

REVISED NOTICE OF PREPARATION

Governor's Office of Planning & Research

AUG 20 2020

STATE CLEARINGHOUSE

FROM: Mark A. McLoughlin
Director of Environmental Services
California High-Speed Rail Authority
770 L Street, Suite 620
Sacramento, California 95814

SUBJECT: Revised Notice of Preparation (NOP) of a Project Level Environmental Impact Report / Environmental Impact Statement (EIR/EIS) for the Los Angeles (Union Station) to Anaheim (Anaheim Regional Transportation Intermodal Center [ARTIC]) Project Section of the California High-Speed Rail (HSR) System, primarily along the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor, as well as freight accommodation project components in Colton and Lenwood to allow future cumulative passenger and freight traffic volumes.

The California High-Speed Rail Authority (Authority), as the Lead Agency for the California Environmental Quality Act (CEQA) process for a proposed California HSR System, is issuing this Revised NOP for the Project Level EIR/EIS for the section of the HSR system from the City of Los Angeles (Union Station) to Anaheim (Anaheim Regional Transportation Intermodal Center [ARTIC]) to initiate additional scoping to solicit input on additional facilities in Colton and Lenwood. The Authority conducted scoping for the project in 2007, but the project at that time did not include facilities in Colton and Lenwood. Those facilities have now been identified as necessary project components, so additional scoping to obtain public and other stakeholder feedback and information to inform the environmental review process is appropriate. The 2007 scoping and environmental development process since then remains valid; information learned in and since 2007 will be used, supplemented by information learned through this additional scoping, in development of the Draft EIR/EIS. Most of the information contained in this Revised NOP is the same as was contained in the 2007 NOP, but is repeated here for ease of review.

This Los Angeles to Anaheim corridor runs through a narrow and constrained urban environment, with other existing rail operators in the area, including trains operated by the National Railroad Passenger Corporation (Amtrak), Metrolink (governed by the Southern California Regional Rail Authority), the Union Pacific Railroad, and BNSF Railway. Projected future cumulative passenger (commuter diesel and electric HSR) and freight train volumes require additional facilities be added outside the corridor to maintain existing and anticipated freight and passenger train operations, including on-time service levels, during project construction and operation. The proposed BNSF Colton Intermodal Facility Component (Colton Component) and BNSF Lenwood Staging Track Component (Lenwood Component) have been identified as necessary Los Angeles to Anaheim project components outside the corridor that are required to maintain freight and passenger train performance at existing levels during project construction and accommodate currently projected freight and passenger growth during project operation within the corridor.

The Authority is issuing this notice to solicit additional public and agency input into the development of the additional scope of the EIR for the Colton and Lenwood Components and to advise the public that associated additional outreach activities will be conducted by the Authority and its representatives in the preparation of the combined EIR/EIS.

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being or have been carried out by the State of California pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated July 23, 2019 and executed by the FRA and the State of California. Pursuant to 23 U.S.C. 327 and that Memorandum of Understanding, the Authority will serve as federal lead agency for complying with the National Environmental Policy Act (NEPA) and other federal environmental laws for this project. A Revised Notice of Intent (NOI) will be published, approximately concurrently with this Revised NOP, in the Federal Register to advise federal, state, local, and tribal agencies and the public that the Authority intends to supplement the scope of the analysis of the Los Angeles to Anaheim Project Section EIR/EIS to include the Colton and Lenwood Components and to solicit additional public and agency input into the development of the scope of the EIR/EIS.

The Authority and FRA completed a Program EIR/EIS for the California HSR System in 2005 as the first-phase of a tiered environmental review process for the proposed California HSR System. The Authority certified the Final Program EIR and issued a decision, and FRA issued a Record of Decision in November 2005 on the Final Program EIS, selecting the HSR Project Alternative for further project level environmental review and selecting corridor alignments and potential station locations. This project level Los Angeles to Anaheim Project Section EIR/EIS is under development as a second-tier environmental document. Studies include preliminary engineering designs and assessment of environmental effects associated with the construction, operation and maintenance of the HSR system, including track, ancillary facilities, and stations along the previously selected Los Angeles to Anaheim Project Section alignment along the LOSSAN corridor, as well as freight accommodation project components in Colton and Lenwood.

The Authority previously conducted formal scoping for the Los Angeles to Anaheim Project Section under CEQA from March 12 to April 24, 2007. The Authority released a NOP on March 12, 2007, and the FRA published a NOI in the Federal Register on March 15, 2007. These notices were distributed to elected officials, local, regional and state agencies, and the interested public. The Authority held three meetings: in Los Angeles on April 5, 2007; in Anaheim on April 11, 2007; and Norwalk on April 12, 2007, to engage agency and public input on the project.

