



## CALIFORNIA HIGH-SPEED RAIL RESOLUTION #HSRA 22-03

### Burbank to Los Angeles Project Section

#### **Direct Authority Chief Executive Officer to Issue the Record of Decision for the Burbank to Los Angeles Project Section Selecting the HSR Build Alternative 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 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**, the Authority and FRA divided the statewide HSR system into individual project sections for second-tier environmental analysis, one of which is the Burbank to Los Angeles Project Section;

**Whereas**, the Authority and the FRA initially commenced preparation of a second-tier Palmdale to Los Angeles Project Section EIR/EIS in 2007 and subsequently split that section into two parts, leading to their commencing preparation of a Burbank to Los Angeles Project Section EIR/EIS in 2014;

**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 Alternatives Analysis reports to explore alignment alternatives in 2007, 2014, and 2016, and the continued refinement of alternatives and development of design options;

**Whereas**, through the alternatives refinement process between 2016 and 2018, the Authority determined that one alignment alternative for the Burbank to Los Angeles Project Section, the “HSR Build Alternative,” was appropriate considering the constraints of this dense urban rail corridor and considering refinements to that alternative in response to public and agency comments;

**Whereas**, on November 15, 2018, the Authority Board concurred with the staff recommendation to designate the HSR Build Alternative as the Authority’s Preferred Alternative for the Burbank to Los Angeles Project Section, as reflected in Resolution # HSRA 18-20;

**Whereas**, under 23 U.S. Code section 327, the FRA and the State of California executed a NEPA Assignment Memorandum of Understanding (“MOU”), dated July 23, 2019, pursuant to which the State of California, acting through the California State Transportation Agency and the Authority, assumed 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**, on September 17, 2019, through Resolution #HSRA 19-09, the Board delegated to the Chief Executive Officer the authority to include in a Draft EIS the preferred alternative the Board had previously designated for purposes of a Draft EIR prior to NEPA Assignment;

**Whereas**, in its role as CEQA and NEPA lead agency, the Authority circulated the Burbank to Los Angeles Project Section Draft Environmental Impact Report/Environmental Impact Statement (“Draft EIR/EIS”) for a public review and comment period from May 29, 2020, to July 16, 2020, which designated the HSR Build Alternative as the Authority’s Preferred Alternative and the CEQA Proposed Project;

**Whereas**, due to the uncertainty caused by the outbreak of COVID-19, the Authority extended the public review period for the Burbank to Los Angeles Project Section Draft EIR/EIS to August 31, 2020;

**Whereas**, the Authority determined it was appropriate to complete the Burbank to Los Angeles Project Section environmental analysis in the form of a Final EIR/EIS, consistent with NEPA, because none of the circumstances meriting supplementation pursuant to Code of Federal Regulations section 1502.9(c)(1)(ii) existed;

**Whereas**, on November 5, 2021, the Authority issued a Burbank to Los Angeles Final EIR/EIS and made it publicly available on the Authority website and provided broad public notice thereof;

**Whereas**, the Final EIR/EIS evaluates the impacts and benefits of the No Build Alternative and the HSR Build Alternative, with an underground Burbank Airport Station and improvements to Los Angeles Union Station;

**Whereas**, the Final EIR/EIS identifies the HSR Build Alternative as the “Preferred Alternative” for the Burbank to Los Angeles Project Section, which is depicted on the maps included in the Draft Record of Decision for the Burbank to Los Angeles Project Section, attached hereto as Exhibit “A”;

**Whereas**, the Authority has adopted Resolution # HSRA 22-02 selecting the HSR Build Alternative and making related decisions as required by CEQA;

**Therefore, it is resolved:**

- a. The Board approves the Draft Record of Decision for the Burbank to Los Angeles Project Section selecting the HSR Build Alternative (with the underground Burbank Airport Station and a modified Los Angeles Union Station) and complying with other federal laws;

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

- To sign the Draft Record of Decision for the Burbank to Los Angeles Project Section and issue it as a Final Record of Decision reflecting the final decision of the Authority Board, including any required notices pursuant to NEPA or other federal laws;
- 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 the Los Angeles Metropolitan Transportation Authority, the Southern California Regional Rail Authority, 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;
- 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 as the Burbank to Los Angeles Project Section of the HSR project is implemented; 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;
- 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
- 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: 8-0

Yes: Schenk; Richards; Miller; Camacho; Ghielmetti; Pena; Escutia; Perea

No: N/A

Absent: N/A

Date: January 20, 2022

## **EXHIBIT A: RECORD OF DECISION**