APPENDIX A: CONSISTENCY WITH REGIONAL AND LOCAL PLANS AND POLICIES

Policy	Consistency
Southern California	
SCAG 2024–2050 RTP/SCS (2024)	
• **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 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).
• **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 in 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).

Policy	Consistency
• **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 and ensure consistency with funding capabilities. 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 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
County of Los Angeles	
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, youths, 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 negative 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 in the county, which constitutes a positive impact on communities.
Los Angeles County 2035 General Plan (2025): 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 in the region by offering improved access to employees, residents, and visitors in 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 in 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 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 in 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 IAMFs, emissions of harmful pollutants would be minimized, which would minimize the health risks to populations near the project. AQ-IAMF#2 would ensure that no high-VOC building coating materials would be used. IAMFs would 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 in the county by providing a new, efficient method of travel to certain areas in 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.
Los Angeles County 2035 General Plan (2025): 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 in 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 negative 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 would be minimized, which would minimize the health risks to populations located near the project. AQ-IAMF#1 through AQ-IAMF#5 would 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	Consistency
• **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 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 in 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 negative 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 in the corresponding chapter. The project would incorporate AVQ-IAMF#2, which would include 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	Consistency
• **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.
City of Los Angeles General Plan (2024): Mobility Element (2016)	
• **Mobility Plan Policy 1.5:** Reduce conflicts and improve safety at railroad crossings through design, planning, and operation	**Consistent.** The proposed 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 proposed 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 in the corresponding chapter. The project would incorporate IAMFs, which would 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 Element	
• **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.

Policy	Consistency
Downtown Community Plan (2024): Public Realm and Open Space Element	
• **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.
• **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 in the region.
Downtown Community Plan (2024): Mobility and Connectivity Element	
• **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): Circulation Element	
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.

Policy	Consistency
Boyle Heights Community Plan (2024): Public Transportation Element	
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.
City of Vernon	
City of Vernon General Plan (2023): Land Use Element	
• **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 in 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 commercial 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 commercial replacement properties in Vernon to accommodate the relocation of displaced businesses in the city.

Policy	Consistency
• **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.
City of Vernon General Plan (2023): 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 in the city by providing a new, efficient method of travel to certain areas in 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.
City of Vernon General Plan (2023): 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.

Policy	Consistency
Code of the City of Vernon (2024)	
The following chapters of 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.
City of Bell	
City of Bell 2010 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 where the Plus Project condition has an LOS of E or F.

Policy	Consistency
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 Shared Passenger Track Alternatives 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.
City of Commerce	
City of Commerce 2020 General Plan (2008): Community Development Element[1]	
• **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.** The Shared Passenger Track Alternatives would displace 115 businesses in Commerce. There is a surplus of industrial replacement properties to accommodate the relocation of displaced industrial businesses. The Shared Passenger Track Alternatives 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.** The Shared Passenger Track Alternatives would displace 115 businesses in Commerce. There is a surplus of industrial replacement properties to accommodate the relocation of displaced industrial businesses. The Shared Passenger Track Alternatives 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 the 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	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.	**Inconsistent.** The 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 commercial properties in Commerce to accommodate the relocation of displaced businesses in the city. 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 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 in the project alignment including the City of Commerce as well as the public during public and virtual meetings.
City of Commerce 2020 General Plan (2008): Transportation Element	
• **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 inter-city transit system and, thus, complies 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 the 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	Consistency
• **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. Because potential impacts have been considered, this project is consistent with Policy 6.2.
• **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.
City of Commerce 2020 General Plan (2008): Air Quality Element	
• **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 would 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.

Policy	Consistency
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.
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	Consistency
• **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 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.
City of Pico Rivera General Plan (2014): 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 Shared Passenger Track Alternatives.
City of Pico Rivera General Plan (2014): 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 in the region by offering improved access to employees, residents, and visitors in the region.

Policy	Consistency
• **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 in the community by offering improved access to employees, residents, and visitors in the region.
• **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 in the region by offering improved access to employees, residents, and visitors in 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 in 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 in the region that offers improved access to employees and businesses in the community.
City of Pico Rivera General Plan (2014): 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.
City of Pico Rivera General Plan (2014): 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	Consistency
• **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 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.
Re-Imagine Santa Fe Springs: 2040 General Plan (2022): 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 in the corresponding title. The Shared Passenger Track Alternatives will include 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): 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 in Norwalk by providing a fast alternative method of traveling in the region and state. These improvements would also support Norwalk's economic growth and development because 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 in Norwalk by providing a fast alternative method of traveling in the region and state.
Vision Norwalk: The City of Norwalk General Plan (2023): 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 in Norwalk by providing a fast, alternative method of traveling in 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 in 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 in 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 in the corresponding titles. The Shared Passenger Track Alternatives 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 Shared Passenger Track Alternatives would improve the public transportation system by providing a fast, alternative method of traveling in 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 in the region by offering a faster, improved method of traveling through the region and state.
City of La Mirada General Plan (2003): 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 in 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.
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 in 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 substantially change the visual quality along the alignment.
County of Orange General Plan (2025): 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 in 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.
City of Buena Park	
Buena Park 2035 General Plan (2022): Land Use Element (2010)	
• **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 by minimizing noise and dust emissions and acquisitions and by coordinating closely with local agencies.
Buena Park 2035 General Plan (2022): 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	Consistency
• **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 in 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 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 in the city and surrounding area by providing a nonvehicular 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 in the plan's jurisdiction. Therefore, the Shared Passenger Track Alternatives would be compatible with this policy.
Buena Park 2035 General Plan (2022): Open Space and Recreation Element (2010)	
• **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 and maintaining sufficient separation between the HSR guideway system and facilities when possible.
Buena Park 2035 General Plan (2022): 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	Consistency
• **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 proposed 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 located near the project. AQ-IAMF#1 through AQ-IAMF#5 would 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 in the region.
• **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 in 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 in 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	Consistency
• **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 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.

Policy	Consistency
• **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 would incorporate TR-IAMF#1 through TR-IAMF#12, PUE-IAMF#3, PUE-IAMF#4, AVQ-IAMF#1, and AVQ-IAMF#2, which would 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 in the region and state.
• **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 proposed 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 in the region by offering a faster, improved method of traveling through the region and state.

Policy	Consistency
• **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.
The Fullerton Plan (2025): 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 in the region by offering improved access to employees, residents, and visitors in 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 in downtown by offering improved access to employees, residents, and visitors in 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 in 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.

Policy	Consistency
▪ **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 in the corresponding title. The Shared Passenger Track Alternatives 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)	
• **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.
City of Anaheim General Plan (2025): 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.
City of Anaheim General Plan (2025): 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 in 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 in the state.

Policy	Consistency
• **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.
City of Anaheim General Plan (2025): 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 nonvehicular transit in Anaheim and, therefore, would provide an alternative to driving in the city and help reduce traffic congestion on the city's arterial highway system.
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.

Policy	Consistency
Anaheim Municipal Code (2025)	
The following titles of the Anaheim Municipal Code contains 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 in the corresponding title. The Shared Passenger Track Alternatives 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.
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, lane 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.
Orange General Plan (2025): 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 to address increasing traffic congestion.

Policy	Consistency
• **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.
Orange General Plan (2025): 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 they 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.
Orange General Plan (2025): 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 in 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. Once the final version is publicly available, the date and relevant policies to the Shared Passenger Track Alternative will be updated accordingly.
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 voidance 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; 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

References

Federal Railroad Administration (FRA). 2007. *Collision Hazard Analysis Guide: Commuter and Intercity Passenger Service*.

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Citations

FRA 2007 3
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