In addition to formal scoping meetings, the Authority has maintained ongoing outreach to public agencies and consistently engaged the public to provide input during project development. During the alternatives analysis process and refinement report phases of the project, the Authority held seven community meetings between 2010 and 2015, as well as four agency meetings in 2017. During the preparation of the Draft EIR/EIS phase of the project, the Authority held 11 open house meetings between 2016 and 2018 to solicit public input on the project.

The previous scoping process occurred prior to the identification of the Colton and Lenwood Components as necessary components of the Los Angeles to Anaheim Project Section of the proposed HSR system. Because of the geographic locations of the Colton and Lenwood Components outside of the LOSSAN corridor, the Authority is issuing this Revised NOP to provide additional opportunities for public input.

DATES: Written comments on the scope of the Los Angeles to Anaheim Project Section EIR/EIS in response to this Revised NOP should be provided to the Authority starting on August 25, 2020 and must be received by the Authority on or before September 24, 2020. Public scoping meetings are scheduled as noted below.

ADDRESSES: Written comments should be sent to Mark A. McLoughlin, Director of Environmental Services, ATTN. Los Angeles—Anaheim, California High-Speed Rail Authority, 770 L Street, Suite 620, MS-2, Sacramento, CA 95814, or via email with subject line “Los Angeles to Anaheim Project Section” to: Los.Angelos_Anaheim@hsr.ca.gov. Comments may also be provided orally via the scoping meetings.

FOR FURTHER INFORMATION CONTACT: Mr. Mark A. McLoughlin, at the above noted address.

SUPPLEMENTARY INFORMATION: The California High-Speed Rail Authority was established in 1996 and is authorized and directed by statute to undertake the planning for the development of a proposed statewide HSR network that is fully coordinated with other public transportation services. The California State Legislature has granted the Authority the powers necessary to oversee the construction and operation of a statewide HSR network once financing is secured. As part of the Authority’s efforts to implement a HSR system, the Authority adopted a Business Plan in June 2000, which reviewed the economic feasibility of a 800-mile-long HSR system capable of speeds in excess of 200 miles per hour. The Business Plan has been and will continue to be updated every two years, typically issued in draft in February then adopted as final (sometimes with adjustments) in May.

In 2005, the Authority and FRA completed a Final Program EIR/EIS for the Proposed California High-Speed Rail System (statewide program EIR/EIS), as the first-phase of a tiered environmental review process. The Authority certified the Final Program EIR under CEQA and approved the proposed HSR system, and FRA issued a Record of Decision under NEPA on the Final Program EIS. This statewide program EIR/EIS

established the purpose and need for the HSR system, analyzed a HSR alternative, and compared it with a No Project Alternative and a Modal Alternative. In approving the statewide program EIR/EIS, the Authority and the FRA selected the HSR Project Alternative and selected certain corridors/general alignments and general station locations, incorporated mitigation strategies and design practices, and specified further measures to guide the development of the HSR system at the site-specific project level of environmental review to avoid and minimize potential adverse environmental impacts.

The Los Angeles to Anaheim Project Section EIR/EIS is one of a number of second-tier environmental reviews for sections of the HSR system that the Authority is undertaking. It is tiered from and incorporates by reference the certified statewide program EIR/EIS in accordance with Council on Environmental Quality (CEQ) regulations (40 CFR § 1508.28) and State of California CEQA Guidelines (14 C.C.R. § 15168[b]). Tiering ensures that the Los Angeles to Anaheim Project Section EIR/EIS builds upon all previous work prepared for and incorporated in the statewide program EIR/EIS. The Authority is carrying out the EIR/EIS in accordance with FRA's Procedures for Considering Environmental Impacts (64 Fed. Reg. 28545 [May 26, 1999]) and will address NEPA and CEQA.

This Los Angeles to Anaheim Project Section EIR/EIS will examine a HSR Project Alternative, as well as a No Project Alternative. This and other project level EIR/EISs will describe site-specific environmental impacts, will identify specific mitigation measures to address those impacts and will incorporate design practices to avoid and minimize potential adverse environmental impacts. The Authority will assess the site characteristics, size, nature, and timing of proposed site-specific projects to determine whether the impacts are potentially significant and whether potentially significant impacts can be avoided or mitigated. This project EIR/EIS will identify and evaluate reasonable and feasible site-specific alignment alternatives, and evaluate the impacts from construction, operation, and maintenance of the project. Information and documents regarding this HSR environmental review process will be made available through the Authority's Internet site: <https://www.hsr.ca.gov/>.

