CALIFORNIA High-Speed Rail Authority

RESOLUTION #HSRA 26-15
Adoption of CEQA Findings of Fact and Statement of Overriding Considerations
Adoption of Mitigation Monitoring and Enforcement Plan
Approval of the Preferred Alternative (Shared Passenger Track Alternative A)

Whereas, the California High-Speed Rail Authority (Authority) has certified the Los Angeles to Anaheim Project Section Final Environmental Impact Report (EIR) for compliance with the California Environmental Quality Act (CEQA) in Resolution #HSRA 26-14, and hereby incorporates by reference the defined terms and statements contained in that Resolution;

Whereas, the Final EIR certified by Resolution #HSRA 26-14 evaluates the impacts and the benefits of the No Project Alternative compared to implementing Shared Passenger Track Alternatives A and B for the Los Angeles to Anaheim Project Section, defined as starting from south of Los Angeles Union Station at the northern edge of U.S. Highway 101 and traveling through the cities of Los Angeles, Vernon, Commerce, Bell, Montebello, Pico Rivera, Norwalk, Santa Fe Springs, portions of unincorporated Los Angeles County, La Mirada, Buena Park, Fullerton, and Anaheim where they terminate at Anaheim Regional Transportation Intermodal Center (ARTIC);

Whereas, the Shared Passenger Track Alternatives include Early Action Projects, which are defined in the Final EIR/Environmental Impact Statement (EIS) as Fullerton Metrolink/Amtrak Modifications, Commerce and Buena Park Metrolink Station relocations, Hobart Yard and Commerce Yard modifications, Pioneer Boulevard Grade Separation, Norwalk Boulevard Grade Separation, Los Nietos Road Grade Separation, Cerritos Avenue Grade Separation, and State College Boulevard Grade Separation, projects that can be implemented by the Authority or local and regional agencies prior to construction of the main alignment;

Whereas, Shared Passenger Track Alternatives A and B differ in the location of the light maintenance facility (LMF), with Shared Passenger Track Alternative A including an LMF at

26th Street in Vernon, and Shared Passenger Track Alternative B including an LMF at 15th Street in Los Angeles;

Whereas, the Final EIR certified by Resolution #HSRA 26-14 identifies the Preferred Alternative and CEQA Proposed Project as Shared Passenger Track Alternative A, with specific limits for overhead contact system–only construction starting from the northern edge of U.S. Highway 101 to First Street in Los Angeles and with specific limits for rail infrastructure construction starting at First Street in Los Angeles and traveling south through the cities of Los Angeles, Vernon, Commerce, Bell, Montebello, Pico Rivera, Norwalk, Santa Fe Springs, portions of unincorporated Los Angeles County, La Mirada, Buena Park, Fullerton, and Anaheim where it terminates at ARTIC; an LMF at 26th Street in Los Angeles and a station at ARTIC, which is generally depicted on the map attached hereto as Exhibit A.

Therefore, it is resolved:

Section 1. Adoption of CEQA Findings of Fact, Statement of Overriding Considerations, and Mitigation Monitoring and Enforcement Plan

a. As the decision-making body for the high-speed rail (HSR) system, the Authority Board of Directors has reviewed and considered the information contained in the Los Angeles to Anaheim Project Section Final Environmental Impact Report and in the CEQA Findings of Fact attached hereto as Exhibit B and supporting documentation. The Authority determines that the CEQA Findings of Fact document identifies the significant environmental impacts and mitigation measures associated with the Preferred Alternative. The Authority further finds that the CEQA Findings of Fact have been completed in compliance with CEQA and the State CEQA Guidelines. The Authority hereby approves and adopts the CEQA Findings of Fact attached hereto as Exhibit B.

b. The Authority hereby finds that the Statement of Overriding Considerations was completed in accordance with Public Resources Code Section 21081 and State CEQA Guidelines Section 15093, subdivision (a), which state that CEQA requires the lead agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental impacts when determining whether to approve the project. The Statement of Overriding Considerations is included in the Findings of Fact attached hereto as Exhibit B and sets forth significant environmental effects that are found to

be unavoidable, but are acceptable due to the overriding considerations associated with, and benefits expected to result from, implementing the Los Angeles to Anaheim Project Section Preferred Alternative. The Authority hereby approves and adopts the Statement of Overriding Considerations included in the Findings of Fact attached hereto as Exhibit B.

c. Pursuant to Public Resources Code Section 21081.6 and State CEQA Guidelines Section 15091, subdivision (d), the Authority hereby adopts the Mitigation Monitoring and Enforcement Plan (MMEP) attached hereto as Exhibit C, which describes that the mitigation measures the Authority will implement, or will require to be implemented, as part of the Preferred Alternative.

Section 2. Approval of the Preferred Alternative (Shared Passenger Track Alternative A).

Based on and in consideration of all of the foregoing, the Authority hereby approves all HSR facilities described in the Final Environmental Impact Report associated with the Preferred Alternative (with specific limits for overhead contact system–only construction from the northern edge of U.S. Highway 101 to First Street in Los Angeles and with specific limits for rail infrastructure construction from First Street south to ARTIC in Anaheim), as generally depicted on the map attached hereto as Exhibit A and as described in more detail in the Final Environmental Impact Report, and conditioned on the mitigation measures described in the Findings of Fact attached hereto as Exhibit B and reflected in the MMEP attached hereto as Exhibit C, and which MMEP shall be a condition of the approved project. The Authority also affirms that this project approval includes Early Action Projects as described in the recitals.

Section 3. Next Steps.

The Authority hereby directs staff as follows:

a. To promptly file a CEQA Notice of Determination with the State Clearinghouse;

b. To take any other necessary steps to obtain all permits, approvals, and rights that would allow for construction and operation as funding is available; including pursuing agreements with freight and passenger railroad owners and operators to establish rights to introduce HSR into this blended corridor, including the Los Angeles County Metropolitan Transportation Authority, the Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency, the Southern California Regional Rail

Authority, BNSF Railway, Orange County Transportation Authority, Riverside County Transportation Commission, and Amtrak;

c. During advanced and final design of the Los Angeles to Anaheim Project Section and after future operational agreements have been established, to consult with BNSF Railway on operational assumptions associated with the proposed storage and staging tracks at the BNSF Railway Los Angeles Intermodal Facility (referred to as Hobart Yard) and complete a supplemental Health Risk Assessment as prescribed by the Final Environmental Impact Report;

d. To continue to work in partnership with the Cities of Los Angeles, Vernon, Commerce, Bell, Montebello, Pico Rivera, Norwalk, Santa Fe Springs, La Mirada, Buena Park, Fullerton, Anaheim; the Counties of Los Angeles and Orange; and other regional stakeholders on the Early Action Projects identified as part of the Final Environmental Impact Report as the Los Angeles to Anaheim Project Section of the statewide HSR system is implemented;

e. To continue to actively engage and coordinate with partners in the Los Angeles to Anaheim Project Section region with interfacing or adjacent projects or plans such as the Los Angeles County Metropolitan Transportation Authority's Link Union Station Project, the Metrolink Fullerton Interlocker, and the OCVIBE development in Anaheim;

f. During advanced and final design of the Los Angeles to Anaheim Project Section, to consult with the City of Vernon to collaboratively identify design refinements for the 26th Street realignment; and

Upon receipt of funding for the project, to establish a framework, schedule, and means by which the Authority will provide regular updates to cities, neighborhood associations, community groups, and other stakeholders on the status of the project section and to ensure that the framework provides for periodic opportunities during the year for meaningful participation in project design.

Vote:
Yes:
No:
Absent:
Date: