacent lands would be lessened.
• **Goal 10.4:** Protect those lands needed for public and quasi-public services which benefit the City as a whole.	**Consistent.** To the maximum extent practicable, the Shared Passenger Track Alternatives would minimize land use conflicts and incompatibility. Because the Shared Passenger Track Alternatives would be built within an existing rail right-of-way, impacts on adjacent lands would be lessened.
Circulation Element (2022)	
• **Goal C-1:** A multimodal mobility network that efficiently moves and connects people, destinations, vehicles, and goods. – **Policy C-1.1:** Multi-Modal. Use a multimodal approach when pursuing street and other transportation network improvements, including accommodating pedestrians, cyclists, transit riders, and motor vehicles, and that accounts for land use and urban form factors that affect accessibility.	**Consistent.** To the maximum extent practicable, the Shared Passenger Track Alternatives would minimize land use conflicts and incompatibility. Because the Shared Passenger Track Alternatives would be built within an existing rail right-of-way, impacts on adjacent lands would be lessened.
• **Goal C-4:** A comprehensive transit system that provides convenient and reliable transit access to residential neighborhoods and activity destinations • **Goal C-5:** A multi-modal freight transportation system that facilitates the effective transport of goods while minimizing negative impacts on the community.	**Consistent.** The Shared Passenger Track Alternatives would improve regional transportation facilities that would safely and efficiently transport people and goods within and outside of the city.

Policy	Consistency
Code of Santa Fe Springs (2025)	
Title XV, Chapter 155 of the City of Santa Fe Springs Municipal Code pertains to zoning. The purpose of this chapter is to serve the public health, safety, comfort, convenience and general welfare by establishing land use districts designed to obtain the economic and social advantages resulting from planned use of land, and by establishing those regulations of the use of land and improvements within the various districts which are necessary to insure that the growth and development of the city shall be orderly and proper for the maximum benefit of its citizens.	**Consistent.** The Shared Passenger Track Alternatives would not conflict with any of the articles contained within the corresponding title.
City of Norwalk	
Vision Norwalk – The City of Norwalk General Plan (2023)	
Housing Element (2023)	
• **Policy:** Encourage complementary and appropriate land uses adjacent to public transportation stations and routes.	**Consistent.** To the maximum extent practicable, the Shared Passenger Track Alternatives would minimize land use conflicts and incompatibility. Because the Shared Passenger Track Alternatives would be built within an existing rail right-of-way, impacts on adjacent lands would be lessened.
Circulation Element (1996)[1]	
• **Policy:** Ensure City Center's continued and improved status as a major transportation hub.	**Consistent.** Implementation of the Shared Passenger Track Alternatives would continue to promote the Norwalk/Santa Fe Springs station as a major transportation hub.
• **Policy:** Encourage and/or require dedication and/or construction of appropriate facilities in support of the public transportation system.	**Consistent.** Implementation of the Shared Passenger Track Alternatives would build facilities in support of the public transportation system.
• **Policy:** Require projects to include adequate on-site parking and encourage joint use of existing private parking facilities for public use during off-hours together with joint development of public/private parking facilities.	**Consistent.** The Shared Passenger Track Alternatives would provide efficient movement of people via public transportation, which would reduce total vehicle emissions, and would provide adequate parking at the proposed Norwalk/Santa Fe Springs HSR platform and station facilities.
Land Use Element (1996)	
• **Objective:** To develop an integrated transportation system, utilizing existing and future public and private transportation modes to meet the City's and regional transportation needs in a more efficient manner.	**Consistent.** The Shared Passenger Track Alternatives would improve transportation infrastructure and services within Norwalk by providing a fast alternative method of traveling within the region and state.

Policy	Consistency
• **Policy:** Encourage developments to be well located and functionally integrated with adjacent transit facilities.	**Consistent.** Implementation of the Shared Passenger Track Alternatives would continue and promote the Norwalk/Santa Fe Springs station as a major transportation hub. Additionally, the Shared Passenger Track Alternatives would be built within an existing railroad corridor where infrastructure and public services currently exist. Moreover, the Shared Passenger Track Alternatives have been planned and designed in coordination with local governments. Incorporation of LU-IAMF#2 requires local agency coordination for HSR station area planning. The Authority is required to prepare a memorandum for each station describing the local agency coordination and station area planning conducted to prepare the station area for HSR operations.
Circulation Element (1996)[1]	
• **Goal 2:** A network of regional transportation facilities which ensures the safe and efficient movement of people and goods from within the City to areas outside its boundaries and which accommodates the regional travel demands of developing areas outside the city.	**Consistent.** The Shared Passenger Track Alternatives would improve the transportation of residents throughout the county by offering a faster, improved method of traveling through the region.
• **Goal 3:** A circulation system that maximizes efficiency through the use of transportation system management and demand management strategies.	**Consistent.** The Shared Passenger Track Alternatives would improve the existing circulation system by providing a fast, alternative method of traveling within the region and state.
– **Policy 3.1:** Encourage new development which facilitates transit services, provides for non-automotive circulation and minimizes vehicle miles traveled.	**Consistent.** The Shared Passenger Track Alternatives would support this objective by providing efficient movement of people and access to regional and statewide transit systems, which would also reduce total vehicle miles traveled.
– **Policy 3.5:** Support the development of additional regional public transportation facilities and services.	**Consistent.** The Shared Passenger Track Alternatives would support this objective through the delivery of HSR service as well as connections to other transit options at HSR stations and provision of bicycle facilities at these stations.
• **Goal 4:** An efficient public transportation system that provides mobility to all City residents, employees and visitors.	**Consistent.** The Shared Passenger Track Alternatives would improve the public transportation system by providing a fast, alternative method of traveling within the region and state.
• **Goal 7:** Well-designed and convenient parking facilities.	**Consistent.** The Shared Passenger Track Alternatives would provide efficient movement of people via public transportation, which would reduce total vehicle emissions, and would provide adequate parking at the proposed Norwalk/Santa Fe Springs HSR platform and station facilities.

Policy	Consistency
• **Goal 9:** Support the commuter rail system that meets the needs of current and future residents.	**Consistent.** The Shared Passenger Track Alternatives would improve the public transportation system by providing a fast, alternative method of traveling within the region and state.
Norwalk Municipal Code (2024)	
Title 17 of the City of Norwalk Municipal Code pertains to zoning. This code consists of all the regulatory and penal ordinances and certain of the administrative ordinances of the City.	**Consistent.** The Shared Passenger Track Alternatives would not conflict with any of the articles contained within the corresponding titles.
City of La Mirada	
City of La Mirada General Plan (2003)	
Land Use Element (2003)	
• **Goal 1.0:** Maintain a compatible mix, distribution, and intensity of complementary land uses.	**Consistent.** To the maximum extent practicable, the Shared Passenger Track Alternatives would minimize land use conflicts and incompatibility. Because the Shared Passenger Track Alternatives would be built within an existing rail right-of-way, impacts on adjacent lands would be lessened.
• **Goal 5.0:** Stimulate the revitalization of deteriorating land uses and properties.	**Consistent.** Implementation of the Shared Passenger Track Alternatives would promote transit-oriented development near HSR station locations. To reinforce this direction, the Authority and FRA have developed guidelines for station area development (*HST Station Area Development: General Principles and Guidelines*), as identified in the final and revised final *Bay Area to Central Valley High-Speed Train Program EIR/EIS* documents (Authority and FRA 2008, 2010). Moreover, incorporation of LU-IAMF#2 requires local agency coordination for HSR station area planning. The Authority is required to prepare a memorandum for each station describing the local agency coordination and station area planning conducted to prepare the station area for HSR operations.
Circulation Element (2003)	
• **Policy 3.2:** Work with regional and local transit service providers to improve the connectivity of transit service to other regional transportation service.	**Consistent.** The Shared Passenger Track Alternatives would improve connectivity of transit service within the region by offering a faster, improved method of traveling through the region and state.

Policy	Consistency
Open Space and Conservation Element (2003)	
• **Goal 3.0, Policy 3.2:** Support local and regional projects that improve mobility, reduce congestion on freeways, and improve air quality.	**Consistent.** The Shared Passenger Track Alternatives would improve mobility, help reduce congestion on freeways, and improve air quality by offering a transportation method that is not dependent on vehicles.
La Mirada Code of Ordinances (2024)	
Title 21: • To guide, control, and regulate the future growth of the city by encouraging orderly and beneficial new development and protecting the character and economic stability of existing development; • To assure the provision of adequate light, air, privacy and convenience of access to property, and to secure the safety of persons and property against fire, flood, erosion and other dangers; • To regulate the location of buildings, and the uses of buildings and land, so as to prevent undue interference with existing or prospective traffic movements on public thoroughfares.	**Consistent.** The Shared Passenger Track Alternatives would not conflict with Title 21 of the code.
Orange County	
County of Orange General Plan (2025)	
Land Use Element (2024)	
• **Policy 3:** To encourage infill and transit-oriented development through incentives, concentrating development close to transit stops and ensuring access by all travel modes.	**Consistent.** Implementation of the Shared Passenger Track Alternatives would promote transit-oriented development near HSR station locations. To reinforce this direction, the Authority and FRA have developed guidelines for station area development (*HST Station Area Development: General Principles and Guidelines*), as identified in the final and revised final *Bay Area to Central Valley High-Speed Train Program EIR/EIS* documents (Authority and FRA 2008, 2010). Moreover, incorporation of LU-IAMF#2 requires local agency coordination for HSR station area planning. The Authority is required to prepare a memorandum for each station describing the local agency coordination and station area planning conducted to prepare the station area for HSR operations.
• **Policy 5:** To plan an integrated land use and transportation system that accommodates travel demand for all modes of transit.	**Consistent.** The Shared Passenger Track Alternatives would improve the existing transportation system within Orange County and help it accommodate travel demand for all modes of transit.

Policy	Consistency
• **Policy 7:** To require new development to be compatible with adjacent areas.	**Consistent.** The Shared Passenger Track Alternatives would introduce a railway within an existing railway corridor. Therefore, the Shared Passenger Track Alternatives would be largely compatible with adjacent areas.
• **Policy 9:** To guide development so that the quality of the physical environment is enhanced.	**Consistent.** The Shared Passenger Track Alternatives would offer an alternative mode of transportation that would have a smaller impact on air quality and noise than traditional vehicular transportation. In addition, the Shared Passenger Track Alternatives would be built within an existing railway corridor. Therefore, the Shared Passenger Track Alternatives would not significantly change the visual quality along the alignment.
Transportation Element (2025)	
• **Objective 1.1:** Establish a circulation plan that accommodates the General Plan Land Use Element of the County.	**Consistent.** To the maximum extent practicable, the Shared Passenger Track Alternatives would minimize land use conflicts and incompatibility. Because the Shared Passenger Track Alternatives would be built within an existing rail right-of-way, impacts on adjacent lands would be lessened.
Growth Management Element (2020)	
• **Goal 1:** Reduce traffic congestion.	**Consistent.** The Shared Passenger Track Alternatives would provide efficient movement of people, which would reduce total vehicle miles traveled, vehicle emissions, and energy use.
• **Goal 2:** Ensure that adequate transportation facilities, public facilities, equipment, and services are provided for existing and future residents.	**Consistent.** The Shared Passenger Track Alternatives would improve the local and regional transportation network by providing a faster, more efficient mode of transportation.
Codified Ordinances of the County of Orange (2024)	
Title 7, Division 9, Article 2, Subarticle 1, Sec. 7-9-19.2 • A) To enhance and implement the General Plan and Local Coastal Program. • E) To establish conditions which shall allow all of these land uses to exist in harmony within the community. • G) To lessen congestion on streets and to promote a safe, efficient traffic circulation system. • K) To promote the stability of existing land uses and to protect them from incompatible and harmful intrusion.	**Consistent.** The Shared Passenger Track Alternatives would not conflict with any articles of the code.

Policy	Consistency
City of Buena Park	
City of Buena Park 2035 General Plan (2022)	
Land Use Element (2010)	
• **Policy LU-1.4:** Provide for the development of complementary land uses, such as open space, recreation, and civic/service uses for all future residential and non-residential development.	**Consistent.** To the maximum extent practicable, the Shared Passenger Track Alternatives would minimize land use conflicts and incompatibility. Because the Shared Passenger Track Alternatives would be built within an existing rail right-of-way, impacts on adjacent lands would be lessened.
• **Policy LU-3.1:** Ensure that development activities acknowledge the protection and enhancement of quality of life in the City's neighborhoods.	**Consistent.** To the maximum extent practicable, the Shared Passenger Track Alternatives would protect the quality of life in the city's neighborhoods. The Shared Passenger Track Alternatives would do this by minimizing noise and dust emissions and acquisitions and by coordinating closely with local agencies.
• **Policy LU-4.3:** Promote the clustering of development adjacent to transportation facilities including amenities to encourage transportation and service nodes.	**Consistent.** To the maximum extent practicable, the Shared Passenger Track Alternatives would minimize land use conflicts and incompatibility. Because the Shared Passenger Track Alternatives would be built within an existing rail right-of-way, impacts on adjacent lands would be lessened.
• **Policy LU-14.2:** Establish a strong role in the implementation of Proposition 1A with the CHSRA.	**Consistent.** The Shared Passenger Track Alternatives have been planned and designed in coordination with local governments.
• **Policy LU-15.3:** Coordinate siting of future transportation facilities to maximize the development of transit-supportive land uses.	**Consistent.** The Shared Passenger Track Alternatives have been planned and designed in coordination with local governments regarding design of transportation facilities along the rail alignment.
• **Policy LU-15.4:** Encourage development of land uses that provide for multimodal transportation options to reduce the demand for automobile use.	**Consistent.** The Shared Passenger Track Alternatives would support this objective by providing efficient movement of people and access to regional and statewide transit systems, which would also reduce total vehicle miles traveled.
• **Policy LU-16.3:** Utilize land use change to encourage livability, access to services, efficient use of infrastructure, and access to transportation options.	**Consistent.** The Shared Passenger Track Alternatives would be built within an existing railroad corridor where infrastructure and public services currently exist. In addition, the Shared Passenger Track Alternatives would expand and improve existing infrastructure within the county by providing a new, efficient method of travel to certain areas within the region.

Policy	Consistency
Mobility Element (2010)	
• **Policy M-3.2:** Ensure the timely provision of adequate transportation infrastructure and standards consistent with the location, intensity and timing of new development as defined in the Land Use Element.	**Consistent.** The Shared Passenger Track Alternatives would support this objective by providing efficient movement of people and access to regional and statewide transit systems, which would also reduce total vehicle miles traveled. Additionally, to the maximum extent practicable, the Shared Passenger Track Alternatives would minimize land use conflicts and incompatibility. Because the Shared Passenger Track Alternatives would be built within an existing rail right-of-way, impacts on adjacent lands would be lessened.
• **Goal M-7:** Reduced traffic congestion within the City and surrounding area.	**Consistent.** To the maximum extent practicable, the Shared Passenger Track Alternatives would minimize impacts on recreational facilities by maintaining access to facilities during construction, maintaining sufficient separation between the HSR guideway system and facilities when possible.
Buena Park Municipal Code (2025)	
Title 19 of the City of Buena Park Municipal Code pertains to zoning. The purpose of Title 19 is to implement the General Plan of the City of Buena Park and to ensure that the growth and development of the City is attractive, efficient and humane; and that the health, safety, prosperity, enjoyment, and general welfare of those who reside, work, or visit in the City is served to the optimum degree.	**Consistent.** The Shared Passenger Track Alternatives would not conflict with any articles of the code.

Policy	Consistency
City of Fullerton	
The Fullerton Plan (2025)	
Built Environment Element (2012)	
• **P1.1:** Regional Coordination. Support regional and subregional efforts to create a strong sense of place and support the efficient use of land.	**Consistent.** Implementation of the Shared Passenger Track Alternatives would promote transit-oriented development near HSR station locations. To reinforce this direction, the Authority and FRA have developed guidelines for station area development (*HST Station Area Development: General Principles and Guidelines*), as identified in the final and revised final *Bay Area to Central Valley High-Speed Train Program EIR/EIS* documents (Authority and FRA 2008, 2010). Moreover, incorporation of LU-IAMF#2 requires local agency coordination for HSR station area planning. The Authority is required to prepare a memorandum for each station describing the local agency coordination and station area planning conducted to prepare the station area for HSR operations. Additionally, to the maximum extent practicable, the Shared Passenger Track Alternatives would minimize land use conflicts and incompatibility. Because the Shared Passenger Track Alternatives would be built within an existing rail right-of-way, impacts on adjacent lands would be lessened.
• **P1.7: Development that Supports Mobility:** Support projects, programs, policies and regulations to promote a development pattern that encourages a network of multi-modal transportation options.	**Consistent.** The Shared Passenger Track Alternatives would constitute an additional transportation option that would provide fast transportation within the region and state.
• **P1.11:** Support programs, policies and regulations to consider the immediate and surrounding contexts of projects to promote positive design relationships and use compatibility with adjacent built environments and land uses, including the public realm.	**Consistent.** Because the Shared Passenger Track Alternatives would be built within an existing railway corridor, the Shared Passenger Track Alternatives would be compatible with its surrounding contexts and built environments.
• **P5.1:** Support regional and subregional efforts to implement programs that coordinate the multimodal transportation needs and requirements across jurisdictions, including but not limited to the Master Plan of Arterial Highways, the Commuter Bikeways Strategic Plan, the Signal Synchronization Master Plan, the Orange County Congestion Management Plan, and the Growth Management Plan.	**Consistent.** The Shared Passenger Track Alternatives would improve connectivity of transit service within the region by offering a faster, improved method of traveling through the region and state.
• **P5.2:** Support regional and subregional efforts to increase alternatives to and infrastructure supporting reduction of single occupant vehicle trips.	**Consistent.** The Shared Passenger Track Alternatives would provide efficient movement of people, which would reduce total vehicle miles traveled, vehicle emissions, and energy use.

Policy	Consistency
• **P5.5:** Fullerton Transportation Center: Support projects, programs, policies and regulations to advance the Fullerton Transportation Center as an important economic asset that provides efficient regional travel and mode choice options for business, commerce and the general public.	**Consistent.** The Shared Passenger Track Alternatives would advance the Fullerton Transportation Center as an important economic asset that provides efficient regional travel because the Fullerton Transportation Center would be one of the stations of the HSR, which would result in an increase in visitors and possibly business and commerce.
• **P5.8:** Support programs, policies and regulations to plan for and implement an efficient transportation network that maximizes capacity for person-trips, not just vehicle-trips	**Consistent.** The Shared Passenger Track Alternatives would provide efficient movement of people, which would reduce total vehicle miles traveled, vehicle emissions, and energy use.
• **P5.11:** Integrated Land Use and Transportation: Support projects, programs, policies and regulations to integrate land use and transportation planning and implementation.	**Consistent.** Implementation of the Shared Passenger Track Alternatives would promote transit-oriented development near HSR station locations. To reinforce this direction, the Authority and FRA have developed guidelines for station area development (*HST Station Area Development: General Principles and Guidelines*), as identified in the final and revised final *Bay Area to Central Valley High-Speed Train Program EIR/EIS* documents (Authority and FRA 2008, 2010). Moreover, incorporation of LU-IAMF#2 requires local agency coordination for HSR station area planning. The Authority is required to prepare a memorandum for each station describing the local agency coordination and station area planning conducted to prepare the station area for HSR operations. Additionally, to the maximum extent practicable, the Shared Passenger Track Alternatives would minimize land use conflicts and incompatibility. Because the Shared Passenger Track Alternatives would be built within an existing rail right-of-way, impacts on adjacent lands would be lessened.
• **P5.13:** Development-Oriented Transit: Support projects, programs, policies and regulations to encourage transit improvements that incentivize investment and link neighborhoods, while fitting the scale and traffic patterns of the surrounding area.	**Consistent.** Implementation of the Shared Passenger Track Alternatives would promote transit-oriented development near HSR station locations. To reinforce this direction, the Authority and FRA have developed guidelines for station area development (*HST Station Area Development: General Principles and Guidelines*), as identified in the final and revised final *Bay Area to Central Valley High-Speed Train Program EIR/EIS* documents (Authority and FRA 2008, 2010). Moreover, incorporation of LU-IAMF#2 requires local agency coordination for HSR station area planning. The Authority is required to prepare a memorandum for each station describing the local agency coordination and station area planning conducted to prepare the station area for HSR operations. Additionally, the Shared Passenger Track Alternatives would provide efficient movement of people via public transportation, which would reduce total vehicle emissions, and would provide adequate parking at the proposed Fullerton HSR platform and station facilities.