Project Objectives/Purpose and Need: The need for a HSR system is directly related to the expected growth in population and increase in intercity travel demand in California over the next twenty years and beyond. With growth in travel demand, there will be an increase in travel delays arising from the growing congestion on California's highways and at airports. In addition, there will be negative effects on the economy, quality of life, and air quality in and around California's metropolitan areas from a transportation system that will become less reliable as travel demand increases. The intercity highway system, commercial airports, and conventional passenger rail serving the intercity travel market are currently operating at or near capacity, and will require large public investments for maintenance and expansion to meet existing demand and future growth. The purpose of the statewide HSR system is to provide a reliable high-speed electric-powered train system that links the major metropolitan areas of the state, and that delivers predictable and consistent travel times. A further objective is to provide an interface with commercial airports, mass transit, and the highway network and to relieve capacity constraints of the existing transportation system as increases in intercity travel demand in California occur, in a manner sensitive to and protective of California's unique natural resources.

Alternatives: The Los Angeles to Anaheim Project Section EIR/EIS will consider a No Project Alternative and a HSR Project Alternative.

No Project Alternative: The take no action (No Project) alternative is defined to serve as the baseline for assessment of the HSR Project Alternative. The No Project Alternative represents the region's transportation system (highway, air, and conventional rail) as it currently exists, and as it would exist by 2040 after completion of programs or projects currently planned for funding and implementation and reasonably foreseeable actions by others, such as the proposal of some other project or projects, as a result of disapproval of the project. The No Project Alternative defines the existing and future intercity transportation system for the Los Angeles to Anaheim Project Section corridor based on programmed and funded improvements to the intercity transportation system through 2040, according to the following sources of information: the Southern California Association of Governments' Regional Transportation Plan; the State of California Office of Planning and Research; CEQAnet Database; the Federal Aviation Administration Air Carrier Activity Information System and Airport Improvement Plan grant data; the

California State Transportation Commission's State Transportation Improvement Program; airport master plans and interviews with airport officials; intercity passenger rail plans; and city and county general plans and planning officials.

HSR Project Alternative: The Authority envisions the HSR system as a state-of-the-art, electrically powered, high-speed, steel-wheel-on-steel-rail technology, which would employ the latest technology, safety, signaling, and automated train control systems. The Los Angeles to Anaheim Project Section alignment that was selected by the Authority and FRA with the statewide program EIR/EIS follows the LOSSAN rail corridor as the feasible route option along with a connection between Union Station and the existing LOSSAN rail corridor. Maps of the HSR system and the Los Angeles to Anaheim Project Section are shown in Attachment A, Figures A and B, respectively.

Station location options were selected, for further study at the project level, by the Authority and FRA with the statewide program EIR/EIS considering travel time, train speed, cost, local access times, potential connections with other modes of transportation, ridership potential and the distribution of population and major destinations along the route, and local planning constraints/conditions. Alternative station sites at the selected general station locations will be identified and evaluated in this project level EIR/EIS. Station area development policies to encourage transit-friendly development near and around HSR stations that would have the potential to promote higher density, mixed-use, pedestrian-oriented development around the stations will be prepared in coordination with local and regional planning agencies. Potential station locations to be evaluated in the Los Angeles to Anaheim Project Section EIR/EIS include: City of Los Angeles, Los Angeles Union Station; Cities of Norwalk and Santa Fe Springs, Norwalk / Santa Fe Springs Transportation Center; City of Fullerton, Fullerton Transportation Center; and City of Anaheim, Anaheim Regional Transportation Intermodal Center.

The LOSSAN corridor alignment selected in 2005 in the statewide program EIR/EIS for further study by the Authority at the project level for the Los Angeles to Anaheim Project Section EIR/EIS is a shared corridor in a built-out urban environment hosting both passenger and freight operations across a range of rail operators. The Authority is proposing to build additional track(s) for HSR operations (to be shared with other passenger operators) in the right-of-way owned by BNSF Railway. However, in this constrained and complex transportation environment, even the construction and operation of the additional track for HSR and other passenger operations would prevent passenger and freight mainline track between Redondo Junction and Fullerton Junction from reaching planned future cumulative mainline passenger and freight volumes. Therefore, to accommodate HSR construction activities between Redondo Junction and Fullerton Junction, as well as projected cumulative 2040 passenger and freight volumes in the LOSSAN corridor, the EIR/EIS will include evaluation of additional facilities located outside the primary LOSSAN rail corridor which would relieve potential congestion sufficiently to allow passenger and freight volumes to reach projected cumulative 2040 levels and on-time performance. These facilities would include the Lenwood Staging Tracks (Lenwood Component) and Colton Intermodal Facility (Colton Component), shown in Figures C-E of Attachment A.

