



CALIFORNIA HIGH-SPEED RAIL DRAFT RESOLUTION #HSRA 22-02

Burbank to Los Angeles Project Section

Adoption of CEQA Findings of Fact and Statement of Overriding Considerations

Adoption of Mitigation Monitoring and Enforcement Plan

Approval of the Preferred Alternative (HSR Build Alternative with a Burbank Airport Station and a modified Los Angeles Union Station)

Whereas, the Authority has certified the Burbank to Los Angeles Project Section Final Environmental Impact Report/Environmental Impact Statement (“Final EIR/EIS”) for compliance with the California Environmental Quality Act (“CEQA”) in Resolution #HSRA 22-01, and hereby incorporates by reference the defined terms and statements contained in that Resolution;

Whereas, the Final EIR/EIS certified by Resolution #HSRA 22-01 evaluates the impacts and the benefits of the No Project Alternative compared to implementing the HSR Build Alternative for the Burbank to Los Angeles Project Section, defined as starting next to the Burbank Airport at San Fernando Boulevard and Lockheed Drive in Burbank and extending south to terminate just south of Los Angeles Union Station (approximately at the northern edge of U.S. Route 101 [US-101] between Alameda Street and Ramirez Street), and including a new station at Burbank and new HSR infrastructure at Los Angeles Union Station;

Whereas, the HSR Build Alternative begins with a tunnel segment, transitions to two new at-grade tracks, mainly within existing rail right-of-way, is grade-separated, and terminates at the Los Angeles Union Station passenger platforms;

Whereas, the HSR Build Alternative includes Early Action Projects, which are defined in the Final EIR/EIS as Downtown Burbank Metrolink Station Modifications, Sonora Avenue Grade Separation, Grandview Avenue Grade Separation, Flower Street Grade Separation, Goodwin Avenue/Chevy Chase Drive Grade Separation, and Main Street Grade Separation, projects which can be implemented by the Authority or local and regional agencies prior to construction of the main alignment;

Whereas, the Final EIR/EIS certified by Resolution #HSRA 22-01 identifies the Preferred Alternative as the HSR Build Alternative with a Burbank Airport Station and a modified Los Angeles Union Station, 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 system, the Authority Board of Directors has reviewed and considered the information contained

in the Burbank to Los Angeles Project Section Final EIR/EIS 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 portion of the Burbank to Los Angeles 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 (HSR Build Alternative with a Burbank Airport Station and a modified Los Angeles Union Station).

Based on and in consideration of all of the foregoing, the Authority hereby approves all HSR facilities described in the Final EIR/EIS associated with the Preferred Alternative, as generally depicted on the map attached hereto as Exhibit “A” and as described in more detail in the Final EIR/EIS, 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 affirms that it is deferring a decision on traction power substations at this time. 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 permits, approvals, and rights that would allow for construction and approval, when funding becomes available, including pursuing agreements with the Los Angeles Metropolitan Transportation Authority, the Southern California Regional Rail Authority (Metrolink), and Union Pacific Railroad to establish rights to introduce HSR into this blended corridor, and pursuing agreements and approvals with the Burbank-Glendale-Pasadena Airport Authority and the Federal Aviation Administration necessary for construction of the alignment beneath the Hollywood Burbank Airport;
- c. To continue to work in partnership with the City of Burbank, the City of Glendale, the City of Los Angeles, the County of Los Angeles, and other regional stakeholders on the Early Action Projects identified as part of the Final EIR/EIS and as the Burbank to Los Angeles Project Section of the HSR project is implemented;
- d. 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;
- e. To identify areas for partnership with federal, state, and local agencies, neighborhood associations, and non-profit groups involved in plans and projects to enhance HSR-adjacent public parks, paths, and community resources, including plans related to the 100-Acre Partnership and the Los Angeles River; and
- f. To update the Board and the public with an update on the status of staff efforts to develop the partnerships and related agreements as reflected in (b)-(e) within one year of approval of this resolution.

Vote:

Yes:

No:

Absent:

Date: