



CALIFORNIA HIGH-SPEED RAIL AUTHORITY
RESOLUTION #HSRA 24-06

**Staff Recommended Preferred Alternative for the
Los Angeles to Anaheim Project Section Draft Environmental Impact Report/Environmental Impact
Statement**

Whereas, on November 15, 2018, the Authority Board of Directors identified the 2018 High-Speed Rail (HSR) Project Alternative as the Preferred Alternative for the Los Angeles to Anaheim Project Section;

Whereas, in 2020, the Authority conducted a Revised Scoping process in the Los Angeles to Anaheim alignment that proposed two new project components of the 2018 HSR Project Alternative, the BNSF Colton Intermodal Facility (IMF) and BNSF's Lenwood Staging Tracks;

Whereas, public and stakeholder engagement raised substantial opposition to and concern for introducing a new IMF far outside the project corridor;

Whereas, the Authority released the 2023 Supplemental Alternatives Analysis (SAA) in November 2023, which considered three new build alternatives that did not include an IMF and proposed the Shared Passenger Track Alternative for further consideration;

Whereas, Authority staff has further evaluated and refined the Shared Passenger Track Alternative with consideration of the grade crossing approach within Anaheim, LMF site options, and the inclusion of potential intermediate stations options within the project section and developed two Shared Passenger Track Alternatives for further study in the Draft EIR/EIS, Shared Passenger Track Alternative A and Shared Passenger Track Alternative B;

Whereas, the Authority has conducted preliminary engineering and environmental analysis to a level sufficient to identify the High-Speed Rail Project Shared Passenger Track Alternative A as the Preferred Alternative for preparing the Los Angeles to Anaheim Project Section Draft Environmental Impact Report (EIR) Environmental Impact Statement (EIS);

Whereas, the Authority has briefed the regulatory agencies and conducted public open houses in Los Angeles, Norwalk/Santa Fe Springs, Fullerton, and Anaheim to seek input on the proposed change in the staff-recommended Preferred Alternative, which was carefully considered;

Whereas, the preliminary analyses indicate that the Shared Passenger Track Alternative A best meets the High-Speed Rail Authority's project objectives while also incorporating stakeholder input and minimizing effects to environmental and community resources;

Whereas, the Board has delegated to staff the authority to develop the Draft EIR/EIS;

Whereas, the Board has retained authority to identify a preferred alternative in the Draft EIR/EIS;

Whereas, staff has identified the public transparency benefits of identifying the Shared Passenger Track Alternative A as the Preferred Alternative in the forthcoming Los Angeles to Anaheim Draft EIR/EIS, including allowing for public comment on the selection of the Preferred Alternative upon issuance of a Draft EIR/EIS;

Whereas, with the selection of a preferred alternative, the Authority may develop the Preferred Alternative in the EIR/EIS to a higher level of detail than other alternatives to facilitate development of mitigation measures, consistent with NEPA streamlining allowed under federal law for transportation projects such as the Los Angeles to Anaheim Project Section;

Whereas, the identification of a preferred alternative at this time is not a final decision by the Board on the project, allows for full consideration of all the effects of the alternatives considered in the still-ongoing environmental process; and,

Whereas, the Authority recognizes the function of the forthcoming Los Angeles to Anaheim Draft EIR/EIS is to elicit public comments prior to the Authority making any final decision regarding any alternative.

Therefore, it is resolved:

The Authority Board concurs with the staff recommendation that the Shared Passenger Track Alternative A shall be identified as the Preferred Alternative in the forthcoming Los Angeles to Anaheim Draft EIR/EIS.

The Authority Board further directs staff to engage local stakeholders to address comments about high-speed rail within their communities.

Vote: 9-0

Yes: Schenk; Richards; Camacho; Miller; Ghielmetti; Perea; Escutia; Williams; Cohen

No: N/A

Absent: N/A

Date: May 16, 2024

o000o