Policy	Consistency
Economy Element (2012)	
• **P9.1:** Support projects, programs and policies with regional organizations involved in economic development to strengthen strategic alliances, ensure the efficient use of City resources and to encourage mutually supportive efforts.	**Consistent.** The Shared Passenger Track Alternatives would help incite economic development within the region by offering improved access to employees, residents, and visitors within the region.
Fullerton Transportation Center Specific Plan (2015)	
• **Goal 2:** Create a mixed-used neighborhood that contributes towards a sustainable Downtown economy.	**Consistent.** The Shared Passenger Track Alternatives would help incite economic development within downtown by offering improved access to employees, residents, and visitors within the region.
• **Goal 3:** Create a mixed-use and transit oriented neighborhood that contributes to a sustainable natural environment.	**Consistent.** The Shared Passenger Track Alternatives would help accomplish this goal by providing a new, non-vehicular transportation method within the neighborhood.
Fullerton Transit Village Specific Plan (2004)	
• **Goal 2:** To reclaim the currently blighted site and transform it into an aesthetic living environment, integral with downtown Fullerton.	**Consistent.** The Shared Passenger Track Alternatives could help revitalize the area by providing improved access to employees and visitors to the area, which would increase the area's attractiveness to new businesses.
• **Goal 5:** To provide a desirable community where people want to live.	**Consistent.** The Shared Passenger Track Alternatives would make the community more desirable to live in by providing a nearby transportation alternative that would provide fast and efficient regional transportation.
Harbor Walk Specific Plan (2014)	
The *Harbor Walk Specific Plan* is intended to encourage new mixed-use developments in a key corridor of Harbor Boulevard. It contains both residential and small business uses and allows for higher density residential and ancillary uses. • **Project Goal 1**: Build a neighborhood that helps implement the City's vision as expressed in the goals of the Harbor Gateway Focus Area of The Fullerton Plan, which is the City's General Plan.	**Consistent.** The Shared Passenger Track Alternatives would provide access and connect pedestrians to residential and businesses in the key corridor of Harbor Boulevard.
• **Project Goal 6**: Develop housing within walking distance of the Fullerton Transit Center and Downtown to create the opportunity for alternate means of mobility.	**Consistent.** The Shared Passenger Track Alternatives would provide a car-alternative mode of transportation to connect pedestrians from transit stations to downtown.

Policy	Consistency
600 W. Commonwealth Specific Plan (2016)	
The *600 West Commonwealth Specific Plan* is for redevelopment of an existing site with multifamily housing, locally serving retail, commercial, and recreational amenities. It aims to build a neighborhood that helps implement the City's vision as expressed in the goals of the Commonwealth Corridor Focus Area of *The Fullerton Plan*. Relative to the railroad right-of-way, it requires a rear setback of at least 5 feet.	**Consistent.** The Shared Passenger Track Alternatives would promote transit-oriented development near HSR station locations and would comply with setback requirements.
Valencia & Woods Specific Plan (2013)	
The *Valencia & Woods Specific Plan* aims to implement *The Fullerton Plan* vision to increase the choice of affordable and desirable housing options for families with children, workforce families, and young professionals in Fullerton. Policy 8.6 notes that the rail use to the north will likely require a sound wall of increased height to mitigate noise, as well as some mechanical and building material upgrades to reduce interior noise if required.	**Consistent.** The Shared Passenger Track Alternatives promote transit-oriented development near HSR station locations Measures would take place to minimize noise and comply with the policy in this plan.
Fullerton Municipal Code (2025)	
Title 15 of the City of Fullerton Municipal Code pertains to zoning. The purpose is to adopt an official land use plan for the city of Fullerton and to serve the public health, safety and general welfare and to provide the economic and social advantages resulting from any orderly planned use of land resources.	**Consistent.** The Shared Passenger Track Alternatives would not conflict with any of the articles contained within the corresponding title.
City of Anaheim	
City of Anaheim General Plan (2025)	
Land Use Element (2025)	
• **Goal 1.1, Policy 2:** Ensure that new development is designed in a manner that preserves the quality of life in existing neighborhoods.	**Consistent.** To the maximum extent practicable, the Shared Passenger Track Alternatives would minimize land use conflicts and incompatibility. Because the Shared Passenger Track Alternatives would be built within an existing rail right-of-way, impacts on adjacent lands would be lessened

Policy	Consistency
• **Goal 1.1, Policy 3:** Encourage future development to provide functional public spaces that foster social interaction.	**Consistent.** Implementation of the Shared Passenger Track Alternatives would promote transit-oriented development near HSR station locations. To reinforce this direction, the Authority and FRA have developed guidelines for station area development (*HST Station Area Development: General Principles and Guidelines*), as identified in the final and revised final *Bay Area to Central Valley High-Speed Train Program EIR/EIS* documents (Authority and FRA 2008, 2010). Moreover, incorporation of LU-IAMF#2 requires local agency coordination for HSR station area planning. The Authority is required to prepare a memorandum for each station describing the local agency coordination and station area planning conducted to prepare the station area for HSR operations. Additionally, to the maximum extent practicable, the Shared Passenger Track Alternatives would minimize land use conflicts and incompatibility. Because the Shared Passenger Track Alternatives would be built within an existing rail right-of-way, impacts on adjacent lands would be lessened.
• **Goal 3.1:** Pursue land uses along major corridors that enhance the city's image and stimulate appropriate development at strategic locations.	**Consistent.** Implementation of the Shared Passenger Track Alternatives would promote transit-oriented development near HSR station locations. To reinforce this direction, the Authority and FRA have developed guidelines for station area development (*HST Station Area Development: General Principles and Guidelines*), as identified in the final and revised final *Bay Area to Central Valley High-Speed Train Program EIR/EIS* documents (Authority and FRA 2008, 2010). Moreover, incorporation of LU-IAMF#2 requires local agency coordination for HSR station area planning. The Authority is required to prepare a memorandum for each station describing the local agency coordination and station area planning conducted to prepare the station area for HSR operations.
• **Goal 3.2, Policy 1:** Where appropriate, designate land adjacent to freeways, proposed Bus Rapid Transit stops and Metrolink stations for employment intensive land uses.	**Consistent.** Implementation of the Shared Passenger Track Alternatives would promote transit-oriented development near HSR station locations. To reinforce this direction, the Authority and FRA have developed guidelines for station area development (*HST Station Area Development: General Principles and Guidelines*), as identified in the final and revised final *Bay Area to Central Valley High-Speed Train Program EIR/EIS* documents (Authority and FRA 2008, 2010). Moreover, incorporation of LU-IAMF#2 requires local agency coordination for HSR station area planning. The Authority is required to prepare a memorandum for each station describing the local agency coordination and station area planning conducted to prepare the station area for HSR operations.

Policy	Consistency
• **Goal 4.1, Policy 1:** Ensure that land uses develop in accordance with the Plan and Zoning Code in an effort to attain land use compatibility.	**Consistent.** Implementation of the Shared Passenger Track Alternatives would promote transit-oriented development near HSR station locations. To reinforce this direction, the Authority and FRA have developed guidelines for station area development (*HST Station Area Development: General Principles and Guidelines*), as identified in the final and revised final *Bay Area to Central Valley High-Speed Train Program EIR/EIS* documents (Authority and FRA 2008, 2010). Moreover, incorporation of LU-IAMF#2 requires local agency coordination for HSR station area planning. The Authority is required to prepare a memorandum for each station describing the local agency coordination and station area planning conducted to prepare the station area for HSR operations. Additionally, to the maximum extent practicable, the Shared Passenger Track Alternatives would minimize land use conflicts and incompatibility. Because the Shared Passenger Track Alternatives would be built within an existing rail right-of-way, impacts on adjacent lands would be lessened.
• **Goal 4.1, Policy 3:** Ensure that developers consider and address project impacts upon surrounding neighborhoods during the design and development process.	**Consistent.** An analysis of land use impacts on surrounding lands has been included in this EIR/EIS.
• **Goal 5.1, Policy 4:** Promote development that is efficient, pedestrian-friendly, and served by a variety of transportation options.	**Consistent.** The Shared Passenger Track Alternatives would support this objective by providing efficient movement of people and access to regional and statewide transit systems, which would also reduce total vehicle miles traveled.
• **Goal 15.1:** Establish The Platinum Triangle as a thriving economic center that provides residents, visitors and employees with a variety of housing, employment, shopping and entertainment opportunities that are accessed by arterial highway, transit systems and pedestrian promenades.	**Consistent.** The Shared Passenger Track Alternatives would provide improved access for residents, visitors, and employees to the Platinum Triangle. Increased access to the Platinum Triangle would attract businesses and customers to it and help establish it as a thriving economic center.
Economic Development Element (2022)	
• **Goal 6.3:** Create a major, mixed-use regional center in The Platinum Triangle providing employment, shopping, entertainment, and housing for residents, employees and visitors.	**Consistent.** The Shared Passenger Track Alternatives would provide improve access to the Platinum Triangle, which in turn would increase the attractiveness of the Platinum Triangle for residents, employees, and visitors.
Circulation Element (2025)	
• **Goal 1.1:** Provide a comprehensive multimodal transportation system that facilitates current and long-term circulation of people and goods in and through the City.	**Consistent.** The Shared Passenger Track Alternatives would improve the existing transportation system within Anaheim, the region, and the state, which would further facilitate the circulation of people and goods in and through the city.

Policy	Consistency
• **Goal 2.3:** Improve regional access for City residents and workers.	**Consistent.** The Shared Passenger Track Alternatives would improve regional transportation access by providing a faster, more efficient mode of transportation that would connect Anaheim to other regions within the state.
• **Goal 5.1: Policy 3:** Support transit supportive land uses in new development.	**Consistent.** Implementation of the Shared Passenger Track Alternatives would promote transit-oriented development near HSR station locations. To reinforce this direction, the Authority and FRA have developed guidelines for station area development (*HST Station Area Development: General Principles and Guidelines*), as identified in the final and revised final *Bay Area to Central Valley High-Speed Train Program EIR/EIS* documents (Authority and FRA 2008, 2010). Moreover, incorporation of LU-IAMF#2 requires local agency coordination for HSR station area planning. The Authority is required to prepare a memorandum for each station describing the local agency coordination and station area planning conducted to prepare the station area for HSR operations.
• **Goal 6.1:** Support the development of mass transit to enhance modal choice.	**Consistent.** This policy demonstrates the City of Anaheim's support for the Shared Passenger Track Alternatives because the Shared Passenger Track Alternatives are a mass transit project that would enhance modal choice.
Growth Management Element (2022)	
• **Goal 1.4, Policy 1:** Promote the location of housing near and/or within employment centers to enable shorter commutes and encourage transit-oriented, home-to-work mobility.	**Consistent.** Implementation of the Shared Passenger Track Alternatives would promote transit-oriented development near HSR station locations. To reinforce this direction, the Authority and FRA have developed guidelines for station area development (*HST Station Area Development: General Principles and Guidelines*), as identified in the final and revised final *Bay Area to Central Valley High-Speed Train Program EIR/EIS* documents (Authority and FRA 2008, 2010). Moreover, incorporation of LU-IAMF#2 requires local agency coordination for HSR station area planning. The Authority is required to prepare a memorandum for each station describing the local agency coordination and station area planning conducted to prepare the station area for HSR operations.

Policy	Consistency
• **Goal 1.4, Policy 2:** Encourage higher density and/or mixed-use development along major transit corridors and/or at transit stops.	**Consistent.** Implementation of the Shared Passenger Track Alternatives would promote transit-oriented development near HSR station locations. To reinforce this direction, the Authority and FRA have developed guidelines for station area development (*HST Station Area Development: General Principles and Guidelines*), as identified in the final and revised final *Bay Area to Central Valley High-Speed Train Program EIR/EIS* documents (Authority and FRA 2008, 2010). Moreover, incorporation of LU-IAMF#2 requires local agency coordination for HSR station area planning. The Authority is required to prepare a memorandum for each station describing the local agency coordination and station area planning conducted to prepare the station area for HSR operations.
• **Goal 2.1:** Reduce traffic congestion on the City's arterial highway system.	**Consistent.** Implementation of the Shared Passenger Track Alternatives would provide opportunities for non-vehicular transit within Anaheim and, therefore, would provide an alternative to driving within the city and help reduce traffic congestion on the city's arterial highway system.
Platinum Triangle Master Land Use Plan (2017)	
• **Planning Principle 2.1.5:** Reinforce Transit oriented Development Opportunities. The Master Land Use Plan and PTMU Overlay Zone provide opportunities for Transit Oriented Development in close proximity to existing and future rail and bus transportation facilities.	**Consistent.** The Shared Passenger Track Alternatives would not conflict with any of the principles contained within the *Platinum Triangle Master Land Use Plan*.
Anaheim Municipal Code (2025)	
Title 18 of the City of Anaheim Municipal Code pertains to zoning. The purpose of this title is to promote growth of the City in an orderly manner, and to promote and protect the public health, safety, peace, comfort and general welfare in conformance with the General Plan.	**Consistent.** The Shared Passenger Track Alternatives would not conflict with any of the articles contained within the corresponding title.
City of Orange	
Orange General Plan (2025)	
Growth Management Element (2010)	
• **Goal 1.0, Policy 1.7:** Promote the expansion and development of alternative methods of transportation.	**Consistent.** By providing a rail alternative, the Shared Passenger Track Alternatives constitutes a project that expands transportation options and helps reduce automobile dependence. The Shared Passenger Track Alternatives would improve transportation infrastructure within the community by providing a fast alternative method of traveling within the region and state.

Policy	Consistency
• **Goal 2.0, Policy 2.1:** Cooperate with other agencies to address regional issues and opportunities related to growth, transportation, infrastructure, and other planning issues.	**Consistent.** The Shared Passenger Track Alternatives would provide efficient movement of people to accommodate projected growth in the region and statewide, and would account for the adjustment of infrastructure and public services during the planning process.
Circulation and Mobility Element (2015)	
• **Goal 1.0:** Provide a safe, efficient, and comprehensive circulation system that serves local needs, meets forecasted demands, and sustains quality of life in neighborhoods.	**Consistent.** Shared Passenger Track Alternatives would improve regional transportation facilities that would safely and efficiently transport people. In addition, to the maximum extent practicable, the Shared Passenger Track Alternatives would protect the quality of life in the city's neighborhoods. The Shared Passenger Track Alternatives would do this by minimizing noise and dust emissions and acquisitions and by coordinating closely with local agencies.
• **Goal 2.0, Policy 2.2:** Coordinate with adjacent cities to plan and develop major east/west and north/south arterials and rapid transit to connect the City with the cities of Anaheim, Tustin, Santa Ana, Garden Grove, and Villa Park, as well as developing areas within the City's sphere of influence.	**Consistent.** The Shared Passenger Track Alternatives would improve regional transportation access by providing a faster, more efficient mode of transportation that would connect Orange to other cities within the county.
• **Goal 2.0, Policy 2.6:** Encourage the use of regional rail, transit, bicycling, carpools, and vanpools for work trips to relieve traffic congestion.	**Consistent.** The project would incorporate linkages to a variety of modes of transportation including bus, train, automobile, bicycle, and pedestrian. When designing station sites the needs of each mode would be considered to create a safe and diverse transportation network.
Orange Municipal Code (2024)	
Title 17 Zoning: the city of Orange is divided into land use districts, or zones, pursuant to the Planning Act of the State of California. The districts are established to serve the public health, safety, and general welfare; to provide the social and economic advantages that result from an orderly, planned use of land resources; and to guide, control, and regulate the future growth and development of the city.	**Consistent.** The Shared Passenger Track Alternatives would not conflict with any of the articles contained within the corresponding chapter.

[1] This plan is currently undergoing an update as of April 2025.
Authority = California High-Speed Rail Authority; CHSRA = California High-Speed Rail Authority; CPA = Community Plan Area; EIR = environmental impact report; EIS = environmental impact statement; FRA = Federal Railroad Administration; HSR = high-speed rail; HST = high-speed train; LA = Los Angeles; MP = Mobility Plan; project section = Los Angeles to Anaheim Project Section; PTMU = Platinum Triangle Mixed Use; RTP = Regional Transportation Plan; SCAG = Southern California Association of Governments; SCS = Sustainable Communities Strategy

Agricultural Farmland and Forest Land

Policy	Consistency
3.14 AGRICULTURAL FARMLAND AND FOREST LAND	
No applicable policies, goals or objectives. There is no land being used for agriculture within the Los Angeles to Anaheim Project Section.	

Parks, Recreation, and Open Space

Policy	Consistency
3.15 PARKS, RECREATION, AND OPEN SPACE	
Southern California	
SCAG Regional Comprehensive Plan (2008)	
Open Space and Habitat – Natural Lands Goals: Ensure a sustainable ecology by protecting and enhancing the region's open space infrastructure and mitigate growth and transportation related impacts to natural lands by: • Conserving natural lands that are necessary to preserve the ecological function and value of the region's ecosystems; • Conserving wildlife linkages as critical components of the region's open space infrastructure; • Coordinating transportation and open space to reduce transportation impacts to natural lands	**Consistent.** The Shared Passenger Track Alternatives would be built primarily within an existing rail right-of-way and would not result in any impacts on any land designated as open space. The land use surrounding the RSA is highly suburban and urbanized.
Open Space and Habitat – Community Open Space Goals: Enhance the region's parks, trails and community open space infrastructure to support the aesthetic, recreational and quality-of-life needs, providing the highest level of service to our growing region by: • Creating new community open space that is interconnected, accessible, equitably distributed, provides public health benefits, and meets the changing and diverse needs of communities; • Improving existing community open space through urban forestry and other programs that provide environmental benefits.	**Consistent.** The Shared Passenger Track Alternatives would be built primarily within an existing rail right-of-way and would not result in any impacts on any land designated as open space. The land use surrounding the RSA is highly suburban and urbanized. In addition, incorporation of PK-IAMF#1 will minimize impacts on recreational resources. The Shared Passenger Track Alternatives promote connectivity and safety within the RSA.

Policy	Consistency
SCAG 2024–2050 Connect SoCal RTP/SCS (2024)	
• **Policy 44:** Encourage efforts that elevate innovative approaches to increasing access to neighborhood destinations and amenities through an array of people-centered mobility options	**Consistent.** The Shared Passenger Track Alternatives would expand the transportation options of the county and provide connections to existing transit services which would expand the system to more of the region. When designing station sites, the needs of each mode would be considered to create a safe, reliable, and sustainable transportation network. The HSR system would also allow for more people to travel by train and reduce greenhouse gas emissions and decrease traffic congestion, thus maximizing the productivity of our transportation system and providing an alternative to car travel.
• **Policy 58:** Prioritize the climate mitigation, adaptation, resilience and economic benefits of natural and agricultural lands in the region	**Consistent.** The Shared Passenger Track Alternatives would be built primarily within an existing rail right-of-way and would not result in any impacts on any land designated as open space. High-speed electric trains will be powered by renewable energy, reducing travel-related emissions and creating a more climate resilient transit network. The project would expand the transportation options within the county and provide connections to existing transit services, which would provide access and support economic benefits of natural and agricultural lands.
• **Policy 60:** Support regional conservation planning and collaboration across the region	**Consistent.** The Shared Passenger Track Alternatives would be built primarily within an existing rail right-of-way and would not result in any impacts on any land designated as open space. The Shared Passenger Track Alternatives would not affect regional conservation planning and collaboration.
• **Policy 88:** Encourage the reduced use of cars by visitors to the region by working with state, county and local agencies (e.g., park services, transportation agencies) to highlight and increase access to alternative options, including transit, passenger rail and active transportation	**Consistent.** The Shared Passenger Track Alternatives would expand the transportation options of the county and provide connections to existing transit services. High-speed electric trains will be powered by renewable energy, attract more riders, and will move them farther and faster with zero emissions, providing an alternative option to car travel.

Policy	Consistency
Los Angeles County	
Los Angeles County 2035 General Plan (2025), Parks and Recreation Element (2025)	
• **Goal P/R 1:** Enhanced active and passive park and recreation opportunities for all users. – **Policy P/R 1.5:** Ensure that County parks and recreational facilities are clean, safe, inviting, usable and accessible. – **Policy P/R 1.8:** Enhance existing parks to offer balanced passive and active recreation opportunities through more efficient use of space and the addition of new amenities. – **Policy P/R 1.11:** Provide access to parks by creating pedestrian and bicycle-friendly paths and signage regarding park locations and distances.	**Consistent.** With implementation of PR-MM#1, established use and connectivity of the Rio Hondo Bike Path, Middle San Gabriel River Bike Trail, Coyote Creek Bikeway/North Fork, and the planned Brea Creek Bike Path will be maintained.
• **Goal P/R 3:** Acquisition and development of additional parkland. – **Policy P/R 3.1:** Acquire and develop local and regional parkland to meet the following County goals: 4.0 acres of local parkland per 1,000 residents in the unincorporated areas and 6.0 acres of regional parkland per 1,000 residents of the total population of Los Angeles County. – **Policy P/R 3.2:** For projects that require zone change approvals, general plan amendments, specific plans, or development agreements, work with developers to provide for local and regional parkland above and beyond their Quimby obligations.	**Consistent.** The Shared Passenger Track Alternatives would be compatible with this goal of providing active and passive park and recreation opportunities for all users. With incorporation of PK-IAMF#1, the Authority will locate and design project components and station features to maintain safe and convenient access to and use of parks, recreational facilities, open space, and school district play areas.
• **Goal P/R 4:** Improved accessibility and connectivity to a comprehensive trail system including rivers, greenways, and community linkages.	**Consistent.** The Shared Passenger Track Alternatives would encourage connectivity.
• **Goal P/R 6:** A sustainable parks and recreation system. – **Policy P/R 6.4:** Ensure that new Projects on County park properties are environmentally sustainable by reducing carbon footprints, and conserving water and energy.	**Consistent.** The Shared Passenger Track Alternatives would not build new projects on county park properties and thus be consistent with this goal and policy of maintaining sustainable parks and recreation systems.

Policy	Consistency
Los Angeles County Code of Ordinances (2025)	
Section 17.04.260: Permission to be within the limits of any park or park waters, as defined by this Chapter, or to use any facilities, is conditioned on the park users complying with all applicable provisions of this Chapter or any other applicable laws, ordinances, rules, and regulations. A violation of any provision of this Chapter or of any other applicable law, ordinance, rule, or regulation authorized by this Chapter, or of any other applicable law, ordinance, rule, or regulation will result in the person in violation of being a trespasser, whether in incorporated or unincorporated territory, and a peace and/or code enforcement officer, Sheriff or Director, or their respective designees ("Enforcement Official"), may remove or exclude the person from a park accordance with this Section in addition to any other remedy or penalty.	**Consistent.** The Shared Passenger Track Alternatives would not place station sites within the limits of park or park waters in violation of any order, rule, or regulation authorized by the Los Angeles County Code of Ordinances. Therefore, the Shared Passenger Track Alternatives would be consistent with the Los Angeles County Code of Ordinances.
Section 17.04.300 Violation – Penalty: Any person who, within the incorporated or unincorporated territory of the County on park property owned, controlled, or managed by the County, violates any provisions of this chapter, the conditions of any permit issued pursuant thereto, or any rule or regulation relating to parks and recreation areas, is guilty of an infraction.	**Consistent.** The Shared Passenger Track Alternatives would not violate any provisions of this chapter, the conditions of any permit issued pursuant thereto, or any rule or regulation relating to parks and recreation areas.
Los Angeles County Bicycle Master Plan (2012)	
• **Goal 1: Bikeway System:** Expanded, improved, and interconnected system of County bikeways and bikeway support facilities to provide a viable transportation alternative for all levels of bicycling abilities, particularly for trips of less than five miles. – **Policy 1.3:** Coordinate with developers to provide bicycle facilities that encourage biking and link to key destinations, ▪ **IA 1.3.2**: Require bicycle parking at key locations, such as employment centers, parks, transit, schools, and shopping centers.	**Consistent.** The Authority would work with developers to support Los Angeles County's goal of an expanded, improved, and interconnected bikeway system. The Shared Passenger Track Alternatives would reduce automobile dependence and feature improvements to active transportation infrastructure, such as bike lanes, mandatory bicycle parking, and pedestrian improvements, where existing roadways cross the proposed alignment.
• **Goal 2: Safety:** Increased safety of roadways for all users – **Policy 2.4:** Evaluate impacts on bicyclists when designing new or reconfiguring streets.	**Consistent.** The Shared Passenger Track Alternatives would improve transportation infrastructure and not interfere with new planned trails, bikeways, and bike path extensions.
LA River Master Plan (2022)	
• Goal 2: Provide equitable, inclusive and safe parks, open space, and trails • Goal 4: Enhance opportunities for equitable access to the river corridor	**Consistent.** The Shared Passenger Track Alternatives would not build new projects on open space or county park properties and therefore would be consistent with these goals of maintaining inclusive and safe parks, open space, trails, and access to the river corridor.

Policy	Consistency
San Gabriel River Corridor Master Plan (2006)	
Goals: • Encourage and enhance safe and diverse recreation systems, while providing for expansion, equitable and sufficient access, balance and multi-purpose uses • Enhance and protect open space systems through conservation, aesthetics, connectivity, stewardship, and multi-purpose activities	**Consistent.** The Shared Passenger Track Alternatives would be built primarily within an existing rail right-of-way and would not result in any impacts on any land designated as open space. Moreover, the Shared Passenger Track Alternatives would implement PR-MM#1 and PR-MM#2 to reduce construction-period access or use of the San Gabriel River Trail and the San Gabriel River Bike Path.
City of Los Angeles	
City of Los Angeles General Plan (2024)	
Open Space Element (1973)	
Goals: • To insure the preservation and conservation of sufficient open space to serve the recreational, environmental, health and safety needs of the City. • To conserve unique natural features, scenic areas, cultural and appropriate historical monuments for the benefit and enjoyment of the public. • To provide an open space system which provides identity, form and a visual framework to the City. • To conserve and/or preserve those open space areas containing the City's environmental resources including air and water. • To provide access, where appropriate, to open space lands. Policies: • The amount of earth moved in grading operations within desirable open space areas should be limited and closely controlled. Aesthetic consideration should be incorporated into the City's approval of grading plans in these areas. • The designation of an area as either open space land or desirable open space is not intended to preclude the development of needed transportation facilities. Such transportation facilities traversing public park properties ore subject to various lows controlling development.	**Consistent.** The Shared Passenger Track Alternatives would be built primarily within an existing rail right-of-way and would not result in any impacts on any land designated as open space. The land use surrounding the RSA is highly urbanized. In addition, incorporation of PK-IAMF#1 will minimize impacts on recreational resources. The Shared Passenger Track Alternatives promotes connectivity and safety within the RSA.

Policy	Consistency
Downtown Community Plan (2024)	
The City of Los Angeles adopted the *Downtown Community Plan* in 2023 and amended it in 2024. The plan includes the following goals and policies: • **LU 3.3:** Foster healthy communities composed of mixed-income housing in proximity to transit, jobs, amenities, services, cultural resources, and recreational facilities. • **LU 18.4:** Provide space for recreational facilities for the health and enjoyment of Downtown workers, residents, and visitors. • **LU 30.11:** Enhance the public realm, with inviting streets, pathways, and a variety of publicly accessible open spaces for recreation, rest, gathering, and access to public restrooms. Prioritize safe, welcoming, and inclusive design and prevent hostile architecture and exclusionary design. • **MC 2.6:** Improve access to community services and amenities such as recreational facilities, cultural and educational institutions, medical services, and healthy, fresh food. • **MC 2.10:** Strengthen pedestrian and bicycle connections to the LA River to provide access to open space and recreation. • **PO 8:** Connected infrastructure that respects and preserves diversified economic activities while enhancing recreational opportunities. • **PO 9.2:** Activate space adjacent to the Los Angeles River with active and passive recreational amenities and access points to the River.	**Consistent.** The Shared Passenger Track Alternatives would be built primarily within existing rail right-of-way and would not build new projects on open space and therefore would be consistent with these policies of maintaining and enhancing access to recreational facilities and pedestrian and bicycle connections, and providing space for the health and enjoyment of downtown workers, residents, and visitors. The Shared Passenger Track Alternatives also include incorporation of PK-IAMF#1, which will minimize impacts on recreational resources.

Policy	Consistency
City of Los Angeles 2010 Bicycle Plan (2011)	
• **Objective 1.3:** Expand bicyclists' range and mobility options through the integration of bicycling into the region's transit system. – **Policy 1.3.2:** Maximize Bicycle Amenities at Transit Stops and Stations – **Policy 2.2.2:** Reduce impediments to bicycle lane mobility and safety – **Policy 2.3.1:** Upgrade bridges, intersections, freeway ramps, tunnels, and grade separations that impede safe and convenient bicycle passage – **Policy 2.3.2:** Mitigate obstacles or obstructions that impede safe and convenient bicycle passage – **Policy 2.3.4:** Maintain and facilitate best bikeway design practices – **Policy 3.3.1:** Provide a connected network of Class I Bikeways facilities linking bicyclists to recreational, transportation, and community facilities. – **Policy 3.3.5:** Continue the existing off-road bicycle trail and analyze and explore opportunities for additional off-road bicycle facilities and continue to abide by LAMC section 63.44 B16. Any proposal to consider the use of mountain bikes on City park trails must first be thoroughly reviewed and analyzed by the Board of Recreation & Parks and its staff.	**Consistent.** The Shared Passenger Track Alternatives would feature improvements to active transportation infrastructure, such as bike lanes and pedestrian improvements, where existing roadways cross the proposed alignment.
Los Angeles River Revitalization Master Plan (2007)	
The City of Los Angeles adopted the Los Angeles River Revitalization Master Plan in May 2007. The plan includes the following goals: • Ensure Safe Public Access • Create a Continuous River Greenway • Connect Neighborhoods to the River • Extend Open Space and Water Quality Features into Neighborhoods	**Consistent.** The Shared Passenger Track Alternatives would be built primarily within an existing rail right-of-way and would not result in any impacts on any land designated as open space. In addition, incorporation of PK-IAMF#1 will minimize impacts on recreational resource, and therefore the project would be consistent with these goals of ensuring safe public access to the river greenway.
Boyle Heights Community Plan (2024)[1]	
– **Policy 6.4.8:** Maximize the use of existing public open space resources at the neighborhood scale and seek new opportunities for private development to enhance the open space resources of the neighborhoods.	**Consistent.** The Shared Passenger Track Alternatives would be built primarily within an existing rail right-of-way and would not result in any impacts on any land designated as open space. The land use surrounding the RSA is highly suburban and urbanized.

Policy	Consistency
City of Vernon	
City of Vernon General Plan (2023), Resources Element	
• **Goal R-3:** Preserve established open spaces, and look for opportunities to create new open space areas that can benefit the health and welfare of workers and residents in Vernon.	**Consistent.** The Shared Passenger Track Alternatives would be built primarily within an existing rail right-of-way and would not result in any impacts on any land designated as open space. The land use surrounding the RSA is highly suburban and urbanized.
City of Vernon Bicycle Master Plan (2017)	
• **Goal 1: Mobility:** Increase bicycling access to businesses and community destinations for people of all ages and abilities. – **Objective 1.A:** Plan, design, construct and manage a comprehensive transportation network that integrates all modes of transportation. ▪ **Strategy 1.A.1:** Add bicycle facilities where there is available right-of-way as part of upgrades or resurfacing of existing roadways**.** ▪ **Strategy 1.A.2:** Coordinate with Metro and other regional rail providers to establish appropriate designs for existing and future transit stops and station accessways. – **Objective 1.B:** Eliminate barriers and gaps in the bikeway network. ▪ **Strategy 1.B.1:** Pursue construction of a Class I bicycle path along the Los Angeles River between the current path terminus at Atlantic Boulevard and the northern city boundary ▪ **Strategy 1.B.5:** Work with transit agencies to promote first and last mile connections to transit stops. – **Objective 2.A:** Implement designs that emphasize safety and comfort of the most vulnerable road users and take into account freight transportation in the area. ▪ **Strategy 2.A.2:** Implement bikeway designs for the needs and comfort for people of all ages and abilities, considering issues such as street design speed, hierarchy of streets, connectivity and level of stress experienced.	**Consistent.** The Shared Passenger Track Alternatives would be built primarily within an existing rail right-of-way and would integrate improvements to active transportation infrastructure, such as bike lanes and pedestrian improvements, where existing roadways cross the proposed alignment.

Policy	Consistency
City of Commerce	
City of Commerce 2020 General Plan, Resource Management Element (2008)[1]	
• **Resource Management Policy 5.1:** The city of Commerce will maintain the existing park and recreational facilities to the extent that they can continue to provide residents with the best possible recreational opportunities. • **Resource Management Policy 5.2:** The city of Commerce will strive to create more "green space" and recreational facilities that will accommodate skateboarding, roller hockey, and field soccer programming. • **Resource Management Policy 5.3:** The city of Commerce will continue to upgrade existing facilities to improve park appearance and utility.	**Consistent.** Because the Shared Passenger Track Alternatives would generally travel along an existing rail line, major impacts on recreational and park facilities are not anticipated. The Shared Passenger Track Alternatives would not interfere with the city's ability to conserve, expand, maintain, and better use existing recreational park facilities as the recreational needs of the community shift over time.
City of Bell	
City of Bell 2030 General Plan (2022), Resource Management Element	
• **Policy 1:** The City of Bell shall provide a balanced range of recreational opportunities and activities for all age levels within the community. • **Policy 2:** The City of Bell shall promote the scheduling of maintenance activities for all public recreational facilities.	**Consistent.** Because the Shared Passenger Track Alternatives would generally travel along an existing rail line, major impacts on recreational and park facilities are not anticipated. The Shared Passenger Track Alternatives would not interfere with the city's ability to conserve, expand, maintain, and better use existing recreational park facilities as the recreational needs of the community shift over time.
City of Bell Bicycle Master Plan (2016)	
• **Goal 1:** Improve bicycle safety – Decrease the number of collisions – Decrease the severity of collisions – Maintain bikeways clear of barriers – Increase bicycle safety education programs – Enforce bicycle safety laws for bicyclists and drivers • **Goal 2:** Increase bicycling – Increase mode share percentage – Increase the number of trips – Implement encouragement programs – Create a safe and connected bikeway network	**Consistent.** The Shared Passenger Track Alternatives would feature improvements to active transportation infrastructure, such as bike lanes and pedestrian improvements, where existing roadways cross the proposed alignment.

Policy	Consistency
City of Montebello	
City of Montebello General Plan, Our Active Community Element (2024)	
• **Policy 7.1:** Expand park inventory to strive for the standard of 5 acres per 1000 residents. • **Policy 7.4:** Identify and remove barriers to access parks. Encourage walking and biking as preferred way to get to and from parks. • **Policy 7.6:** Address deferred maintenance of citywide park system.	**Consistent.** Because the Shared Passenger Track Alternatives would generally travel along an existing rail line, major impacts on recreational and park facilities are not anticipated. The Shared Passenger Track Alternatives would not interfere with the city's ability to conserve, expand, maintain, and better use existing recreational park facilities as the recreational needs of the community shift over time.
Montebello Bicycle Master Plan (2024)	
• **Accessibility Goal:** Provide comfortable, direct, and convenient bicycle facilities for users of all ages and abilities. – Improve bicycling connectivity to existing and planned transit stations • **Safety Goal:** Improve safety and the perception of safety for bicyclists, – Implement designs that reduce conflicts between bicycles and other modes such as automobiles, pedestrians, and transit vehicles along roads, at intersections, and at local destinations.	**Consistent.** Because the Shared Passenger Track Alternatives would generally travel along an existing rail line, major impacts on recreational and park facilities are not anticipated. The Shared Passenger Track Alternatives would not interfere with the city's ability to conserve, expand, maintain, and better use existing recreational park facilities as the recreational needs of the community shift over time.

Policy	Consistency
City of Pico Rivera	
City of Pico Rivera General Plan (2014)	
• **Goal 3.5:** Recognize the importance of the Whittier Narrows Dam, Rio Hondo and San Gabriel River channels in shaping the character, identity and physical structure of the community by protecting and enhancing these features. – **Policy 3.5-3:** Recreation. Identify opportunities for passive recreation areas within and along the Whittier Narrows Dam, Rio Hondo and San Gabriel River channels. – **Policy 3.5-4:** Open Space and Landscaping. Identify opportunities to provide open space/parks and/or landscaping along the Whittier Narrows Dam, Rio Hondo and San Gabriel River channels that will soften and enhance the edges adjacent to these natural features. – **Policy 3.10-1:** Adequate Facilities. Ensure that community facilities and parks are distributed equitably throughout the city to provide efficient services to the broadest number of residents. – **Policy 5.4-4:** Bicycle Support Facilities. Require bicycle parking and support facilities at new industrial, commercial, institutional developments, and transit facilities, as appropriate. – **Policy 8.1-4:** Efficient Land Use Patterns. Promote efficient land use patterns and compact development that supports widespread walkability and bicycle use, providing for a modest and incremental overall increase in community development intensity that complements the existing community fabric by: ▪ Encouraging infill and redevelopment of vacant and underutilized sites; ▪ Facilitating the development of engaging and livable streetscapes characterized by benches, vegetation-appropriate architecture, and pedestrian/bicycle linkages. ▪ Providing opportunities for non-motorized transportation and linkages between new development and transit.	**Consistent.** Because the Shared Passenger Track Alternatives would generally travel along an existing rail line, major impacts on recreational and park facilities are not anticipated. The Shared Passenger Track Alternatives would not interfere with the city's ability to conserve, expand, maintain, and better use existing recreational park facilities as the recreational needs of the community shift over time.

Policy	Consistency
City of Santa Fe Springs	
Re-Imagine Santa Fe Springs 2040 General Plan, Open Space-Conservation Element (2022)	
• **Goal COS-1:** A vibrant park system that meets evolving community needs. • **Goal COS-2:** Diversity of community services and programming. • **Goal COS-3:** Celebration of the City's historic, cultural and artistic richness. • **Goal COS-4:** Clean surface water, drainages, and ground water.	**Consistent.** The Shared Passenger Track Alternatives would be built primarily within an existing rail right-of-way and would not result in any impacts on any land designated as open space. IAMFs will be incorporated and mitigation measures would be implemented to ensure that any impacts from project will not affect parks and other public open spaces.
– **Policy COS-5-1:** Native Plants. Encourage the use of native and climate-appropriate tree and plant species. – **Policy COS-5-4:** Green Buffers. Expand trees and landscaping to build an extensive green buffer between residential neighborhoods and freeways, rail corridors, and industrial zones to help reduce air pollution impacts. Prioritize residential neighborhoods that are designated as disadvantaged communities. – **Policy COS-5-5:** Environmental Benefits. Expand urban greening to reduce air and noise pollution, reduce and clean urban runoff, increase groundwater recharge, improve ecological diversity, and help cool neighborhoods by minimizing heat island effects.	**Consistent.** The Shared Passenger Track Alternatives will incorporate native plantings as possible along the project section, and will therefore be consistent with the City of Santa Fe Springs goals and policies.
City of Norwalk	
Vision Norwalk: The City of Norwalk General Plan (2023), Land Use Element (1996)[1]	
• **E.** Public Land Uses – **Objective:** To maximize and enhance the recreational potential of existing parks, schools, and public facilities. ▪ **Policy:** Provide for the continued use of school property and facilities for recreational use by the provision of appropriate supports and incentives.	**Consistent.** Because the Shared Passenger Track Alternatives would generally travel along an existing rail line, major impacts on recreational and park facilities are not anticipated. The Shared Passenger Track Alternatives would not interfere with the city's ability to conserve, expand, maintain, and better use existing recreational park facilities as the recreational needs of the community shift over time.

