RESOLUTION #HSRA 26-16
Direct Authority Chief Executive Officer to Issue the Record of Decision for the Los Angeles to Anaheim Project Section Selecting the Preferred Alternative (Shared Passenger Track Alternative A) and Complying with Other Federal Laws.

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 and FRA commenced preparation of a second-tier Los Angeles to Anaheim Project Section Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) in 2007;

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 EIR/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 designate Shared Passenger Track Alternative A as the Authority's Preferred Alternative for the Los Angeles to Anaheim Project Section;

Whereas, under 23 U.S. Code (U.S.C.) Section 327, the FRA and the State of California executed a NEPA Assignment Memorandum of Understanding (MOU), 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, for 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 61-day public review period between December 5, 2025, and February 3, 2026;

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 Part 1502.9(c)(1)(ii) exist;

Whereas, the Authority determined it was appropriate to split the CEQA and NEPA approval processes;

Whereas, the Authority issued the Los Angeles to Anaheim Project Section Final EIR and Proposed Combined Final EIS/Record of Decision (ROD) on October 16, 2026, and made them publicly available on the Authority website and provided broad public notice thereof;

Whereas, the Authority, in its capacity as NEPA lead agency, has determined that it is practicable to issue a single document that consists of the Final EIS and ROD pursuant to 49 U.S.C. 304a(b) and 23 U.S.C. 139(n)(2);

Whereas, the Final EIR and Proposed Combined Final EIS/ROD evaluate the impacts and benefits of the No Project Alternative and of implementing two build alternatives, a light maintenance facility, and a proposed station at Anaheim Regional Transportation Intermodal Center (ARTIC);

Whereas, the Proposed Combined Final EIS/ROD identifies 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; a light maintenance facility at 26th Street in Los Angeles and a station at ARTIC as the Preferred Alternative for the Los Angeles to Anaheim Project Section, which is depicted on the maps included in the Draft ROD for the Los Angeles to Anaheim Project Section, attached hereto as Exhibit A;

Whereas, Shared Passenger Track Alternative A includes Early Action Projects, which are defined in the Final EIR/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.

Therefore, it is resolved:

1. The Board approves the issuance of a Combined Final Environmental Impact Statement/Record of Decision for the Los Angeles to Anaheim Project Section selecting the Preferred Alternative (Shared Passenger Track Alternative A with light maintenance facility at 26th Street in Vernon and no optional intermediate HSR station and 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 identified in the Proposed Combined Final Environmental Impact Statement/Record of Decision and complying with other federal laws;

2. The Board directs the Chief Executive Officer as follows:

   (1) To proceed with completing, signing and then issuing a Combined Final Environmental Impact Statement/Record of Decision for the Los Angeles to Anaheim Project Section consistent with the Draft Proposed Combined Final Environmental Impact Statement/Record of Decision in Exhibit A but with allowance for appropriate revisions reflecting the consideration of public

comment and the final decision of the Authority Board, including any required notices pursuant to NEPA or other federal laws;

(2) To take all necessary steps for publication of the federal Limitations on Claims notice in the *Federal Register*;

(3) 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;

(4) 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 Combined Final Environmental Impact Statement/Record of Decision;

(5) 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 Combined Final Environmental Impact Statement/Record of Decision and as the Los Angeles to Anaheim Project Section of the statewide HSR system is implemented;

(6) 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;

(7) During advanced and final design of the project section, to consult with the City of Vernon to collaboratively identify design refinements for the 26th Street realignment; and

(8) 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 Los Angeles to Anaheim 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: October 29, 2026