CALIFORNIA High-Speed Rail Authority

RESOLUTION #HSRA 26-14
CEQA Certification of the Los Angeles to Anaheim Project Section Final Environmental Impact Report (EIR)

Whereas, pursuant to the California High-Speed Rail Act, Public Utilities Code Section 185000, et seq., the California High-Speed Rail Authority (Authority) was created in 1996 to direct the development and implementation of intercity high-speed rail (HSR) service that is fully integrated with the state's existing intercity rail and bus network;

Whereas, the Authority has chosen to use a tiered environmental review and decision-making process to select alignments and station locations for the HSR system;

Whereas, the Authority and the Federal Railroad Administration (FRA) completed two first-tier, programmatic environmental documents pursuant to the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) for the statewide HSR system and approved general alignments and station locations for further study in second-tier, project-level environmental documents;

Whereas, in 2005, the Authority and FRA selected the Los Angeles – San Diego – San Luis Obispo Rail Corridor (LOSSAN Corridor) between Los Angeles and Anaheim for further study;

Whereas, the Authority and FRA divided the statewide HSR system into individual project sections for second-tier environmental analysis, one of which is the Los Angeles to Anaheim Project Section;

Whereas, the Authority engaged in a public scoping process, development and screening of potential alternatives, and public and agency outreach efforts during the preparation of project-level technical studies and the Draft Environmental Impact Report (EIR)/ Environmental Impact Statement (EIS), including the preparation of Project Scoping and multiple Alternatives Analysis reports to explore alignment alternatives from 2007 through to the identification of the Preferred Alternative in 2024;

Whereas, on May 16, 2024, through Resolution #HSRA 24-06, the Authority Board of Directors (Board) concurred with the staff recommendation to identify Shared Passenger

Track Alternative A as the Authority's Preferred Alternative for the Los Angeles to Anaheim Project Section;

Whereas, under 23 United States Code Section 327, the FRA and the State of California executed a NEPA Assignment Memorandum of Understanding, dated July 23, 2019, and renewed July 22, 2024, pursuant to which the State of California, acting through the California State Transportation Agency and the Authority, assumed the FRA's responsibilities under NEPA and other federal environmental laws, projects necessary for the design, construction, and operation of the California HSR System;

Whereas, in its role as CEQA and NEPA lead agency, the Authority circulated the Los Angeles to Anaheim Project Section Draft EIR/EIS for a public review and comment period from December 5, 2025, to February 3, 2026, which identifies Shared Passenger Track Alternative A as the Authority's Preferred Alternative and the CEQA Proposed Project;

Whereas, the Authority determined none of the circumstances meriting recirculation pursuant to State CEQA Guidelines Section 15088.5, and supplementation pursuant to Code of Federal Regulations section 1502.9(c)(1)(ii) exist;

Whereas, the Authority determined it was appropriate to split the CEQA and NEPA approval process, and hence prepared a Final EIR and Proposed Combined Final EIS/ Record of Decision (ROD), consistent with both CEQA and NEPA;

Whereas, on October 16, 2026, the Authority issued the Los Angeles to Anaheim Final EIR and Proposed Combined Final EIS/ROD and made them publicly available on the Authority website and provided broad public notice thereof.

Therefore, it is resolved:

The Authority hereby certifies that:

a. The Los Angeles to Anaheim Project Section Final Environmental Impact Report has been completed in compliance with CEQA;

b. The Los Angeles to Anaheim Project Section Final Environmental Impact Report has been presented to the Authority Board as the decision-making body for the Los Angeles to Anaheim Project Section and the Board has reviewed and considered the information contained in the Final Environmental Impact Report, prior to considering whether to approve the Preferred Alternative for the Los Angeles to Anaheim Project Section; and

c. The Los Angeles to Anaheim Project Section Final Environmental Impact Report reflects the Authority's independent judgment and analysis.

Vote:

Yes:

No:

Absent:

Date: October 29, 2026