



CALIFORNIA HIGH-SPEED RAIL **RESOLUTION #HSRA 24-11**

Palmdale to Burbank 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 (SR14A Alternative including the Central Subsection and the Burbank Subsection) from Spruce Court in Palmdale to Winona Avenue in Burbank

Whereas, the Authority has certified the Palmdale to Burbank Project Section Final Environmental Impact Report/Environmental Impact Statement (“Final EIR/EIS”) for compliance with the California Environmental Quality Act (“CEQA”) in Resolution #HSRA 24-10, and hereby incorporates by reference the defined terms and statements contained in that Resolution;

Whereas, the Final EIR/EIS certified by Resolution #HSRA 24-10 evaluates the impacts and the benefits of the No Project Alternative compared to implementing the six High-Speed Rail (HSR) Build Alternatives for the Palmdale to Burbank Project Section, defined as starting in the vicinity of Spruce Court in the City of Palmdale and extending south of the Burbank Airport Station to just north of Winona Avenue and the Burbank Airport east/west runway in the City of Burbank;

Whereas, the Final EIR/EIS divides the Preferred Alternative into two subsections: the Central Subsection extending from Spruce Court in the City of Palmdale to Lockheed Drive; and the Burbank Subsection extending from Lockheed Drive to north of Winona Avenue and the Burbank Airport east/west runway in the City of Burbank;

Whereas, the Final EIR/EIS explains that the Authority previously approved the Burbank Airport Station and related infrastructure (identified in the Palmdale to Burbank Project Section Final EIR/EIS as the “Burbank Subsection”) as part of the Burbank to Los Angeles Project Section approvals in 2022;

Whereas, the Palmdale to Burbank Project Section Final EIR/EIS updates the Burbank to Los Angeles Project Section’s approved Burbank Subsection analysis to reflect Authority responses to comments received on the Burbank Subsection during the Palmdale to Burbank Project Section Draft EIR/EIS comment period and reaffirms the Burbank Subsection’s impact conclusions in the Burbank to Los Angeles Project Section Final EIR/EIS, as the design for the Burbank Subsection remains unchanged and as the Burbank to Los Angeles Project Section Final EIR/EIS conclusions remain consistent with the Palmdale to Burbank Project Section Final EIR/EIS conclusions for the Burbank Subsection; and,

Whereas, the Final EIR/EIS certified by Resolution # HSRA 24-10 identifies the SR14A Alternative, which includes the HSR alignment and related infrastructure in the Central Subsection and in the Burbank Subsection, as the Preferred Alternative and the CEQA Proposed Project, as 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 Palmdale to Burbank 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 Palmdale to Burbank 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 (SR14A Alternative including the Central Subsection and the Burbank Subsection) from Spruce Court in Palmdale to north of Winona Avenue in Burbank.

Based on and in consideration of all of the foregoing, the Authority hereby approves all HSR facilities described in the Final EIR/EIS for 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 which of the two intermediate window location options south of the Angeles National Forest will be chosen and on which of the three potential adit locations will be chosen, as detailed in the Final EIR/EIS for the Preferred Alternative.

The Authority has previously approved the HSR facilities in the Burbank Subsection, including the Burbank Airport Station, via its approval of the Burbank to Los Angeles Project Section Preferred Alternative in Resolution # HSRA22-02.

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;
- c. To continue to work in partnership with the Cities of Palmdale, Santa Clarita, Los Angeles, and Burbank, the unincorporated areas of Los Angeles County, including Acton and Agua Dulce, the County of Los Angeles, and

other regional stakeholders as the Palmdale to Burbank Section of the HSR project is implemented;

- d. During advanced and final design, to continue to outreach to potentially affected communities and wildlife movement stakeholders to collaboratively identify any additional measures and design refinements that could further reduce potential effects;
- e. During advanced and final design of the project section, to consult with concerned officials of jurisdiction such as the City of Santa Clarita to collaboratively identify any additional measures and design refinements that could further reduce effects on the Lang Station Open Space, which is adjacent to Cemex; and
- f. By early 2025, to develop a plan for Board review and approval which details the EJ Ombudsman position, including examples of similar positions, support frameworks, scope of authority, enforcement mechanisms, opportunities for meaningful community input, strategies for ensuring a local, on-site position, requirements for regular reporting to the Board, and any other information requested by the Board.

Vote: 8-0

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

No: N/A

Absent: Cohen

Date: June 27, 2024

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