Policy	Consistency
City of Norwalk City Council Strategic Plan 2023–2025 (2023)	
• **Goal 2 Objective 1a.** Update citywide asset risk for streets, flood control devices, traffic control devices, City parks and buildings, and fleet. • **Goal 3 Objective 1b.** Expand bike and pedestrian infrastructure at catalytic locations.	**Consistent.** Because the Shared Passenger Track Alternatives would generally travel along an existing rail line, major impacts on recreational and park facilities are not anticipated. The Shared Passenger Track Alternatives would not interfere with the city's ability to conserve, expand, maintain, and better use existing recreational park facilities as the recreational needs of the community shift over time. Additionally, the Shared Passenger Track Alternatives would better connect access to bike and walking paths and trails.
Norwalk Municipal Code (2024)	
Section 12.40.040, Recreation and Parks, Compliance with chapter provisions—Ejection of violators. • A. Permission to be within the limits of or to use any park is conditioned on compliance with all applicable provisions of this chapter and any other applicable laws, ordinances, rules and regulations. A violation of any provision of this chapter, or of any order, rule or regulation authorized by this chapter, or of any other applicable law, ordinance, rule or regulation, shall result in the violator being deemed a trespasser ab initio, and the Los Angeles County Sheriff's Department or the Director may eject any such person from a park. • B. Any person occupying a park or portion without a written reservation permit issued by the Director for its exclusive use, and refusing to surrender such park or portion to any person bearing such a permit, shall similarly be deemed to be a trespasser ab initio, subject to ejection by the Los Angeles County Sheriff's Department or the Director. (Ord. 21-1722 § 2; (prior code § 5-22.4)	**Consistent.** Construction and operation of the Shared Passenger Track Alternatives would be in compliance with chapter provisions and would thus be consistent with the City of Norwalk's Municipal Code.
City of La Mirada	
City of La Mirada General Plan, Open Space and Conservation Element (2003)	
• **Goal 1.0:** Provide a diverse range of high-quality park and recreation facilities and programs that meet the needs of all residents. • **Goal 2.0:** Preserve and enhance trails and passive open space. – **Policy 2.2:** Work cooperatively with surrounding jurisdictions to create and maintain the Coyote Creek Multi-Use Trail.	**Consistent.** The Shared Passenger Track Alternatives would not interfere with the city's ability to conserve, expand, maintain, and better use existing recreational park facilities as the recreational needs of the community shift over time. With implementation of PR-MM#1, established use and connectivity of the Coyote Creek Multi-Use Trail will be maintained.

Policy	Consistency
Orange County	
County of Orange General Plan (2025), Recreation Element (2025)	
• **Goal 1:** Provide adequate local park sites to meet the recreation needs of existing and future residents and preserve natural resources within unincorporated Orange County. • **Objective 3.1:** Achieve a local park system which meets the active recreational needs of each community within the unincorporated County for which there exists a local park maintenance agency. – **Policy 2.34:** Developers may be required to improve local park sites as a condition of approval for General Plan amendments, zone changes, area plans, feature plans, and/or subdivision maps.	**Consistent.** Because the Shared Passenger Track Alternatives would generally travel along an existing rail line, major impacts on recreational and park facilities are not anticipated. The Shared Passenger Track Alternatives would not interfere with the county's ability to conserve, expand, maintain, and better use existing recreational park facilities as the recreational needs of the community shift over time.
OCTA Commuter Bikeways Strategic Plan (2009)	
The plan is designed to encourage the enhancement of Orange County's regional bikeways network and describes existing and proposed bikeways within Orange County and bikeway guidelines. The plan contains an action plan that focuses on improving the regional bikeways networks, external coordination, internal coordination, and addressing regional priorities. Apart from the action plan, the plan does not contain any explicit goals or policies.	**Consistent.** The Shared Passenger Track Alternatives would not interfere with OCTA's ability to conserve, expand, maintain, and better use existing recreational park facilities as the recreational needs of the community shift over time.
City of Buena Park	
Buena Park 2035 General Plan (2022), Open Space and Recreation Element	
• **Policy OSR-1.1:** Preserve public and private open space lands for active and passive recreational opportunities. • **Policy OSR-2.3:** Upgrade and maintain existing City parks and facilities to properly meet the needs of the community • **Policy OSR-2.6:** Continue to provide disabled person accessibility to parks, recreational facilities, and open space. • **Policy OSR-3.3:** Preserve existing recreational and park facilities and develop new park and recreational facilities and/or programs as necessary to maintain an adequate level of service and a wide variety of programs.	**Consistent.** Because the Shared Passenger Track Alternatives would generally travel along an existing rail line, major impacts on recreational and park facilities are not anticipated. The Shared Passenger Track Alternatives would not interfere with the city's ability to conserve, expand, maintain, and better use existing recreational park facilities as the recreational needs of the community shift over time. The Shared Passenger Track Alternatives would help the city provide disabled person accessibility to parks, recreational facilities, and open space.

Policy	Consistency
City of Fullerton	
The Fullerton Plan (2025), Bicycle Element and Parks and Recreation Element	
Master Element A: The Fullerton Built Environment, Chapter 5: Bicycle • **Goal 6:** A bicycle-friendly city where bicycling is a safe and convenient alternative to motorized transportation and a recreational opportunity for people of all ages and abilities. – **P6.1: Consideration of Bicyclists:** Support regional and subregional efforts to ensure bicyclists are considered when developing new or retrofitting existing transportation facilities and systems. – **P6.2: Inter-Jurisdiction Connections:** Support efforts to maintain, expand and create new connections between the Fullerton bicycle network and the bicycle networks of adjacent cities, Orange County, and the region. **Master Element C: The Fullerton Community, Chapter 12: Parks and Recreation** • **Goal 15:** Parks, recreational facilities, trails, and programs that promote a healthy community and a desirable quality of life. – **P15.2: Existing Parks and Recreation Resources:** Support policies, projects, programs and regulations that preserve, protect, maintain and enhance Fullerton's existing parks, recreational facilities and trails. – **P15.6: Accessible Citywide Park System:** Support policies, programs and regulations that facilitate the planning, design and development of an extensive system of parks (passive and active), recreational facilities, and trails that meets the current needs of Fullerton residents and is accessible and within a 15-minute walking distance (i.e., one-quarter to one-half mile) of every Fullerton resident. – **P15.7: Park-to-Population Ratio:** Support projects and programs that contribute to a citywide minimum park-to-population ratio of 4.0 acres per 1,000 people. • **Appendix G: Fullerton Bicycle Master Plan, Chapter 4.3: Goals and Policies** – P1. Support regional and subregional efforts to ensure bicyclists are considered when developing new or retrofitting existing transportation facilities and systems. – P5. Support projects, programs, policies, and regulations that make bicycling safer and more convenient for all types of bicyclists.	**Consistent.** Because the Shared Passenger Track Alternatives would generally travel along an existing rail line, major impacts on bicyclists, recreational and park facilities are not anticipated. The Shared Passenger Track Alternatives would not interfere with the city's ability to develop or modify existing bicycle networks. Additionally, the Shared Passenger Track Alternatives would support the city's efforts to conserve, expand, maintain, and better use existing recreational park facilities as the recreational needs of the community shift over time.

Policy	Consistency
– P6. Support projects, programs, policies, and regulations to facilitate safe travel by bicycle to key destinations within the community and larger region. – P7. Support projects, programs, policies, and regulations to reduce negative impacts to and increase opportunities for bicycle users and the bicycle network in private and public development projects. – P9. Support projects, programs, policies, and regulations to support safe and efficient movement of bicyclists through and across intersections.	
City of Anaheim	
City of Anaheim General Plan (2025), Green Element	
• **Goal 2.1:** Preserve views of ridgelines, natural open space and other scenic vistas wherever possible. – **Policy 3:** Site parks, nature centers and trails to take advantage of natural vistas. • **Goal 4.1:** Maximize the recreational and scenic potential of existing reservoirs, basins and waterways. – **Policy 1:** Support the County of Orange to continue in their efforts to upgrade and maintain the Santa Ana River Trail. • **Goal 18.1:** Provide sufficient indoor and outdoor park, recreation and community service opportunities for existing and future residents and employees. – **Policy 1:** Maintain a Citywide standard of at least two acres of parkland per thousand residents. • **Goal 20.1:** Vigorously maintain and upgrade Anaheim's parks and recreation facilities to better serve the needs of residents and workers.	**Consistent.** Because the Shared Passenger Track Alternatives would generally travel along an existing rail line, major impacts on recreational and park facilities are not anticipated. The Shared Passenger Track Alternatives would not interfere with the city's ability to conserve, expand, maintain, and better use existing recreational park facilities as the recreational needs of the community shift over time.
City of Anaheim Bicycle Master Plan (2020)	
The plan is a policy document that guides the City of Anaheim in its implementation of citywide bicycle facilities and is intended to improve bicycling safety, comfort, and accessibility. The plan does not contain any explicit plans or goals, but identifies priority projects for the city.	**Consistent.** The Shared Passenger Track Alternatives would feature improvements to active transportation infrastructure, such as bike lanes and pedestrian improvements, where existing roadways cross the proposed alignment.

Policy	Consistency
City of Orange	
Orange General Plan (2025), Natural Resources Element (2015)	
• **Goal 1.0:** Provide recreational use, scenic enjoyment, and the protection of natural resources and features in open space areas. • **Goal 5.0:** Provide recreational facilities and programs that adequately serve the needs of residents. – **Policy 5.1:** Maintain existing City parks at levels that provide maximum recreational benefit to City residents.	**Consistent.** The Shared Passenger Track Alternatives would be built primarily within an existing rail right-of-way and would not result in any impacts on any land designated as open space. The land use surrounding the RSA is highly suburban and urbanized.
City of Orange Bikeways Master Plan (2001)	
• **Goal 1:** To Provide a safe citywide bikeway system which is integrated with other transportation systems such as buses, trains, park and ride facilities, in an effort to help reduce vehicle trips and vehicle emissions. – **Objective 1.1:** Develop a bikeway system that links all transportation systems together. • **Goal 2:** To link residential areas to major activity centers including areas of employment, transit stations and transfer points, schools, and education centers, shopping, and recreational facilities. – **Objective 1.3:** Formulate opportunities to accommodate bicyclists in future land use development.	**Consistent.** The Shared Passenger Track Alternatives would feature improvements to active transportation infrastructure, such as bike lanes and pedestrian improvements, where existing roadways cross the proposed alignment.

[1] This plan is currently undergoing an update as of April 2025.
Authority = California High-Speed Rail Authority; HSR = high-speed rail; LA = Los Angeles; LAMC = Los Angeles Municipal Code; OCTA = Orange County Transportation Authority; RSA = resource study area; RTP = Regional Transportation Plan; SCAG = Southern California Association of Governments; SCS = Sustainable Communities Strategy

Aesthetics and Visual Quality

Policy	Consistency
3.16 AESTHETICS AND VISUAL QUALITY	
Los Angeles County	
Los Angeles County 2035 General Plan (2025)	
• **Policy C/NR 13.1:** Protect scenic resources through land use regulations that mitigate development impacts. • **Policy C/NR 13.3:** Reduce light trespass, light pollution and other threats to scenic resources. • **Policy C/NR 13.4:** Encourage developments to be designed to create a consistent visual relationship with the natural terrain and vegetation. • **Policy C/NR 13.5:** Encourage required grading to be compatible with the existing terrain. • **Policy C/NR 13.6:** Prohibit outdoor advertising and billboards along scenic routes, corridors, waterways, and other scenic areas.	**Inconsistent.** The Shared Passenger Track Alternatives would conflict with Policy C/NR 13.1 because of its impact on the visual quality of the historic bridges in the Downtown Los Angeles Landscape Unit. The Shared Passenger Track Alternatives include practices to lessen degradation of visual quality during construction and reduce construction impacts on the visual quality of the historic bridges in the Downtown Los Angeles Landscape Unit; however, residual impacts would remain significant in the vicinity of the four historic bridges in the Downtown Los Angeles Landscape Unit.
LA River Master Plan (2022)	
The *LA River Master Plan* seeks to build on prior and current planning efforts to reimagine the Los Angeles River from a single-use corridor to a tangible, multi-benefit resource that connects people, culture, water, open space, and wildlife. Research and analysis for the plan is based on a data-driven watershed and community approach. Relevant goals are: • Provide equitable, inclusive, and safe parks, open space, and trails. • Support healthy connected ecosystems. • Enhance opportunities for equitable access to the river corridor. • Foster opportunities for continued community engagement, development, and education.	**Consistent.** The Shared Passenger Track Alternatives would be generally consistent with these goals regarding aesthetics and visual quality. The Shared Passenger Track Alternatives have been designed for compatibility with the visual identity and character of its surrounding communities, and would ensure visual compatibility with adjacent development, as well as overall community character. In addition, the Draft EIR/EIS includes mitigation measures and IAMFs, through which the contractor will incorporate design aesthetic preferences into final design and construction of station and nonstation structures to ensure consistency with local plans in Los Angeles.

Policy	Consistency
City of Los Angeles	
City of Los Angeles General Plan (2024)	
Framework Element (2023)	
• **Goal 3K:** Transit stations to function as a primary focal point of the City's development.	**Consistent.** The Shared Passenger Track Alternatives would be generally consistent with this policy, as the Shared Passenger Track Alternatives would provide access to transit stations that would function as a primary focal point of development in Los Angeles.
Boyle Heights Community Plan (2024)[1]	
• **Policy LU 17.4**: Incorporate architectural details, building material, and ornamentation that reflect the local context and historic development patterns in Boyle Heights. • **Policy LU 22.3:** Encourage new development to incorporate public art along building facades and in outdoor areas. • **Policy LU 22.4:** Grant opportunities to local artists from Boyle Heights when commissioning artwork for both the public realm and private projects.	**Consistent.** The Shared Passenger Track Alternatives would be generally consistent with these policies regarding aesthetics and visual quality. The Shared Passenger Track Alternatives have been designed for compatibility with the visual identity and character of its surrounding communities, and would ensure visual compatibility with adjacent development, as well as overall community character. In addition, the Draft EIR/EIS includes mitigation measures and IAMFs, through which the contractor will incorporate design aesthetic preferences into final design and construction of station and nonstation structures to ensure consistency with local plans in Los Angeles.
Downtown Community Plan (2024)[1]	
• **Policy LU 11.14:** Discourage hostile architecture and other urban design elements that prevent inclusive and equitable use of public space. • **Policy LU 15.1:** Ensure that where new development occurs, it complements the physical qualities and distinct features of existing historic resources. • **Policy LU 15.4:** Encourage innovative design that creates the preservation worthy buildings of the future. • **Policy PO 8.2:** Maintain functional use of the rail facilities, while allowing for bold and innovative design along parcels adjacent to the Los Angeles River (River).	**Inconsistent.** The Shared Passenger Track Alternatives would conflict with these policies due to its design features and impacts on the visual quality of the historic bridges in the Downtown Los Angeles Landscape Unit. The Shared Passenger Track Alternatives include practices to lessen degradation of visual quality during construction and reduce construction impacts on the visual quality of the historic bridges in the Downtown Los Angeles Landscape Unit; however, residual impacts would remain significant in the vicinity of the four historic bridges in the Downtown Los Angeles Landscape Unit.

Policy	Consistency
Alameda District Specific Plan (1996)	
• Urban Design Guidelines – Residential Projects. Urban Design Guideline 1. Open Space areas between residential buildings and rail facilities shall incorporate extensive visual screening and landscaping as a buffer between the two land uses.	**Consistent.** The Shared Passenger Track Alternatives would be generally consistent with this policy regarding aesthetics and visual quality. The Shared Passenger Track Alternatives have been designed for compatibility with the visual identity and character of its surrounding communities, and would ensure visual compatibility with adjacent development, as well as overall community character. In addition, the Draft EIR/EIS includes mitigation measures and IAMFs, through which the contractor will incorporate design aesthetic preferences into final design and construction of station and nonstation structures, including visual screening and landscaping to provide buffers between residential buildings and rail facilities.
Los Angeles River Revitalization Master Plan (2007)	
• **Chapter 4. Revitalize the River.** – Recommendation #4.11: Ensure public safety by using alternate "greening" techniques in areas where the concrete remains necessary for flood damage prevention. To provide an improved aesthetic environment for the concrete-lined channel in areas where the concrete needs to remain in order to protect life and property from flooding, the Plan advocates drawing on existing City precedents for greening freeway retaining and sound walls with hanging vines • **Chapter 5. Green the Neighborhoods.** The overall beauty of Los Angeles can become incredibly enhanced through the creation of greener neighborhoods with more open space, trees, and parks. The River Greenway (planned) would be linked to an overall network of "green street" connections. • **Chapter 6. Capture Community Opportunities.** This Plan's vision calls for transforming the River into a safe, accessible, healthy, green, and celebrated place, with the goal of making the River the focus of activity and helping to foster civic pride. • **Chapter 7. Create Value.** Goals include improving the quality of life by increasing the attractiveness of the City and enhancing public health for both residents and visitors as a place to live, work, and visit; And the creation of environmentally sensitive, sustainable urban design and land use guidelines.	**Consistent.** The Shared Passenger Track Alternatives would be generally consistent with these goals regarding aesthetics and visual quality. The Shared Passenger Track Alternatives have been designed for compatibility with the visual identity and character of its surrounding communities, and would ensure visual compatibility with adjacent development, as well as overall community character. In addition, the Draft EIR/EIS includes mitigation measures and IAMFs, through which the contractor will incorporate design aesthetic preferences into final design and construction of station and nonstation structures to ensure consistency with local plans in Los Angeles.

Policy	Consistency
Redevelopment Plan for the City Center Redevelopment Project (2002)	
Project objectives of the plan include the following: • To create a symbol of pride and identity which gives the Central City a strong image as the major center of the Los Angeles Region. • To achieve excellence in design, based on how the Central City is to be used by people, giving emphasis to parks, green spaces, streetscapes, street trees, and places designed for walking and sitting, and to develop an open space infrastructure that will aid in the creation of a cohesive social fabric. • To develop and implement public art into the urban fabric, integrating art into both public and private developments. • To preserve key landmarks which highlight the history and unique character of the City, blending old and new in an aesthetic realization of change or growth with distinction, and facilitating the adaptive reuse of structures of architectural, historic or cultural merit.	**Inconsistent.** The Shared Passenger Track Alternatives would conflict with these objectives due to its design features and impacts on the visual quality of the historic bridges in the Downtown Los Angeles Landscape Unit. The Shared Passenger Track Alternatives include practices to lessen degradation of visual quality during construction and reduce construction impacts on the visual quality of the historic bridges in the Downtown Los Angeles Landscape Unit; however, residual impacts would remain significant in the vicinity of the four historic bridges in the Downtown Los Angeles Landscape Unit.
City of Bell	
City of Bell 2030 General Plan, Land Use and Sustainability Element (2022)	
• **Land Use and Sustainability Element Policy 5.** The City of Bell shall encourage a high level of quality in construction and site design features. The City shall create and implement specific design guidelines to promote higher quality in construction. • **Land Use and Sustainability Element Policy 6.** The City of Bell shall promote design and development strategies (landscaping, shared parking, mixed-use development, etc.) to address the strip commercial development found along arterial roadways. The City shall ensure that new development is compatible with style and design of the surrounding environment through new development standards and design guidelines.	**Consistent.** The Shared Passenger Track Alternatives would be generally consistent with these policies regarding aesthetics and visual quality. The Shared Passenger Track Alternatives have been designed for compatibility with the visual identity and character of its surrounding communities, and would ensure visual compatibility with adjacent development, as well as overall community character. In addition, the Draft EIR/EIS includes mitigation measures and IAMFs, through which the contractor will incorporate design aesthetic preferences into final design and construction of station and nonstation structures to ensure compatibility with the surrounding environment and encourage a high level of quality in construction and site design features.
City of Pico Rivera	
City of Pico Rivera General Plan, Land Use Element (2014)	
• **Goal 3.2:** Enhance key entryways and gateways to the city to create a distinct sense of arrival and identify a central space for civic gathering to promote a positive image and strengthen the identity of Pico Rivera – **Policy 3.2-1: Gateway Design and Improvement.** Create a city-wide entry and wayfinding signage program to create clear entry statements at	**Consistent.** The Shared Passenger Track Alternatives would be generally consistent with these goals and policies regarding aesthetics and visual quality. The Shared Passenger Track Alternatives have been designed for compatibility with the visual identity and character of its surrounding communities, and would ensure visual compatibility with adjacent development, as well as overall

Policy	Consistency
key gateways to the city, to improve the identification of important destinations throughout the city, to distinguish and brand the city and for beautification. Design gateway treatments for key entryways into the city that incorporate landscaping, signage, public art, and/or structural elements that communicate a sense of arrival. • **Goal 3.5:** Recognize the importance of the Whittier Narrows Dam, Rio Hondo and San Gabriel River channels in shaping the character, identity and physical structure of the community by protecting and enhancing these features. – **Policy 3.5-1: Trails.** Expand bicycle and pedestrian trails, where feasible along the Rio Hondo and San Gabriel River channels. – **Policy 3.5-2: Habitat.** Identify areas where natural habitats along the Rio Hondo and San Gabriel River channels could be restored. – **Policy 3.5-3: Recreation.** Identify opportunities for passive recreation areas within and along the Whittier Narrows Dam, Rio Hondo and San Gabriel River channels. – **Policy 3.5-4: Open Space and Landscaping.** Identify opportunities to provide open space/parks and/or landscaping along the Whittier Narrows Dam, Rio Hondo and San Gabriel River channels that will soften and enhance the edges adjacent to these natural features. • **Goal 3.6:** Improve the community image by ensuring a consistent level of high quality design and ongoing maintenance and improvement of existing development. – **Policy 3.6-1: Design Guidelines.** Ensure a consistent level of high quality design through the development of design guidelines and a design review process for new development. At a minimum, the design guidelines should provide direction on the following: ▪ Site design ▪ Building design ▪ Parking and circulation ▪ Landscaping ▪ Services and Accessory Structures • **Goal 3.7:** Protect and enhance existing residential neighborhoods, assuring that they are safe, attractive, provide quality housing choices and are designed and maintained to enhance livability.	community character. In addition, the Draft EIR/EIS includes mitigation measures and IAMFs, through which the contractor will incorporate design aesthetic preferences into final design and construction of station and nonstation structures to ensure consistency with local policies in Pico Rivera.

Policy	Consistency
– **Policy 3.7-1: Design.** Regulate the design and site planning of new development in and adjacent to residential neighborhoods to ensure compatibility between the new development and the existing residential areas. – **Policy 3.7-2: Neighborhood Revitalization.** Promote revitalization of neighborhoods in need by maintaining public improvements, encouraging infill development compatible with the scale and character of existing development, and supporting public and private efforts to upgrade and maintain neighborhood appearance and the existing housing stock. • **Goal 3.9:** A wide range of quality industries that provides job opportunities for Pico Rivera's residents while ensuring compatibility with nearby residential neighborhoods. – **Policy 3.9-1: New Industrial Development.** Promote high quality industrial development and redevelopment that is compatible with surrounding uses and enhances the adjacent streetscape. – **Policy 3.9-4: Design and Buffer.** Ensure that industrial developments are sited and adequately buffered from surrounding neighborhoods and development to minimize negative impacts such as visual pollution, noise, odors, truck activities, and other such conflicts on non-industrial uses. • Slauson Avenue Corridor: – Beautification and Intensification Objectives ▪ Incorporate appropriate design guidelines for commercial and industrial development to create a more unified theme and encourage higher quality development. ▪ Renovate existing industrial and commercial development through façade improvements, upgraded landscaping, consistent signage, screening and buffering. – Mobility and Streetscape Objectives ▪ Establish a comprehensive streetscape and landscape program that includes right-of-way improvements to street trees, street lighting, streetscape elements (sidewalk/crosswalk paving, street furniture) and public signage. ▪ Enhance transit stops, shelters and connectivity to corridor uses. ▪ Strengthen pedestrian linkages to adjacent neighborhoods. • Passion Grade Separation:	

Policy	Consistency
– Objectives ▪ A new linear park should be included in the redevelopment of the vacant parcel north of the rail line. ▪ The redevelopment of this area should improve the appearance of the edges facing the rail line through landscaping and other buffering and screening treatments.	
City of Santa Fe Springs	
Re-Imagine Santa Fe Springs 2040 General Plan, Land Use Element (2022)	
The Land Use Element includes the following policies: • **Policy LU-1.4:** Transit Oriented Development. Develop transit-oriented districts around commuter rail stations to maximize access to transit and create vibrant new neighborhoods • **Policy LU-1.5:** Apply appropriate screening, buffers, transitional uses, and other controls to transition from industrial and commercial uses to any adjacent residential uses and thus reduce potential noise and air pollution impacts. • **Policy LU-11.1:** Signature Design. Require developments along major corridors and at City entries to use distinctive architectural, landscaping, and site design treatments. • **Policy LU-11.2:** Public Art. Encourage public artwork within public rights of-way, along streetscapes, at gateways, and integrated into private projects in a manner visible to the public and that encourages the City's cultural and historical elements. • **Policy LU-11.6:** Industrial Design. Insist upon distinctive architecture, landscaping, and shade trees along street frontages and on private property that defines the character of industrial and commercial districts. • **Policy LU-11.12:** Light Pollution. Minimize light pollution by limiting the amount and type of lighting within new developments. The Circulation Element includes the following policy: • **Policy C-5.2:** Minimize Community Impacts. Investigate means to establish buffers such as walls, landscape screening, and/or barriers along truck, rail, and freeway routes and adjacent to rail yards to minimize noise, vibration, and aesthetics impacts.	**Consistent.** The Shared Passenger Track Alternatives would be generally consistent with these policies regarding aesthetics and visual quality. The Shared Passenger Track Alternatives have been designed for compatibility with the visual identity and character of its surrounding communities, and would ensure visual compatibility with adjacent development, as well as overall community character. The Draft EIR/EIS includes mitigation measures and IAMFs, through which the contractor will incorporate design aesthetic preferences into final design and construction of station and nonstation structures to ensure consistency with local plans in Santa Fe Springs. Circulation and roadway design guidelines would be adhered to, specifically for Telegraph Road, and would be designed to minimize community impacts due to visual changes.

Policy	Consistency
City of Santa Fe Springs Adopted Specific Plan for the Development of the Waste Disposal, Inc. Site (2020)	
• *Statement of Purpose.* The implementation of this Specific Plan will lead to the redevelopment and reuse of the Site, assure environmental safety on the project site, improve the visual atmosphere and function of the immediate, and ensure that any future development will ultimately enhance the community of Santa Fe Springs and the surrounding area. • *Development Standards.* Perimeter Landscaping. In order to enhance the overall character of the City and to provide additional open space, the Planning Commission has instituted an "urban forest" requirement on all new developments. The urban forest provides raised, meandering, and undulating sidewalks around the perimeters of properties in areas facing city streets. Appropriate street trees and raised lawns shall be planted along the right-of-ways. In addition, to further encourage the use of the areas as a form of open space, benches and trash receptacles should be placed intermittently near the walkways.	**Consistent.** The Shared Passenger Track Alternatives would be generally consistent with this policy regarding aesthetics and visual quality. The Shared Passenger Track Alternatives have been designed for compatibility with the visual identity and character of its surrounding communities, and would ensure visual compatibility with adjacent development, as well as overall community character. In addition, the Draft EIR/EIS includes mitigation measures and IAMFs, through which the contractor will incorporate design aesthetic preferences into final design and construction of station and nonstation structures, including consideration of the "urban forest" requirement.

Policy	Consistency
City of Norwalk	
Vision Norwalk – The City of Norwalk General Plan (2023)[1]	
Land Use Element and Community Design Element (1996)	
The Land Use Element contains the following policies that are applicable to aesthetics and visual quality: • Encourage developments to be well located and functionally integrated with adjacent transit facilities. • Encourage the maintenance and enhancement of areas important to the creation of a positive image for Norwalk. The Community Design Element contains the following policies that are applicable to aesthetics and visual quality: • New residential, commercial, industrial, and public facility and right-of-way developments should be reviewed to determine consistency and compatibility[3] with the surrounding neighborhood, district, and overall community. • Capital Improvements, including public right-of-way improvements, will be designed to define neighborhoods, districts, gateways, and a hierarchy of streets	**Consistent.** The Shared Passenger Track Alternatives would be generally consistent with this policy regarding aesthetics and visual quality. The Shared Passenger Track Alternatives have been designed for compatibility with the visual identity and character of its surrounding communities, and would ensure visual compatibility with adjacent development, as well as overall community character. In addition, the Draft EIR/EIS includes mitigation measures and IAMFs, through which the contractor will incorporate design aesthetic preferences into final design and construction of station and nonstation structures to ensure consistency with local plans in Norwalk.
Vision Norwalk – The City of Norwalk General Plan, City Center Area Plan (2023)[1]	
• Consider the establishment of urban design guidelines, which will provide for an aesthetically pleasing, pedestrian-friendly, and economically viable business core and which will encourage uses which are mutually supportive. • Encourage complementary and appropriate land uses adjacent to public transportation stations and routes. • Promote regulations and standards which encourage developments to be functionally integrated with adjacent transportation facilities and networks. • Support the preservation of historic structures and places. • Consider the establishment of a Landscape Plan for all rights-of-way in the City Center, pedestrian walkways, and open space areas, which will support the purpose and intent of the Specific Plan.	**Consistent.** The Shared Passenger Track Alternatives would be generally consistent with these policies regarding aesthetics and visual quality. The Shared Passenger Track Alternatives have been designed for compatibility with the visual identity and character of its surrounding communities, and would ensure visual compatibility with adjacent development, as well as overall community character. In addition, the Draft EIR/EIS includes mitigation measures and IAMFs, through which the contractor will incorporate design aesthetic preferences into final design and construction of station and nonstation structures to ensure consistency with local plans in Norwalk.

[3] According to the Federal Highway Administration, *compatibility* is defined as the ability of the environment to absorb the proposed project, with both the project and the environment having harmonious or congruent visual character.

Policy	Consistency
Specific Plan Area No. 1 (1996)[4]	
• To assure the development is substantial with highly desirable characteristics and attributes of excellence of design and execution in order to promote a quality civic image. • To provide a highly attractive, stimulating, and innovative living environment that will tend to stimulate the surrounding area and improve the development characteristics of the area. • To minimize any potential adverse impacts on surrounding residential areas, especially as they relate to visual, aesthetic and traffic effects. • To allow for imaginative and qualitative site planning and architectural design creating a unique and individual character within the development, and contributing to the overall enhancement of the City Centre environment. • Special attention shall be given to the provision for substantial visual and acoustic buffering between the development and adjacent residential areas.	**Consistent.** The Shared Passenger Track Alternatives would be generally consistent with these policies regarding aesthetics and visual quality. The Shared Passenger Track Alternatives have been designed for compatibility with the visual identity and character of its surrounding communities, and would ensure visual compatibility with adjacent development, as well as overall community character. In addition, the Draft EIR/EIS includes mitigation measures and IAMFs, through which the contractor will incorporate design aesthetic preferences into final design and construction of station and nonstation structures to ensure consistency with local plans in Norwalk.
Specific Plan Area No. 8 (1996)	
• To assure the development is substantial with highly desirable characteristics, and attributes of excellence of design and execution in order to promote a quality civic image. • To minimize any potential adverse impacts on surrounding residential areas, especially as they relate to visual, aesthetic and traffic effects. • To allow for imaginative and qualitative site planning and architectural design, which will contribute to the overall enhancement of the Civic Center environment. • Special attention shall be given to the provision for substantial visual and acoustic buffering between the development and adjacent residential areas.	**Consistent.** The Shared Passenger Track Alternatives would be generally consistent with these policies regarding aesthetics and visual quality. The Shared Passenger Track Alternatives have been designed for compatibility with the visual identity and character of its surrounding communities, and would ensure visual compatibility with adjacent development, as well as overall community character. In addition, the Draft EIR/EIS includes mitigation measures and IAMFs, through which the contractor will incorporate design aesthetic preferences into final design and construction of station and nonstation structures to ensure consistency with local plans in Norwalk.

[4] The purpose of the specific plan areas within Norwalk is to facilitate the systematic implementation of the general plan and to serve as a basis for review of more detailed plans. They are intended to establish a development pattern to achieve a functionally and visually integrated development; ensure adequate design and controls to mitigate factors such as visual features detrimental to a proposed project and its users and tenants or to nearby residents; capitalize upon certain special qualities and opportunities of a designated area while permitting a degree of flexibility favorable to unique and imaginative designs; and encourage and promote a high quality of design and environment.

Policy	Consistency
Specific Plan Area No. 9 (1996)	
• Provide a highly attractive, stimulating, and innovative living environment that will tend to stimulate the surrounding area and improve the development characteristics of the area. • Landscaping, fencing, roof materials, and architectural design shall be integrated to provide an appearance of outstanding visual quality to adjacent residential and commercial properties and to motorists and pedestrians on the bounding arterial street.	**Consistent.** The Shared Passenger Track Alternatives would be generally consistent with these policies regarding aesthetics and visual quality. The Shared Passenger Track Alternatives have been designed for compatibility with the visual identity and character of its surrounding communities, and would ensure visual compatibility with adjacent development, as well as overall community character. In addition, the Draft EIR/EIS includes mitigation measures and IAMFs, through which the contractor will incorporate design aesthetic preferences into final design and construction of station and nonstation structures to ensure consistency with local plans in Norwalk.
Specific Plan Area No. 11 (1996)	
• Provide a highly attractive, stimulating, and innovative living environment that will tend to stimulate the surrounding area and improve the development characteristics of the area. • Landscaping, fencing, roof materials, and architectural design shall be integrated to provide an appearance of outstanding visual quality to adjacent residential and commercial properties and to motorists and pedestrians on the bounding arterial street.	**Consistent.** The Shared Passenger Track Alternatives would be generally consistent with these policies regarding aesthetics and visual quality. The Shared Passenger Track Alternatives have been designed for compatibility with the visual identity and character of its surrounding communities, and would ensure visual compatibility with adjacent development, as well as overall community character. In addition, the Draft EIR/EIS includes mitigation measures and IAMFs, through which the contractor will incorporate design aesthetic preferences into final design and construction of station and nonstation structures to ensure consistency with local plans in Norwalk.
City of La Mirada	
City of La Mirada General Plan (2003)	
• **Land Use Element Goal 6.0:** Achieve aesthetic enhancements citywide to distinguish La Mirada. • **Circulation Element Policy 5.2:** Protect the public's assets and community aesthetics against unmitigated impacts of above-ground telecommunications infrastructure development.	**Consistent.** The Shared Passenger Track Alternatives would be generally consistent with this goal regarding aesthetics and visual quality. The Shared Passenger Track Alternatives have been designed for compatibility with the visual identity and character of its surrounding communities, and would ensure visual compatibility with adjacent development, as well as overall community character. In addition, the Draft EIR/EIS includes mitigation measures and IAMFs, through which the contractor will incorporate aesthetic preferences into final design and construction of station and nonstation structures to ensure consistency with local plans in La Mirada. Further, the Shared Passenger Track Alternatives would be generally consistent with this policy regarding aesthetics and visual quality, as circulation and roadway design guidelines would be adhered to, and would be designed to minimize unmitigated impacts of above-ground telecommunications infrastructure development.

Policy	Consistency
County of Orange	
County of Orange General Plan (2025)	
Land Use Element (2024)	
– **Policy 7:** To require new development to be compatible with adjacent areas. – **Policy 9:** To guide development so that the quality of the physical environment is enhanced.	**Consistent.** The Shared Passenger Track Alternatives would be generally consistent with these policies regarding aesthetics and visual quality. The Shared Passenger Track Alternatives have been designed for compatibility with the visual identity and character of its surrounding communities, and would ensure visual compatibility with adjacent development. In addition, the Draft EIR/EIS includes mitigation measures and IAMFs, through which the contract will incorporate aesthetic preferences into final design and construction of station and nonstation structures to reduce potential land use conflicts and support the overall enhancement of the physical environment. Through integration of community design preferences and environmental quality considerations into final design and construction, the Shared Passenger Track Alternatives would support high-quality, context-sensitive development for compliance with the county's land use policies.
Resources Element (2012)	
• **Goal 1:** Retain the character and natural beauty of the environment through the preservation, conservation, and maintenance of open space. – **Policy 1.1:** Retain the character and natural beauty of the environment through the preservation, conservation, and maintenance of open space. – **Policy 5:** To protect the unique variety of significant landforms in Orange County through environmental review procedures and community and corridor planning activities.	**Consistent.** The Shared Passenger Track Alternatives would be generally consistent with these goals and policies regarding aesthetics and visual quality. The Shared Passenger Track Alternatives have been designed to avoid or minimize encroachment into designated open space areas to the extent feasible in order to retain the character and natural beauty of the environment. This Draft EIR/EIS provides a detailed environmental analysis to identify and avoid significant landforms where feasible. In areas where landform alteration may occur, the Draft EIR/EIS includes mitigation measures and IAMFs, through which the contractor will incorporate aesthetic preferences into final design, and construction of station and nonstation structures to reduce visual and physical impacts and ensure that final design is consistent with the county's goals and policies.

Policy	Consistency
Transportation Element (2025)	
• **Goal 1:** Preserve and enhance unique or special aesthetic and visual resources through sensitive highway design and the regulation of development within the scenic corridor – **Objective 1.1:** Protect and enhance the County's beauty, amenities, and quality of life within the unincorporated areas.	**Consistent.** The Shared Passenger Track Alternatives would be generally consistent with these goals and objectives regarding aesthetics and visual quality. The Shared Passenger Track Alternatives have been designed with consideration for visual sensitivity, particularly in areas within a scenic corridor or community-identified visual resources. In addition, the Draft EIR/EIS includes mitigation measures and IAMFs, through which the contractor will incorporate aesthetic preferences into final design, and construction of station and nonstation structures to minimize visual disruption and preserve visual resources in the county's unincorporated areas, as well as ensure consistency with the county's goals.
City of Buena Park	
Buena Park 2035 General Plan (2022)	
• **Goal LU-3:** Effective management of growth and change. – **Policy LU-3.1:** Ensure that development activities acknowledge the protection and enhancement of quality of life in the City's neighborhoods. • **Goal LU-15:** Land uses that are connected and coordinated with existing and future transportation facilities. – **Policy LU-15.1:** Promote convenient and attractive pedestrian linkages across and along streets. • **Goal LU-21:** Distinctive and attractive design of the public realm that promotes a positive image and identity. – **Policy LU-21.1:** Focus on improving the appearance of corridors in the City by implementing landscaping, enhanced paving, unique streetscape amenities, appropriately-scaled lighting, and placement of utility connections underground. – **Policy LU-21.2:** Support the development of a comprehensive gateway program, including a hierarchy of entry monuments and wayfinding signage throughout the City. – **Policy LU-21.3:** Support landscaping treatments that complement a comprehensive streetscape program and that maximize water conservation through plant species and irrigation techniques. – **Policy LU-21.4:** Strive to develop a system of key landmarks that contribute to the character and image of the City, and encourage new	**Consistent.** The Shared Passenger Track Alternatives would be generally consistent with these goals and policies regarding aesthetics and visual quality. The Shared Passenger Track Alternatives have been designed for compatibility with the visual identity and character of its surrounding communities, and would ensure visual compatibility with adjacent development, as well as overall community character. In addition, the Draft EIR/EIS includes mitigation measures and IAMFs, through which the contractor will incorporate design aesthetic preferences into final design and construction of station and nonstation structures to ensure consistency with local plans in Buena Park.

Policy	Consistency
buildings and/or monuments to function as neighborhood or district markers. • **Goal LU-22:** New development and redevelopment that contributes to a positive visual image of the City. – **Policy LU-22.1:** Support development in focus areas that encourages a mix of land uses, central gathering spaces, walkable streets, interesting architecture, and public art. – **Policy LU-22.2:** Promote good quality design that considers site and building scale and mass that enhances the experience of employees and customers. • **Goal LU-23:** New development and redevelopment that fosters social interaction, connectivity, and sense of place. – **Policy LU-23.1:** Encourage connectivity between focus areas, nodes, and neighborhoods through visually-interesting and logical networks of paths that provide access for pedestrians, bicyclists, motorists, and transit patrons.	
Amendment 2007 to the Merged and Amended Restated Redevelopment Plan for the Consolidated Project Area (2007)	
• **4.** Encouragement of modern, integrated, and diverse development with high concern for architectural, landscape, and urban design character. • **11.** Development of distinct commercial districts with a consistent image and character, which relate positively to adjacent land uses. • **14.** Expanded open spaces for recreational uses and the preservation of views, natural character, and topography. In addition to the goals listed for the Consolidated Project Area, implementation of this Amended Plan seeks to reach specific goals for Project Area I/Central Business District [CBD]: • **1.** Preservation and enhancement of the varied and distinctive character of the Central Business District, as well as the promotion of the CBD as a cultural center.	**Consistent.** The Shared Passenger Track Alternatives would be generally consistent with these goals regarding aesthetics and visual quality. The Shared Passenger Track Alternatives have been designed for compatibility with the visual identity and character of its surrounding communities, and would ensure visual compatibility with adjacent development, as well as overall community character. In addition, the Draft EIR/EIS includes mitigation measures and IAMFs, through which the contractor will incorporate design aesthetic preferences into final design and construction of station and nonstation structures to ensure consistency with local plans in Buena Park.