The Lenwood Component would be required as a new freight train staging track facility outside and east of the LOSSAN Corridor, to allow freight trains to be staged or held outside and east of the corridor, so that windows in corridor rail activity may be provided to accommodate project construction. Additionally, operation of a new staging track facility outside and east of the corridor would be needed during project operational phases, to permit adequate service windows for routine maintenance in the corridor. It would consist of the following main elements: staging tracks, staging track leads, circulation and roadway modifications, and utility modifications. The Lenwood Component site would generally be located along the existing BNSF main line tracks and south and west of State Route 58 (SR-58) within the city of Barstow and unincorporated San Bernardino County.

The Colton Component would be required to accommodate future freight train volumes (an average of 10 freight trains per day) that could not be accommodated in the LOSSAN corridor due to use of the LOSSAN corridor by future volumes of HSR and other passenger trains. It would consist of the following main elements: intermodal rail yard, railroad lead tracks, circulation and roadway modifications, and utility modifications. The Colton Component is in the southwest part of the County of San Bernardino, California,

mostly within an unincorporated area of the County, while the remainder is primarily in the City of Colton and a small portion of the site's southern extent in the City of Grand Terrace. The Colton Component is generally south of Interstate 10 and the Union Pacific Railroad rail lines and north of the Santa Ana River.

Both the Lenwood Component and Colton Component are required to implement HSR service under the HSR Project Alternative by resolving potential freight and passenger rail congestion in the LOSSAN corridor between Los Angeles and Fullerton. A map displaying the locations of the Lenwood and Colton Components is shown in Attachment A, Figures C-E.

Probable Effects: The purpose of the EIR/EIS process is to explore in a public setting the effects of the proposed project on the physical, human, and natural environment. The Authority will continue the tiered evaluation of all significant environmental, social, and economic impacts of the construction and operation of the HSR system. Impact areas to be addressed include: transportation impacts; safety and security; land use, and zoning; regional growth; land acquisition, displacements, and relocations; cultural resource impacts, including impacts on historical and archaeological resources and parklands/recreation areas; neighborhood compatibility and environmental justice; natural resource impacts including air quality, wetlands, water resources, noise, vibration, energy, wildlife and ecosystems, including endangered species. Measures to avoid, minimize, and mitigate all adverse impacts will be identified and evaluated.

Scoping and Comments: The Authority has previously carried out scoping among communities in a portion of the LOSSAN corridor adjacent to the Los Angeles to Anaheim Project Section. This round of scoping is intended to ensure geographical communities near the Lenwood and Colton Components not previously engaged have the opportunity to provide input. This encourages broad participation in the EIR/EIS process during scoping and review of the resulting environmental documents. Comments and suggestions on the additional scope elements described in this Revised NOP are invited from all interested agencies and the public to ensure the full range of issues related to the proposed action and all reasonable alternatives are addressed and all significant issues are identified. In particular, the Authority is interested in determining whether there are areas of environmental concern where there might be a potential for significant impacts identifiable at a project level. In response to this Revised NOP, public agencies with jurisdiction are requested to advise the Authority of the applicable permit and environmental review requirements of each agency, and the scope and content of the environmental information that is germane to the agency's statutory responsibilities in connection with the proposed project. The Authority has scheduled public scoping meetings as an important component of the scoping process for both the state and federal environmental review. The scoping meetings described in this NOP will be advertised locally and included in additional public notification. The Authority expects these meetings to occur via webinar or other virtual-only mechanism (please consult www.hsr.ca.gov for up-to-date information). Scoping meetings are scheduled for the following dates and are open to participants from any geographic area of the Los Angeles to Anaheim Project Section:

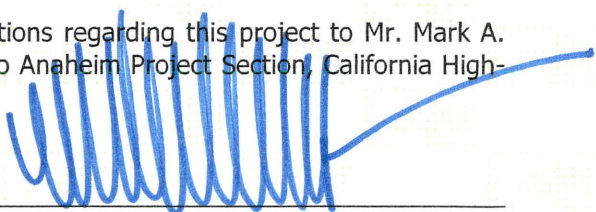
- **Virtual Scoping Meeting #1:** Thursday, September 10, 2020, 5:00 PM – 7:30 PM
- **Virtual Scoping Meeting #2:** Saturday, September 12, 2020, 10:00 AM – 12:30 PM

Due to the time limits mandated by state law, public agencies and members of the public are requested to send their responses to this NOP to the Authority between August 25, 2020 and September 24, 2020.