Policy	Consistency
City of Fullerton	
The Fullerton Plan (2025), Community Development and Design Element and Resource Management Element (2020)	
Master Element A: The Fullerton Built Environment, Chapter 1: Community Development and Design Element • **P1.2 Subregional Coordination:** Support projects, programs and policies to promote compatibility and mutually beneficial built environments and land uses with adjacent jurisdictions and other agencies. • **P1.3 Protection and Restoration of Natural Resources:** Support projects, programs, policies and regulations to protect, and where appropriate restore, the natural landscape, topography, drainage ways, habitat, and other natural resources when planning improvements to existing and new neighborhoods and districts. • **P1.11 Compatibility of Design and Uses:** Support programs, policies and regulations to consider the immediate and surrounding contexts of projects to promote positive design relationships and use compatibility with adjacent built environments and land uses, including the public realm. • **P2.3 Distinctive Landmarks:** Support projects, programs, policies and regulations to preserve existing landmarks and encourage the creation of new landmarks that reinforce Fullerton's identity and image. • **P2.4 Sense of Place:** Support projects, programs, policies and regulations to reinforce the character and sense of place of established neighborhoods and districts by preserving and enhancing the attributes which contribute to neighborhood and district identity, vitality and livability.	**Consistent.** The Shared Passenger Track Alternatives would be generally consistent with these policies regarding aesthetics and visual quality. The Shared Passenger Track Alternatives have been designed for compatibility with the visual identity and character of its surrounding communities, and would ensure visual compatibility with adjacent development, as well as overall community character. In addition, the Draft EIR/EIS includes mitigation measures and IAMFs, through which the contractor will incorporate design aesthetic preferences into final design and construction of station and nonstation structures to ensure consistency with local plans in Fullerton.

Policy	Consistency
Fullerton Transit Village Specific Plan (2004)	
• Site Planning. The overall community design concept for the Fullerton Transit Village at Fullerton is that of a pedestrian-friendly transit-oriented lifestyle that reflects the eclectic, urban nature of the elements surrounding the site. • Architectural Character. Two historic structures provide the inspiration for the architectural character of the project. The Fullerton Train Depot, located to the north of the site, across the railroad tracks, is a Spanish Colonial style structure built in 1930. The Crystal Ice House, a brick commercial structure constructed in 1910, is directly adjacent to the northwest portion of the site. The proposed residences will represent interpretations of both the Industrial and Spanish Colonial styles, thereby reflecting the historic architectural diversity of the surrounding neighborhood. • Landscape Architecture, Landscape Concept. The community landscape concept is intended to create a distinctive, diverse environment that will lend identity and character to the Specific Plan area.	**Consistent.** The Shared Passenger Track Alternatives would be generally consistent with these concepts regarding aesthetics and visual quality. The Shared Passenger Track Alternatives have been designed for compatibility with the visual identity and character of its surrounding communities, and would ensure visual compatibility with adjacent development, as well as overall community character. In addition, the Draft EIR/EIS includes mitigation measures and IAMFs, through which the contractor will incorporate design aesthetic preferences into final design for adherence to green, community, landscape, and streetscape design guidelines in the Fullerton Transit Village Specific Plan area.
Fullerton Municipal Airport Master Plan Update (2004)	
• For Runway Protection Zones there is a "right to prohibit electrical interference, glare, misleading lights, visual impairments, and other hazards to aircraft flight from being created on the property."	**Consistent.** The Shared Passenger Track Alternatives would be generally consistent with this policy regarding aesthetics and visual quality. No impacts on airports or inconsistency with the Fullerton Airport Master Plan is anticipated because the design for the Shared Passenger Track Alternatives would be at a lower elevation, as the design is cut and cover.

Policy	Consistency
City of Anaheim	
City of Anaheim General Plan (2025)	
Land Use Element (2025)	
• **Goal 1.1:** Preserve and enhance the quality and character of Anaheim's mosaic of unique neighborhoods. – **Policy 2 of Goal 1.1:** Ensure that new development is designed in a manner that preserves the quality of life in existing neighborhoods. • **Goal 3.1:** Pursue land uses along major corridors that enhance the City's image and stimulate appropriate development at strategic locations. Under this goal, – **Policy 3 of Goal 3.1:** Ensure quality development along corridors through adherence to established development standards and Community Design Element goals, policies and guidelines. – **Policy 4 of Goal 3.1:** Continue to pursue additional open space, recreation, and landscaping amenities along major transportation routes. • **Goal 4.1:** Promote development that integrates with and minimizes impacts to surrounding land uses. – **Policy 1 of Goal 4.1:** Ensure that land uses develop in accordance with the Land Use Plan and Zoning Code in an effort to attain land use compatibility. – **Policy 2 of Goal 4.1:** Promote compatible development through adherence to Community Design Element policies and guidelines. – **Policy 3 of Goal 4.1:** Ensure that developers consider and address project impacts upon surrounding neighborhoods during the design and development process. – **Policy 4 of Goal 4.1:** Require new or expanded uses to provide mitigation or buffers between existing uses where potential adverse impacts could occur. – **Policy 6 of Goal 4.1:** Require landscape and/or open space buffers to maintain a natural edge for proposed private development directly adjacent to natural, public open space areas.	**Consistent.** The Shared Passenger Track Alternatives would be generally consistent with these goals and policies regarding aesthetics and visual quality. Construction and operation of the HSR system within the project section would not disrupt scenic vistas, remove or destroy character-defining features, alter designated scenic corridors or views from State of California Designated Scenic Highways, or otherwise substantially compromise significant visual resources. The Shared Passenger Track Alternatives have been designed for compatibility with the visual identity and character of its surrounding communities, and would ensure visual compatibility with adjacent development, as well as overall community character. In addition, the Draft EIR/EIS includes mitigation measures and IAMFs, through which the contractor will incorporate design aesthetic preferences into final design and construction of station and nonstation structures to ensure consistency with local plans in Anaheim.

Policy	Consistency
Green Element (2024)	
• **Goal 2.1:** Preserve views of ridgelines, natural open space and other scenic vistas wherever possible. – **Policy 2 of Goal 2.1:** Encourage development that preserves natural contours and views of existing backdrop ridgelines or prominent views. • **Goal 11.1:** Encourage land planning and urban design that support alternatives to the private automobile such as mixed-use, provision of pedestrian and bicycle amenities, and transit-oriented development. – **Policy 7 of Goal 11.1:** Provide everyday opportunities to connect with nature through the promotion of trails, bicycle routes, and habitat friendly landscaping. • **Goal 14.3:** Ensure that future development near regional open space resources will be sensitively integrated into surrounding sensitive habitat areas. – **Policy 1 of Goal 14.3:** Require new development to mitigate light and glare impacts on surrounding sensitive habitat and open space areas, where appropriate. • **Goal 23.2:** Complete the City's comprehensive program of corridor landscaping, including entryways, medians, and parkways, to strengthen the identity of major corridors and the City as a whole. – **Policy 2 of Goal 23.2:** Adopt landscape themes that give special identity to each corridor and reinforce the City's overall image. – **Policy 3 of Goal 23.2:** Develop specialized landscape and design treatment for key entryways, intersections and powerline easements identified on the Green Plan, in accordance with the Community Design Element.	**Consistent.** The Shared Passenger Track Alternatives would be generally consistent with these goals and policies regarding aesthetics and visual quality. Construction and operation of the HSR system within the project section would not disrupt scenic vistas, remove or destroy character-defining features, alter designated scenic corridors or views from State of California Designated Scenic Highways, or otherwise substantially compromise significant visual resources. The Shared Passenger Track Alternatives have been designed for compatibility with the visual identity and character of its surrounding communities, and would ensure visual compatibility with adjacent development, as well as overall community character. In addition, the Draft EIR/EIS includes mitigation measures and IAMFs, through which the contractor will incorporate design aesthetic preferences into final design and construction of station and nonstation structures to ensure consistency with local plans in Anaheim.
Community Design Element (2017)	
• **Goal 1.1:** Create an aesthetically pleasing and unified community appearance within the context of districts and neighborhoods. – **Policy 1 of Goal 1.1:** Continue to designate and provide monumentation for important primary and secondary entry points into the City, especially along major corridors. – **Policy 4 of Goal 1.1:** Pursue unifying streetscape elements for major corridors, including coordinated streetlights, landscaping, public signage and street furniture, to reinforce Anaheim's community image.	**Consistent.** The Shared Passenger Track Alternatives would be generally consistent with these goals and policies regarding aesthetics and visual quality. Construction and operation of the HSR system within the project section would not disrupt scenic vistas, remove or destroy character-defining features, alter designated scenic corridors or views from State of California Designated Scenic Highways, or otherwise substantially compromise significant visual resources. The Shared Passenger Track Alternatives have been designed for compatibility with the visual identity and character of its surrounding communities, and would ensure visual compatibility with adjacent development, as well as overall

Policy	Consistency
– **Policy 5 of Goal 1.1:** Identify and preserve/enhance view corridors for major landmarks, community facilities, and natural open space in the planning and design of all public and private projects. – **Policy 7 of Goal 1.1:** Screen public and private facilities and aboveground infrastructure support structures and equipment, such as electrical substations, and water wells and recharge facilities, with appropriately scaled landscaping or other methods of screening. – **Policy 8 of Goal 1.1:** Construct public and private facilities and support structures (e.g., water pipes, irrigation and electrical controls, vents) to blend with the surrounding environment. – **Policy 9 of Goal 1.1:** Minimize visual impacts of public and private facilities and support structures through sensitive site design and construction. This includes, but is not limited to: appropriate placement of facilities; undergrounding, where possible; and aesthetic design (e.g., cell tower stealthing). • **Goal 2.1:** Attractively landscape and maintain Anaheim's major arterial corridors and prepare/implement distinctive streetscape improvement plans. – **Policy 3 of Goal 2.1:** Continue to underground overhead utility lines along the City's arterial corridors. – **Policy 4 of Goal 2.1:** Ensure adherence to sign regulations, which address issues of scale, type, design, materials, placement, compatibility, and maintenance for uses along freeways, toll roads and major arterial corridors. • **Goal 10.1:** Anaheim sign guidelines address distinctive, appropriately scaled and/or coordinated signs throughout commercial, industrial and mixed-use areas. – **Policy 2 of Goal 10.1:** Where freestanding signs are necessary, they should be designed in a vertical format with consistent lettering, color and style, capturing the architectural theme of the commercial area of which they are a part. – **Policy 4 of Goal 10.1:** Encourage high-quality signage, including wall signs, raised letter signs, projecting, double-faced signs, and customized logos. – **Policy 5 of Goal 10.1:** Encourage signs that complement the architecture of the building without dominating it.	community character. In addition, the Draft EIR/EIS includes mitigation measures and IAMFs, through which the contractor will incorporate design aesthetic preferences into final design and construction of station and nonstation structures to ensure consistency with local plans in Anaheim.

Policy	Consistency
• **Goal 11.1:** Architecture in Anaheim has diversity and creativity of design and is consistent with the immediate surroundings. – **Policy 1 of Goal 11.1:** In areas of diverse character, encourages project design that represents architectural elements of the neighborhood or surrounding commercial areas. – **Policy 2 of Goal 11.1:** Encourage architectural designs that are visually stimulating and varied, yet tasteful, containing rich contrasts and distinctive architectural elements. • **Goal 12.1:** Opportunities to expand the Art in Public Places program to include all areas of the City will be explored, thereby enriching public places and strengthening the City's identity. – **Policy 1 of Goal 12.1:** Continue and expand the Arts in Public Places program by selecting suitable sites throughout the City that would benefit from the inclusion of public art.	

Policy	Consistency
Platinum Triangle Master Land Use Plan (2017)	
• **Principle 2.1.1:** Balance and Integrate Uses. In order to maximize long-term property value, the Platinum Triangle will not only provide new balanced development opportunities for office, residential and sports/entertainment and allow for existing industrial uses to continue, but link the various uses together with walkable streets, open space and consistent landscape. Regardless of market strengths for any one use at a given time, the opportunity and value for all uses will be enhanced by a supportive, integrated and multi-use district approach. • **Principle 2.1.3:** Create a unique, integrated, walkable urban environment. To achieve the potential of the Platinum Triangle in terms of quality of life and land value, a vibrant, walkable urban environment is required. Comfortable walking environments linking jobs, attractive housing, open space and local services, while reducing the need to drive, are attributes that require guidance and facilitation. It will be essential that each new project make a contribution toward this new urban quality and character. • **Principle 2.2.4:** Create a street/ground floor zone that is attractive, safe, and engaging. Great urban neighborhoods have attractive, safe and interesting streets that are enjoyable to experience as both a pedestrian and driver. Such streets require quality ground floor architectural treatments, consistent setbacks, landscape and sufficient interaction with the adjacent uses, so that a sense of community and security is achieved. On the arterial streets this will be achieved through landscape, street trees, entries, patios and attractive architecture. On the connector streets, individual dwelling entries and stoops will enhance the pedestrian experience. Setbacks have been established that provide a balance between full utilization of the site for development and creating sufficient room for landscape. The setbacks are the narrowest on the connector streets with lower traffic volumes, encouraging a more intimate, and human-scale street space. The major intersections within the Platinum Triangle will be framed by landmark architecture that lets visitors know they have arrived at a major destination. • **Principle 3.2:** Stadium District Development Principles. Provide an internal, pedestrian-scale “promenade” street that allows walkable access to the transit stations and links the transit oriented development to the adjacent districts. Provide attractive urban streets lined with active ground floor uses and a scale of street width and building placement that creates security and a comfortable human scale, and that energizes ground floor retail and entertainment uses.	**Consistent.** The Shared Passenger Track Alternatives would be generally consistent with these principles regarding aesthetics and visual quality. The Shared Passenger Track Alternatives have been designed for compatibility with the visual identity and character of its surrounding communities, and would ensure visual compatibility with adjacent development, as well as overall community character. In addition, the Draft EIR/EIS includes mitigation measures and IAMFs, through which the contractor will incorporate design aesthetic preferences into final design and construction of station and nonstation structures to ensure consistency with local plans in Anaheim.

Policy	Consistency
Anaheim Colony Vision, Principles and Design Guidelines (2003)	
• **Guiding Principle 1:** The Colony is Anaheim's historic and cultural center. • **Guiding Principle 5:** The Colony's commercial streets have strong, unifying historical design themes. Visual continuity is created through similarities in scale, height, signage, massing, street furniture, and landscaping. • **Guiding Principle 6:** The Colony's public spaces provide quality gathering places, comfort and focal points. • **Guiding Principle 7:** New development within the Colony respects the historic context. • **Guiding Principle 8:** Certain areas outside the boundaries of the Anaheim Colony Historic District should be considered zones of influence of the historic district and subject to its design guidelines. • **Public Landscaping 8.** The historic boundaries of the original Colony should be delineated with distinctive tree and hedge planting. Tree selection should emphasize the vertical orientation of the original Colony fences. • **Streetscape 1:** Along beautiful commercial streets, all the elements – buildings, signs, landscaping and street furniture – should work together to create a unified and coherent visual identity and public space. • **Streetscape 3:** Streetscapes provide visual interest, continuity and identity and should include a consistent a consistent blend of themed street furniture, consisting of streetlights, banners, benches, bollards, newsracks, bus stops and trash receptacle.	**Consistent.** The Shared Passenger Track Alternatives would be generally consistent with these principles regarding aesthetics and visual quality. The Shared Passenger Track Alternatives have been designed for compatibility with the visual identity and character of its surrounding communities, and would ensure visual compatibility with adjacent development, as well as overall community character. In addition, the Draft EIR/EIS includes mitigation measures and IAMFs, through which the contractor will incorporate design aesthetic preferences into final design and construction of station and nonstation structures to ensure consistency with local plans in Anaheim.

Policy	Consistency
City of Orange	
Orange General Plan (2025)	
Land Use Element (2015)	
The Land Use Element contains the following goals and policies: • **Policy 1.5:** Prioritize recreation and open space uses at Irvine Lake and protect historic visual resources in East Orange. • **Policy 3.3:** Improve vehicular, pedestrian, and visual connections between commercial areas and the rest of the community. • **Policy 7.5:** Work with and encourage other agencies and service providers to minimize potential visual and environmental impacts of their facilities • The Open Space Ridgeline designation is designed to preserve visually significant ridgelines and steep hillsides. The City has adopted a hillside grading policy that prohibits development or grading on ridgelines with this designated land use.	**Consistent.** The Shared Passenger Track Alternatives would be generally consistent with these policies regarding aesthetics and visual quality. The Shared Passenger Track Alternatives have been designed for compatibility with the visual identity and character of its surrounding communities, and would ensure visual compatibility with adjacent development, as well as overall community character. In addition, the Draft EIR/EIS includes mitigation measures and IAMFs, through which the contractor will incorporate design aesthetic preferences into final design and construction of station and nonstation structures to ensure consistency with local plans in Orange.
Natural Resources Element (2015)	
• **Goal 7.0:** Protect significant view corridors, open space, and ridgelines within the urban environment. – **Policy 7.1:** Preserve the scenic nature of significant ridgelines visible throughout the community. – **Policy 7.2:** Designate Santiago Canyon Road east of Jamboree Road as a City Scenic Highway to preserve the scenic nature of the open space adjacent to the road. – **Policy 7.3:** Encourage the development of landscaped medians and parkway landscaping along arterial streets in public and private projects, and encourage the state to provide freeway landscaping. – **Policy 7.5:** Encourage the retention and enhancement of scenic corridors and visual focal points within the community	**Consistent.** The Shared Passenger Track Alternatives would be generally consistent with these policies regarding aesthetics and visual quality. Construction and operation of the HSR system within the project section would not disrupt scenic vistas, remove or destroy character-defining features, alter designated scenic corridors or views from State of California Designated Scenic Highways, or otherwise substantially compromise significant visual resources. The Shared Passenger Track Alternatives have been designed for compatibility with the visual identity and character of its surrounding communities, and would ensure visual compatibility with adjacent development, as well as overall community character. In addition, the Draft EIR/EIS includes mitigation measures and IAMFs, through which the contractor will incorporate design aesthetic preferences into final design and construction of station and nonstation structures to ensure consistency with local plans in Orange.

Policy	Consistency
Urban Design Element (2010)	
• **Goal 1.0:** Promote streetscapes that enhance the economic vitality and overall visual quality of commercial corridors, support the circulation network, and support pedestrian-scale streets and patterns of activity. – **Policy 1.1:** Enhance the streetscape along the City's major commercial corridors and other major streets through coordinated public and private improvements to convey a positive image of the district, contribute to its economic vitality and perception of the City, and improve visual and physical transitions into adjacent neighborhoods. Streetscape designs should include wide sidewalks to accommodate unified landscaping, trees, lighting, paving, street furniture, and other public improvements appropriate to the scale of the streets. – **Policy 1.3:** Ensure that streetscape improvements provide for an environment that offers a pleasant experience for motorists, pedestrians, and transit riders. – **Policy 1.4:** Coordinate with local utility providers to identify priority areas for undergrounding or relocation of overhead electrical and telephone/cable wires to remove visual clutter of existing infrastructure.	**Consistent.** The Shared Passenger Track Alternatives would be generally consistent with these policies regarding aesthetics and visual quality. The Shared Passenger Track Alternatives have been designed for compatibility with the visual identity and character of its surrounding communities, and would ensure visual compatibility with adjacent development, as well as overall community character. In addition, the Draft EIR/EIS includes mitigation measures and IAMFs, through which the contractor will incorporate design aesthetic preferences into final design and construction of station and nonstation structures to ensure consistency with local plans in Orange.

[1] This plan is currently undergoing an update as of April 2025.
CBD = Central Business District; EIR = environmental impact report; EIS = environmental impact statement; HSR = high-speed rail; IAMF = impact avoidance and minimization feature; LA = Los Angeles; project section = Los Angeles to Anaheim Project Section

Cultural Resources

Policy	Consistency
3.17 CULTURAL RESOURCES	
Los Angeles County	
Los Angeles County Code of Ordinances, Historic Preservation Ordinance (Chapter 22.124) (2025)	
The Historic Preservation Ordinance establishes criteria for the designation, preservation, and maintenance of individual landmarks and historic districts. It also establishes the county's Mills Act Historical Property Contract Program, which provides property tax relief to owners of historic properties who are willing to restore and maintain their properties. The ordinance applies only to properties in unincorporated areas of Los Angeles County.	**Consistent.** The County's Historic Preservation Ordinance provides the regulatory framework for designating resources to the County Landmarks list. The Shared Passenger Track Alternatives would disclose historic and cultural resources located in Los Angeles County. The Authority will incorporate IAMFs and would implement mitigation measures for both archaeological and historic built resources.

Policy	Consistency
Los Angeles County Board of Supervisors Historical Landmarks and Records Commission Ordinance Chapter 3.30 (1987)	
The commission identifies and recommends for designation Los Angeles County landmarks and historic districts in unincorporated areas of the county. Recommendations of local designations are forwarded to the Board of Supervisors for its final action.	**Consistent.** This ordinance provides the regulatory framework for designating resources to the County Landmarks list. The Shared Passenger Track Alternatives would disclose historic and cultural resources located in Los Angeles County. The Authority will incorporate IAMFs and would implement mitigation measures for both archaeological and historic built resources.
Los Angeles County 2035 General Plan (2025), Conservation and Natural Resources Element (2022)	
The general plan, most recently updated in 2025, guides land use in Los Angeles County. It sets forth policies and programs the county uses to manage development and growth. Historic and cultural resources are included in the conservation and natural resources element, updated in 2022.	**Consistent.** The Shared Passenger Track Alternatives would disclose historic and cultural resources and provide measures to avoid and mitigate potential adverse impacts, thereby promoting the protection of known cultural resources. The Authority will incorporate IAMFs and would implement mitigation measures for both archaeological and historic built resources. CUL-IAMF#1 through CUL-IAMF#8 support the identification, protection, and preservation of cultural resources; where effects may occur, the Authority would implement CUL-MM#1 through CUL-MM#4, CUL-MM#6 and CUL-MM#7, and CUL-MM#12 to support the protection and preservation of cultural resources. The Authority is also conducting consultation with tribes and other interested parties in compliance with Section 106 of the National Historic Preservation Act.
Mills Act Program (State of California 1972)	
Permits the county to enter into a contract with a property owner whereby the county grants tax abatement in exchange for a commitment from the owner to rehabilitate and maintain their historic property in accordance with the Secretary of the Interior's Standards for the Treatment of Historic Properties.	**Consistent.** The Shared Passenger Track Alternatives would disclose historic and cultural resources and provide measures to avoid and mitigate potential adverse impacts, thereby promoting the protection of known cultural resources. The Authority will incorporate CUL-IAMF#4, CUL-IAMF#5, CUL-IAMF#6, and CUL-IAMF#7 to protect and preserve cultural resources; where effects may occur, the Authority would implement CUL-MM#1-#7 to comply with the stipulations presented in the Programmatic Agreement and Memorandum of Agreement.

Policy	Consistency
City of Los Angeles	
Los Angeles Administrative Code Chapter 9, Division 22, Article 1, Section 22.171 et seq.) (2024)	
Establishes the Cultural Heritage Commission. Defines roles and responsibilities of the commission.	**Consistent.** The Shared Passenger Track Alternatives would disclose historic and cultural resources and provide measures to avoid and mitigate potential adverse impacts, thereby promoting the protection of known cultural resources in the city of Los Angeles. The Authority will incorporate IAMFs and would implement mitigation measures for both archaeological and historic built resources.
Historic Preservation Overlay Zone Ordinance No. 175891 (2004)	
Historic Preservation Overlay Zone Ordinance No. 175891 is intended as a revision to Los Angeles Municipal Code Section 12.20.3. "HP" Historic Preservation Overlay Zone. The ordinance proposes amendments to the Historic Preservation Overlay Zone Ordinance to modify board composition and administration, modify procedures regarding the historic status of properties, modify procedures regarding review of projects, and establish procedures regarding demolition of historic resources.	**Consistent.** The Shared Passenger Track Alternatives would disclose historic and cultural districts and provide measures to avoid and mitigate potential adverse impacts, thereby promoting the protection of known cultural resources in the city of Los Angeles. The Authority will incorporate IAMFs and would implement mitigation measures for both archaeological and historic built resources districts.
Cultural Heritage Master Plan (2000)	
The *Cultural Heritage Master Plan* includes policy recommendations regarding historic preservation. Many of its recommendations were incorporated into the structure of the Office of Historic Resources, which was established after the master plan.	**Consistent.** The Shared Passenger Track Alternatives would disclose historic and cultural resources and provide measures to avoid and mitigate potential adverse impacts, thereby promoting the protection of known cultural resources. The Authority will incorporate IAMFs and would implement mitigation measures for both archaeological and historic built resources. CUL-IAMF#1 through CUL-IAMF#8 support the identification, protection, and preservation of cultural resources; where effects may occur, the Authority would implement CUL-MM#1 through CUL-MM#4, CUL-MM#6 and CUL-MM#7, and CUL-MM#12 to support the protection and preservation of cultural resources.

Policy	Consistency
Adaptive Reuse Ordinance (2024)	
The Adaptive Reuse Ordinance provides for an expedited approval process and ensures that older and historic buildings are not subjected to the same zoning and code requirements that apply to new construction.	**Consistent.** The Shared Passenger Track Alternatives would disclose historic and cultural resources and provide measures to avoid and mitigate potential adverse impacts, thereby promoting the protection of known cultural resources. The Authority will incorporate IAMFs and would implement mitigation measures that support the relocation, protection, and preservation of historic built resources including CUL-IAMF#4 to CUL-IAMF#8 and CUL-MM#4 to CUL-MM#7. Although the IAMFs and mitigation measures do not directly discuss adaptive reuse, the IAMFs and mitigation measures support continued and reuse of resources.
Mills Act Program (State of California 1972)	
Permits the city to enter into a contract with a property owner whereby the property owner receives tax abatement in exchange for their commitment to rehabilitate and maintain their historic property in accordance with the Secretary of the Interior's Standards for the Treatment of Historic Properties.	**Consistent.** The Shared Passenger Track Alternatives would disclose historic and cultural resources and provide measures to avoid and mitigate potential adverse impacts, thereby promoting the protection of known cultural resources. The Authority will incorporate CUL-IAMF#4, CUL-IAMF#5, CUL-IAMF#6, and CUL-IAMF#7 to protect and preserve cultural resources; where effects may occur, the Authority would implement CUL-MM#1 to CUL-MM#7 to comply with the stipulations presented in the Programmatic Agreement and Memorandum of Agreement.
Downtown Community Plan (2024)	
This plan sets forth goals and policies that pertain to downtown Los Angeles, and calls for the incorporation of historic resources' visibility within the downtown landscape. Specifically, goals focus on protecting and rehabilitating designated buildings, incentivizing preservation and adaptive reuse, providing public education of the resources, and maintaining cultural and connects with the past.	**Consistent.** The Shared Passenger Track Alternatives would disclose historic and cultural resources and provide measures to avoid and mitigate potential adverse impacts, thereby promoting the protection of known cultural resources.
Boyle Heights Community Plan (2024)[1]	
This plan sets forth goals, objectives, policies, and implementation programs that pertain to Boyle Heights. Broader issues, goals, objectives, and policies are provided by the Citywide General Plan Framework.	**Consistent.** The Shared Passenger Track Alternatives would disclose historic and cultural resources and provide measures to avoid and mitigate potential adverse impacts, thereby promoting the protection of known cultural resources.

Policy	Consistency
City of Vernon	
City of Vernon General Plan (2023), Resources Element (2015)	
Goal R-4 of the Resources Element of the City of Vernon General Plan aims to "Recognize and preserve Vernon's contributions to the industrial and architectural history of Los Angeles" through a set of policies that expand available cultural resource information by establishing a city-maintained historic database, accommodate interested parties, ensure CEQA compliance, and establish local programs honoring Vernon resources of historic significance. One landmark designated by council resolution (located outside the project section's APE).	**Consistent.** The Shared Passenger Track Alternatives would disclose historic and cultural resources and provide measures to avoid and mitigate potential adverse impacts, thereby promoting the protection of known cultural resources. Section 3.17.10, CEQA Significance Conclusions, of Section 3.17, Cultural Resources, summarizes the significance of the environmental impacts on cultural resources for the Shared Passenger Track Alternatives. The NRHP eligibility criteria (36 C.F.R. Part 60.4) were used to evaluate historic significance of resources within the project's APE, as described in Section 3.17 of this EIR/EIS, for the purposes of CEQA compliance.
City of Bell	
City of Bell 2030 General Plan (2022)	
The *City of Bell 2030 General Plan* includes a section on "Cultural Resources" that provides a list of "potential historic resources" in the city. It does not provide any goals regarding historic preservation.	**Consistent.** None of those listed in the general plan are in or near the Shared Passenger Track Alternatives; however, the Shared Passenger Track Alternatives would disclose historic and cultural resources.
City of Commerce	
Commerce Municipal Code (2024), Title 19 [19.17], Historic Landmark/District Regulations and Procedures (2000)	
Municipal Code 19.17 was established to recognize and preserve the history of the city of Commerce and Southern California. The code provides for the identification and designation of historic places, buildings, works of art, neighborhoods, and other objects of historic or cultural interest within the city.	**Consistent.** The Shared Passenger Track Alternatives would disclose historic and cultural resources and provide measures to avoid and mitigate potential adverse impacts, thereby promoting the protection of known cultural resources. The Authority is required to comply with federal laws and regulations. Therefore, there would be no inconsistencies between the Shared Passenger Track Alternatives and these federal and state laws and regulations. In addition, IAMFs and mitigation measures would reduce impacts to the greatest extent feasible.

Policy	Consistency
City of Pico Rivera	
City of Pico Rivera General Plan (2014)	
The *City of Pico Rivera General Plan* is a statement of community values and priorities. It sets forth goals, objectives, policies, and implementing actions across a wide range of issues. It also describes priorities for putting the general plan into action. Includes a list of potential historic resources (outside the project's APE).	**Consistent.** The Shared Passenger Track Alternatives would disclose historic and cultural resources and provide measures to avoid and mitigate potential adverse impacts, thereby promoting the protection of known cultural resources. The plan describes priorities for putting the general plan into action, which includes a list of potential historic resources (outside the project's APE).

Policy	Consistency
City of Santa Fe Springs	
Re-Imagine Santa Fe Springs 2040 General Plan, Conservation and Open Space Element (2022)	
• **Goal COS-11.1:** City's historical and cultural assets are protected, preserved, and celebrated. – **Policy COS-11.1:** Historical. Sites of historical or cultural interest should be preserved and where applicable, enhanced. – **Policy COS-11.2:** Historic Preservation. Assess the historical significance of additional properties over 50 years old and encourage the preservation of public and private buildings which are of local, historical, or cultural importance. – **Policy COS-11.3:** Archaeological Resources. Assure that all development properly addresses the potential for subsurface archaeological deposits by requiring archaeological surveys during the development review process as appropriate. – **Policy COS-11.4:** Cultural Resources. Review all development and redevelopment proposals for the possibility of including cultural resources, such as the need for individual cultural resource studies and subsurface investigations. – **Policy COS-11.5:** Railroad History. Expand historic preservation and education that focuses on the City's railroad historic resource and remaining historical artifacts and facilities. – **Policy COS-11.6:** Historic District. Consider evaluating and designating the Civic Cener and Heritage Park properties into a Historic District that reflects multiple periods of significance. – **Policy COS-11.7:** Promoting Historic Resources. Promote and utilize historic and cultural resources in the community, including the Clarke Estate and Heritage Park, as a means of bolstering economic development.	**Consistent.** The Shared Passenger Track Alternatives would disclose historic and cultural resources and provide measures to avoid and mitigate potential adverse impacts, thereby promoting the protection of known cultural resources. Construction of the project could potentially affect archaeological deposits associated with all archaeological resources through ground-disturbing activities. CUL-IAMF#1, CUL-IAMF#2, CUL-IAMF#3, CUL-IAMF#4, and CUL-IAMF#5 are included as a part of the project, limiting the potential for impact, but not avoiding potential impacts entirely. Section 3.17.10 summarizes the significance of the environmental impacts on cultural resources for the Shared Passenger Track Alternatives. The NRHP eligibility criteria (36 C.F.R. Part 60.4) were used to evaluate historic significance of resources within the project's APE, as described in Section 3.17 of this EIR/EIS, for the purposes of CEQA compliance.
City of Norwalk	
Vision Norwalk – The City of Norwalk General Plan (2023)	
Vision Norwalk – The City of Norwalk General Plan Land Use Map (Section 6) shows the location of potential cultural resources. The general plan does not outline the process or policy for how these resources are selected.	**Not applicable.** No cultural resources laws or provisions. No potential resources would be affected.

Policy	Consistency
City of La Mirada	
No ordinances or municipal code(s) specific to recognizing cultural resources.	**Not applicable.** No cultural resources laws or provisions. No potential resources would be affected.
Orange County	
Orange County Historic Site Plaque Program (1973)	
Acknowledges significant historical places through their evaluation and designation and through the placement of plaques and markers overseen by the Historical Commission.	**Consistent.** The Shared Passenger Track Alternatives would disclose historic and cultural resources eligible for the NRHP and California Register of Historical Resources.
County of Orange General Plan (2025)	
The *County of Orange General Plan* identifies general areas of prehistoric archaeological sensitivity and historical areas. In addition, it includes goals and policies related to cultural resources: to raise awareness, encourage preservation, and preserve significant buildings, structures, objects, sites, and districts.	**Consistent.** The Shared Passenger Track Alternatives would disclose historic and cultural resources and provide measures to avoid and mitigate potential adverse impacts, thereby promoting the protection of known cultural resources. IAMFs and mitigation measures would reduce impacts to the greatest extent feasible. The Authority will incorporate IAMFs and would implement mitigation measures for both archaeological and historic built resources. CUL-IAMF#1 through CUL-IAMF#8 support the identification, protection, and preservation of cultural resources; where effects may occur, the Authority would implement CUL-MM#1 through CUL-MM#4, CUL-MM#6 and CUL-MM#7, and CUL-MM#12 to support the protection and preservation of cultural resources. The Authority is also conducting consultation with tribes and other interested parties in compliance with Section 106 of the National Historic Preservation Act.
City of Buena Park	
Buena Park 2035 General Plan (2022)	
The *Buena Park 2035 General Plan* establishes policy direction for the long-range planning and growth of the city. Conservation and Sustainability (Chapter 5) contains policies to guide the conservation of resources that are fundamental components of Buena Park's environment. Buena Park's resources include historic and cultural resources.	**Not applicable.** No cultural resources laws or provisions. No potential resources affected.

Policy	Consistency
City of Fullerton	
Fullerton Municipal Code, Title 15 (Zoning), Chapter 15.48 (2025)	
This section recognizes the desirability of establishing guidelines for the preservation, restoration, and protection of historic and cultural resources in several categories within the city. Said categories and guidelines are considered necessary in order for the public and the city to work together in preserving those elements of Fullerton's heritage, which may now or in the future be endangered as to their very existence or in maintaining their historic or cultural integrity.	**Consistent.** The Shared Passenger Track Alternatives would disclose historic and cultural resources and provide measures to avoid and mitigate potential adverse impacts, thereby promoting the protection of known cultural resources. The Authority will incorporate IAMFs and would implement mitigation measures for both archaeological and historic built resources. CUL-IAMF#1 through CUL-IAMF#8 support the identification, protection, and preservation of cultural resources. In Fullerton, CUL-IAMF#9 will also be incorporated, which supports design consultation for the construction of new Fullerton HSR platform and station facilities such as a parking garage. Where effects may occur, the Authority would implement CUL-MM#1 through CUL-MM#4, CUL-MM#6 and CUL-MM#7, and CUL-MM#12 to support the protection and preservation of cultural resources.
The Fullerton Plan (2025)	
The purpose of the Historic Preservation Element of *The Fullerton Plan* is to guide the preservation, protection, restoration, and rehabilitation of historical resources in order to reaffirm their continuing value as a resource contributing to the vitality and diversity of the present. This element is not required per California Government Code Section 65302; however, as historic preservation is of importance to the community, it is prepared as an optional element per California Government Code Section 65303.	**Consistent.** The Shared Passenger Track Alternatives would disclose historic and cultural resources and provide measures to avoid and mitigate potential adverse impacts, thereby promoting the protection of known cultural resources. The Authority will incorporate IAMFs and would implement mitigation measures for both archaeological and historic built resources. CUL-IAMF#1 through CUL-IAMF#8 support the identification, protection, and preservation of cultural resources. In Fullerton, CUL-IAMF#9 will also be incorporated, which supports design consultation for the construction of new Fullerton HSR platform and station facilities such as a parking garage. Where effects may occur, the Authority would implement CUL-MM#1 through CUL-MM#4, CUL-MM#6 and CUL-MM#7, and CUL-MM#12 to support the protection and preservation of cultural resources.

Policy	Consistency
City of Fullerton Design Guidelines for Residential Preservation Zones (1996)	
These design guidelines apply to all structures within the residential preservation zones; they are in addition to the zoning standards applicable to each property. These guidelines recognize that the significance of the preservation zone results from the accumulation of historic (pre-1940) structures, rather than the architecture of isolated individual buildings. The primary objective is to retain and preserve features of the building site that are important to the overall historic character of the neighborhood.	**Consistent.** The Shared Passenger Track Alternatives would disclose historic and cultural resources and provide measures to avoid and mitigate potential adverse impacts, thereby promoting the protection of known cultural resources. The Authority will incorporate IAMFs and would implement mitigation measures for both archaeological and historic built resources. CUL-IAMF#1 through CUL-IAMF#8 support the identification, protection, and preservation of cultural resources. In Fullerton, CUL-IAMF#9 will also be incorporated, which supports design consultation for the construction of new Fullerton HSR platform and station facilities such as a parking garage. Where effects may occur, the Authority would implement CUL-MM#1 through CUL-MM#4, CUL-MM#6 and CUL-MM#7, and CUL-MM#12 to support the protection and preservation of cultural resources.
Fullerton Central Business District Design Guidelines (1981)	
This illustrated document provides guidance for construction and rehabilitation of private and public development within downtown Fullerton, including building materials and design, signage, lighting, and street furniture. Includes a map showing the boundaries of the Downtown Business District, which is not a historic district.	**Consistent.** The Shared Passenger Track Alternatives would disclose historic and cultural resources and provide measures to avoid and mitigate potential adverse impacts, thereby promoting the protection of known cultural resources within the Downtown Business District and across. The Authority will incorporate IAMFs and would implement mitigation measures for both archaeological and historic built resources. CUL-IAMF#1 through CUL-IAMF#8 support the identification, protection, and preservation of cultural resources. In Fullerton, CUL-IAMF#9 will also be incorporated, which supports design consultation for the construction of new Fullerton HSR platform and station facilities such as a parking garage. Where effects may occur, the Authority would implement CUL-MM#1 through CUL-MM#4, CUL-MM#6 and CUL-MM#7, and CUL-MM#12 to support the protection and preservation of cultural resources.

Policy	Consistency
City of Anaheim	
City of Anaheim Citywide Historic Preservation Plan (2010)	
The plan is intended to supplement the 1999 *Anaheim Colony Historic District Preservation Plan* and applies to the four existing historic districts. It also provides for the identification and protection of those historic resources, both individual properties and districts, that are dispersed throughout the city and those that are turning 50 years old. The plan is intended to assist the city and its residents in recognizing the importance of historic resources.	**Consistent.** The Shared Passenger Track Alternatives would disclose historic and cultural resources and provide measures to avoid and mitigate potential adverse impacts, thereby promoting the protection of known cultural resources. The Authority will incorporate IAMFs and would implement mitigation measures for both archaeological and historic built resources. CUL-IAMF#1 through CUL-IAMF#8 support the identification, protection, and preservation of cultural resources. Where effects may occur, the Authority would implement CUL-MM#1 through CUL-MM#4, CUL-MM#6 and CUL-MM#7, and CUL-MM#12 to support the protection and preservation of cultural resources.
Mills Act Program (State of California 1972)	
Permits the city to enter into a contract with a property owner whereby the property owner receives tax abatement in exchange for their commitment to rehabilitate and maintain their historic property in accordance with the Secretary of the Interior's Standards for the Treatment of Historic Properties.	**Consistent.** The Shared Passenger Track Alternatives would disclose historic and cultural resources and provide measures to avoid and mitigate potential adverse impacts, thereby promoting the protection of known cultural resources. The Authority will incorporate CUL-IAMF#4, CUL-IAMF#5, CUL-IAMF#6, and CUL-IAMF#7 to protect and preserve cultural resources; where effects may occur, the Authority would implement CUL-MM#1 through CUL-MM#7 to comply with the stipulations presented in the Programmatic Agreement and Memorandum of Agreement.
Greater Downtown of Anaheim Guide for Development (2007)	
This study describes a series of goals, strategies, and actions by which the greater downtown area will become a well-recognized urban city center.	**Consistent.** The Shared Passenger Track Alternatives would disclose historic and cultural resources and provide measures to avoid and mitigate potential adverse impacts, thereby promoting the protection of known cultural resources. The Authority will incorporate IAMFs and would implement mitigation measures for both archaeological and historic built resources. CUL-IAMF#1 through CUL-IAMF#8 support the identification, protection, and preservation of cultural resources. Where effects may occur, the Authority would implement CUL-MM#1 through CUL-MM#4, CUL-MM#6 and CUL-MM#7, and CUL-MM#12 to support the protection and preservation of cultural resources.

Policy	Consistency
Historic Move-On Home Program (2011)	
The Historic Move-On Home Program was created by the Anaheim Redevelopment Agency to move historic structures to prevent demolition. Once moved, these structures are restored to their original character and charm. In certain cases, the agency has moved a group of homes within the same timeframe in order to create a new neighborhood. The agency maintains a list of historic properties that have been relocated.	**Consistent.** The Shared Passenger Track Alternatives would disclose historic and cultural resources and provide measures to avoid and mitigate potential adverse impacts, thereby promoting the protection of known cultural resources. The Authority will incorporate IAMFs and would implement mitigation measures for both archaeological and historic built resources. CUL-IAMF#1 through CUL-IAMF#8 support the identification, protection, and preservation of cultural resources. Where effects may occur, the Authority would implement CUL-MM#1 through CUL-MM#4, CUL-MM#6 and CUL-MM#7, and CUL-MM#12 to support the protection and preservation of cultural resources. Specific to relocating historic properties, the Authority will incorporate CUL-IAMF#4 and implement CUL-MM#4, which support relocation as part of the project or mitigation, respectively.
City of Orange	
Orange General Plan (2025), Cultural Resources and Historic Preservation Element (2015)	
The Cultural Resources and Historic Preservation Element is not a state-mandated element of the *Orange General Plan*, but it is important because it provides guidelines to preserve those resources that represent the history and culture of Orange. Specifically, its purpose is to provide guidance in developing and implementing programs that ensure the identification, designation, and protection of cultural resources in the city's planning, development, and permitting process. The Cultural Resources and Historic Preservation Element also identifies ways in which the city can encourage and coordinate with private property owners in support of historic preservation. The goals and policies of the Cultural Resources and Historic Preservation Element address five issues: • Identifying and protecting historic resources, • Protecting neighborhood character, • Providing incentives and expanding education efforts for historic preservation, • Recognizing and protecting archeological and cultural resources within the planning area, and • Meeting life-long learning needs of residents through provision of library services.	**Consistent.** The Shared Passenger Track Alternatives would disclose historic and cultural resources and provide measures to avoid and mitigate potential adverse impacts, thereby promoting the protection of known cultural resources. The Authority will incorporate IAMFs and would implement mitigation measures for both archaeological and historic built resources. CUL-IAMF#1 through CUL-IAMF#8 support the identification, protection, and preservation of cultural resources. Where effects may occur, the Authority would implement CUL-MM#1 through CUL-MM#4, CUL-MM#6 and CUL-MM#7, and CUL-MM#12 to support the protection and preservation of cultural resources.

Policy	Consistency
Historic Preservation Program (1982)[5]	
The city's historic preservation program began engaging in community interest and outreach during the late 1970s. Spurred by citizen interest in the historic downtown and surrounding residential neighborhoods, the City Council formed the official Old Towne Steering Committee in 1979 to assess and direct the special planning needs for the square mile of old Orange. The city's Community Development Department oversees application of the city's Historic Preservation Program.	**Consistent.** The Shared Passenger Track Alternatives would disclose historic and cultural resources and provide measures to avoid and mitigate potential adverse impacts, thereby promoting the protection of known cultural resources.
Orange Municipal Code (Title 17, Zoning) (2024)	
The city's Zoning Ordinance permits the establishment of historic districts through a zone change process (Orange Municipal Code 17.020 and 17.17 Historic Districts). Alterations to or new construction on sites with listed historic resources shall be subject to city staff and Design Review Committee review and approval as outlined in Section 17.10.090 (Demolition review).	**Consistent.** The Shared Passenger Track Alternatives would disclose historic and cultural resources and provide measures to avoid and mitigate potential adverse impacts, thereby promoting the protection of known cultural resources.
Mills Act Program (State of California 1972)	
Permits the city to enter into a contract with a property owner whereby the property owner receives tax abatement in exchange for their commitment to rehabilitate and maintain their historic property in accordance with the Secretary of the Interior's Standards for the Treatment of Historic Properties.	**Consistent.** The Shared Passenger Track Alternatives would disclose historic and cultural resources and provide measures to avoid and mitigate potential adverse impacts, thereby promoting the protection of known cultural resources. The Authority will incorporate CUL-IAMF#4, CUL-IAMF#5, CUL-IAMF#6, and CUL-IAMF#7 to protect and preserve cultural resources; where effects may occur, the Authority would implement CUL-MM#1 through CUL-MM#7 to comply with the stipulations presented in the Programmatic Agreement and Memorandum of Agreement.

[5] The 2015 *Orange General Plan* provided the information for this entry about the establishment of the local preservation program in 1982. Research did not identify records on the subject from 1982. Therefore, the source cited in Chapter 12, References/Sources Used in Document Preparation, is for the 2015 general plan.

Policy	Consistency
Local CEQA Guidelines (2020)	
The City of Orange has adopted Local CEQA Guidelines, amended July 14, 2020 to provide the city, and anyone intending to carry out a project, with the requirements of the environmental review process established according to state law, local ordinance, and city practices. The guidelines contain a section pertaining specifically to historical resources. The City of Orange is a Certified Local Government.	**Consistent.** The Shared Passenger Track Alternatives would disclose historic and cultural resources and provide measures to avoid and mitigate potential adverse impacts, thereby promoting the protection of known cultural resources. The Authority will incorporate IAMFs and would implement mitigation measures for both archaeological and historic built resources. CUL-IAMF#1 through CUL-IAMF#8 support the identification, protection, and preservation of cultural resources. Where effects may occur, the Authority would implement CUL-MM#1 through CUL-MM#4, CUL-MM#6 and CUL-MM#7, and CUL-MM#12 to support the protection and preservation of cultural resources.

[1] This plan is currently undergoing an update as of April 2025.
APE = area of potential effects; Authority = California High-Speed Rail Authority; C.F.R. = Code of Federal Regulations; CEQA = California Environmental Quality Act; EIR = environmental impact report; EIS = environmental impact statement; HSR = high-speed rail; IAMF = impact avoidance and minimization feature; NRHP = National Register of Historic Places; project section = Los Angeles to Anaheim Project Section

Regional Growth

Policy	Consistency
3.18 REGIONAL GROWTH	
Southern California	
SCAG 2024–2050 Connect SoCal RTP/SCS (2024)	
The RTP/SCS has the following major vision themes relevant to regional growth: • Mobility • Communities • Environment • Economy These vision themes are broken down into specific policies detailed below:	**Consistent.** The Shared Passenger Track Alternatives would improve mobility, connectivity, and accessibility by adding a new travel choice that reduces vehicle trips. The project would provide access to regional and statewide transit systems and opportunities for economic growth in the area. Therefore, the Shared Passenger Track Alternatives would promote sustainability for future generations and be consistent with this policy.
• **Policy 7:** Encourage and support the implementation of projects, both physical and digital, that facilitate multimodal connectivity, prioritize transit and shared mobility, and result in improved mobility, accessibility and safety	**Consistent.** The Shared Passenger Track Alternatives would improve mobility, connectivity, accessibility and safety by adding a new travel choice that reduces vehicle trips. Therefore, the Shared Passenger Track Alternatives would be consistent with this policy.

Policy	Consistency
• **Policy 9:** Encourage residential and employment development in areas surrounding existing and planned transit/rail stations	**Consistent.** The Shared Passenger Track Alternatives would encourage transit-oriented development around the station areas. Therefore, the Shared Passenger Track Alternatives would be consistent with this policy.
• **Policy 14:** Encourage the development of transportation projects that provide convenient, cost-effective and safe alternatives to single-occupancy vehicle travel (e.g., trips made by foot, on bikes, via transit, etc.)	**Consistent.** The Shared Passenger Track Alternatives would improve mobility, connectivity, accessibility and safety by adding a new travel choice that reduces vehicle trips. Therefore, the Shared Passenger Track Alternatives would be consistent with this policy.
• **Policy 15:** Encourage jurisdictions and TDM practitioners to develop and expand local plans and policies to promote alternatives to single occupancy vehicle travel for residents, workers and visitors	**Consistent.** The Shared Passenger Track Alternatives would improve mobility, connectivity, accessibility and safety by adding a new travel choice that reduces vehicle trips. Therefore, the Shared Passenger Track Alternatives would be consistent with this policy.
• **Policy 17:** Support the implementation of technology designed to provide equal access to mobility, employment, economic opportunity, education, health and other quality-of-life opportunities for all residents within the SCAG region	**Consistent.** The Shared Passenger Track Alternatives would improve mobility, connectivity, accessibility and safety by adding a new travel choice that reduces vehicle trips and commute times from residential to employment centers of various types. Therefore, the Shared Passenger Track Alternatives would be consistent with this policy.
• **Policy 22:** Eliminate transportation-related fatalities and serious injuries (especially those involving vulnerable road users, such as people, especially older adults and children, walking and biking) on the regional multimodal transportation system	**Consistent.** The Shared Passenger Track Alternatives would improve mobility, connectivity, accessibility and safety by adding a new travel choice that reduces vehicle trips and commute times from residential to recreation, commercial and education centers. Therefore, the Shared Passenger Track Alternatives would be consistent with this policy.
• **Policy 33:** Promote the growth of origins and destinations, in areas with a proclivity toward multimodal options like transit and active transportation, to reduce single occupant vehicle (SOV) dependency and vehicle miles traveled	**Consistent.** The Shared Passenger Track Alternatives would improve mobility, connectivity, accessibility and safety by adding a new travel choice that reduces vehicle trips and commute times from residential to employment centers of various types. Therefore, the Shared Passenger Track Alternatives would be consistent with this policy.
• **Policy 36:** Encourage housing development in transit-supportive and walkable areas to create more interconnected and resilient communities	**Consistent.** The Shared Passenger Track Alternatives would improve mobility, connectivity, accessibility and safety by adding a new travel choice that promotes community cohesion. Therefore, the Shared Passenger Track Alternatives would be consistent with this policy.

Policy	Consistency
• **Policy 43:** Support communities across the region to realize 15-minute communities through incremental changes that improve equity, quality of life, public health, mobility, sustainability, resilience and economic vitality	**Consistent.** The Shared Passenger Track Alternatives would improve mobility, connectivity, accessibility and safety by adding a new travel choice that promotes community cohesion for shorter commutes to commercial, educational and recreational centers. Therefore, the Shared Passenger Track Alternatives would be consistent with this policy.
• **Policy 52:** Support investments that reduce hazardous air pollutants and greenhouse gas emissions	**Consistent.** The Shared Passenger Track Alternatives would improve the efficiency of the regional transportation system by adding a new travel choice to enhance connectivity in concert with land use decisions and environmental objectives including reducing GHG and hazardous air pollutants. The Shared Passenger Track Alternatives would also foster safe, healthy, walkable communities by conforming to all city and local codes regarding community cohesion. Therefore, the Shared Passenger Track Alternatives would be consistent with this policy.
• **Policy 69:** Leverage and prioritize investments, particularly where there are mutual co-benefits to both freight and passenger/commuter rail	**Consistent.** The Shared Passenger Track Alternatives would improve the efficiency of the regional transportation system by adding a new travel choice to enhance connectivity on a shared track in concert with land use decisions and environmental objectives. The Shared Passenger Track Alternatives would foster safe, healthy, walkable communities by conforming to all city and local codes regarding community cohesion. Therefore, the Shared Passenger Track Alternatives would be consistent with this policy.
• **Policy 80:** Encourage partnerships and policies to broaden safe and efficient access to a range of mobility services that improve connections to jobs, education and basic services	**Consistent.** The Shared Passenger Track Alternatives would improve mobility, connectivity, accessibility and safety by adding a new travel choice that promotes community cohesion. Therefore, the Shared Passenger Track Alternatives would be consistent with this policy.
• **Policy 82:** Foster a positive business climate by promoting regional collaboration in workforce and economic development between cities, counties, educational institutions and employers	**Consistent.** The Shared Passenger Track Alternatives would improve mobility, connectivity, accessibility and safety by adding a new travel choice between economic and educational centers in the region. Therefore, the Shared Passenger Track Alternatives would be consistent with this policy.
• **Policy 88:** Encourage the reduced use of cars by visitors to the region by working with state, county and local agencies (e.g., park services, transportation agencies) to highlight and increase access to alternative options, including transit, passenger rail and active transportation	**Consistent.** The Shared Passenger Track Alternatives would improve the efficiency of the regional transportation system by adding a new travel choice to enhance connectivity on a shared track in concert with land use decisions and environmental objectives. The Shared Passenger Track Alternatives would foster safe, healthy, walkable communities by conforming to all city and local codes regarding community cohesion. Therefore, the Shared Passenger Track Alternatives would be consistent with this policy.

Policy	Consistency
Los Angeles County	
Los Angeles County 2035 General Plan (2025)	
Land Use Element (2025)	
• **Policy LU 4.3:** Encourage transit-oriented development in urban and suburban areas with the appropriate residential density along transit corridors and within station areas.	**Consistent.** The Shared Passenger Track Alternatives would provide access to regional and statewide transit systems and opportunities for economic growth in the area. The Shared Passenger Track Alternatives would also complete all planned transportation improvements, including bike lanes and transportation facilities, where existing roadways cross the Shared Passenger Track Alternatives. Therefore, the Shared Passenger Track Alternatives would be consistent with this policy.
• **Policy LU 5.2:** Encourage a diversity of commercial and retail services, and public facilities at various scales to meet regional and local needs.	**Consistent.** The Authority would work with local and county governments to accommodate projected growth in the region and statewide and would account for the adjustment of infrastructure and public services during the planning process. Therefore, the Shared Passenger Track Alternatives would be consistent with this policy.
Mobility Element (2015)	
Policy M 4.1: Expand transportation options that reduce automobile dependence.	**Consistent.** The Shared Passenger Track Alternatives would provide access to regional and statewide transit systems and opportunities for economic growth in the area. All planned transportation improvements, including bike lanes and transportation facilities, where existing roadways cross the Shared Passenger Track Alternatives would also be completed under the project. Therefore, the Shared Passenger Track Alternatives would be consistent with this policy.
• **Policy M 4.10:** Support the linkage of regional and community-level transportation systems, including multi-modal networks.	**Consistent.** The Shared Passenger Track Alternatives would provide access to regional and statewide transit systems and opportunities for economic growth in the area. The project would also complete all planned transportation improvements, including bike lanes and transportation facilities, where existing roadways cross the Shared Passenger Track Alternatives. Therefore, the project would be consistent with this policy.

Policy	Consistency
Economic Development Element (2022)	
• **Policy ED 4.2:** Support the development of community-level economic development strategies in line with the Los Angeles County Strategic Plan for Economic Development.	**Consistent.** The Los Angeles County Strategic Plan for Economic Development referenced in Policy ED 4.2 identifies "21st Century Infrastructure" as one of five key components for economic development success. An objective of this component is to "build and maintain critical infrastructure for LA County." The Shared Passenger Track Alternatives would provide access to regional and statewide transit systems and opportunities for economic growth in the area. The project would also complete all planned transportation improvements, including bike lanes and transportation facilities, where existing roadways cross the Shared Passenger Track Alternatives. Therefore, the Shared Passenger Track Alternatives would be consistent with this policy.
• **Policy ED 6.:** Encourage a collaborative inter-agency and inter-jurisdictional environment to align economic development activities and promote information sharing on economic trends, business cycles, best practices, and resources.	**Consistent.** The Authority would work with local and county governments to accommodate projected growth in the region and statewide, and would account for the adjustment of infrastructure and public services during the planning process. Therefore, the Shared Passenger Track Alternatives would be consistent with this policy.
Orange County	
County of Orange General Plan (2025)	
Land Use Element (2024)	
• **Land Use Policy 3:** To encourage infill and transit-oriented development through incentives, concentrating development close to transit stops and ensuring access by all travel modes. • **Land Use Policy 5:** To plan an integrated land use and transportation system that accommodates travel demand for all modes of transit.	**Consistent.** The Shared Passenger Track Alternatives would provide access to regional and statewide transit systems and opportunities for economic growth in the area. The project would also complete all planned transportation improvements, including bike lanes and transportation facilities, where existing roadways cross the Shared Passenger Track Alternatives. Therefore, the Shared Passenger Track Alternatives would be consistent with this policy.
Growth Management Element (2020)	
• **Growth Management Goal 1:** Reduce traffic congestion. • **Growth Management Goal 2:** Ensure that adequate transportation facilities, public facilities, equipment, and services are provided for existing and future residents. • **Growth Management Goal 3:** Protect the natural environment of Orange County.	**Consistent.** The Shared Passenger Track Alternatives would provide greater access to regional and statewide transit systems and create opportunities for economic growth in the area. The project would also complete all planned transportation improvements, including bike lanes and transportation facilities, where existing roadways cross the Shared Passenger Track Alter reduce the reliance on cars and increase more active transit options. Therefore, the Shared Passenger Track Alternatives would be consistent with this policy.

Policy	Consistency
Orange County Transportation Authority, Directions 2045 – Long Range Transportation Plan (2023)	
• **Goal 1: Deliver on commitments**. Prioritize the voter-approved OC Go programs and fulfill OCTA's responsibility for providing safe and reliable transit service.	**Consistent.** The Shared Passenger Track Alternatives would provide access to regional and statewide transit systems and opportunities for economic growth in the area. The project would also complete all planned transportation improvements, including bike lanes and transportation facilities, where existing roadways cross the Shared Passenger Track Alternatives. Therefore, the Shared Passenger Track Alternatives would be consistent with this policy.
• **Goal 2: Improve System Performance.** Improve overall travel conditions with conventional and innovative solutions that respond to Orange County's growing travel demand.	**Consistent.** The Shared Passenger Track Alternatives would provide access to regional and statewide transit systems and opportunities for economic growth in the area. The project would also complete all planned transportation improvements, including bike lanes and transportation facilities, where existing roadways cross the Shared Passenger Track Alternatives. Therefore, the Shared Passenger Track Alternatives would be consistent with this policy.
• **Goal 3: Expand System Choices.** Provide travelers with convenient and equitable travel options and reduce the number of single occupant vehicle (SOV) trips.	**Consistent.** The Shared Passenger Track Alternatives would provide access to regional and statewide transit systems and opportunities for economic growth in the area. The project would also complete all planned transportation improvements, including bike lanes and transportation facilities, where existing roadways cross the Shared Passenger Track Alternatives. The Shared Passenger Track Alternatives would bolster infrastructure for non-automobile options making them more accessible and reliable, therefore, the Shared Passenger Track Alternatives would be consistent with this policy.
• **Goal 4: Support Sustainability.** Include adaptation and resiliency strategies that reduce climate-related risks, while also supporting Orange County's economy, infrastructure maintenance, and environmental health.	**Consistent.** The Shared Passenger Track Alternatives would improve the transportation of residents throughout the county by offering a faster, improved method of traveling through the county. The proposed Shared Passenger Track Alternatives would offer a new transportation service to reduce dependence on the use of fossil fuels and decrease greenhouse gas emissions, and would not preclude Orange County's additional efforts to be consistent with regional planning efforts. As discussed above, operation of the Shared Passenger Track Alternatives would result in reductions in GHG emissions, which would help the state achieve its sustainability strategies, and would not interfere with the County's sustainability efforts.

Authority = California High-Speed Rail Authority; GHG = greenhouse gas; LA = Los Angeles; OC = Orange County; OCTA = Orange County Transportation Authority; RTP = Regional Transportation Plan; SCAG = Southern California Association of Governments; SCS = Sustainable Communities Strategy; TDM = transportation demand management

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