Please send your response and direct any comments or questions regarding this project to Mr. Mark A. McLoughlin, Director of Environmental Services, Los Angeles to Anaheim Project Section, California High-Speed Rail Authority at the address shown above.

Date: August 20, 2020

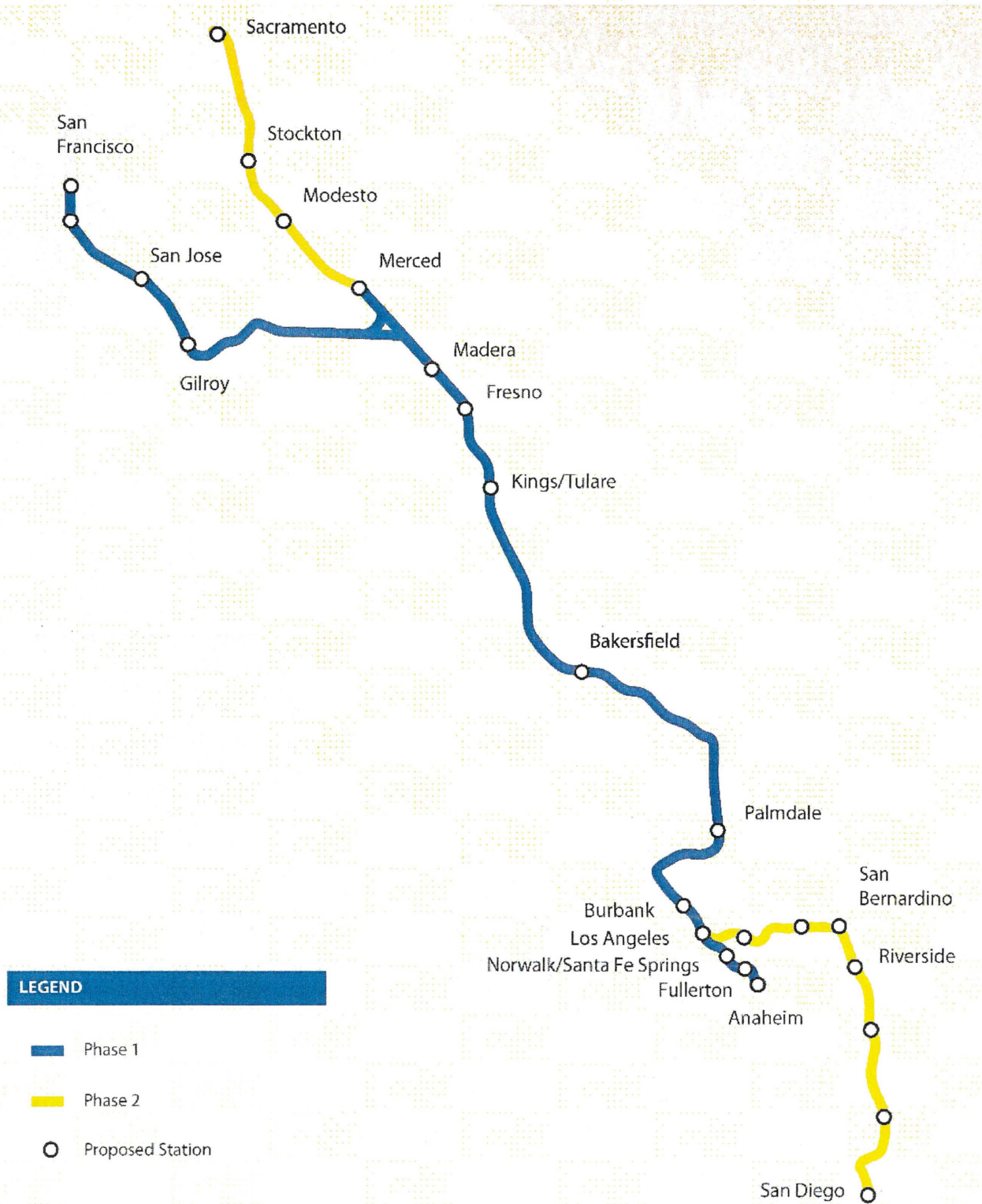
Signature: _____



Mark A. McLoughlin,
Director of Environmental Services

Attachment A – ALTERNATIVES DESCRIPTION

Figure A
California High-Speed Rail System
Preferred Alignments and Stations Statewide



Source: Authority, 2020

Figure B
Los Angeles to Anaheim HSR Passenger Rail Corridor

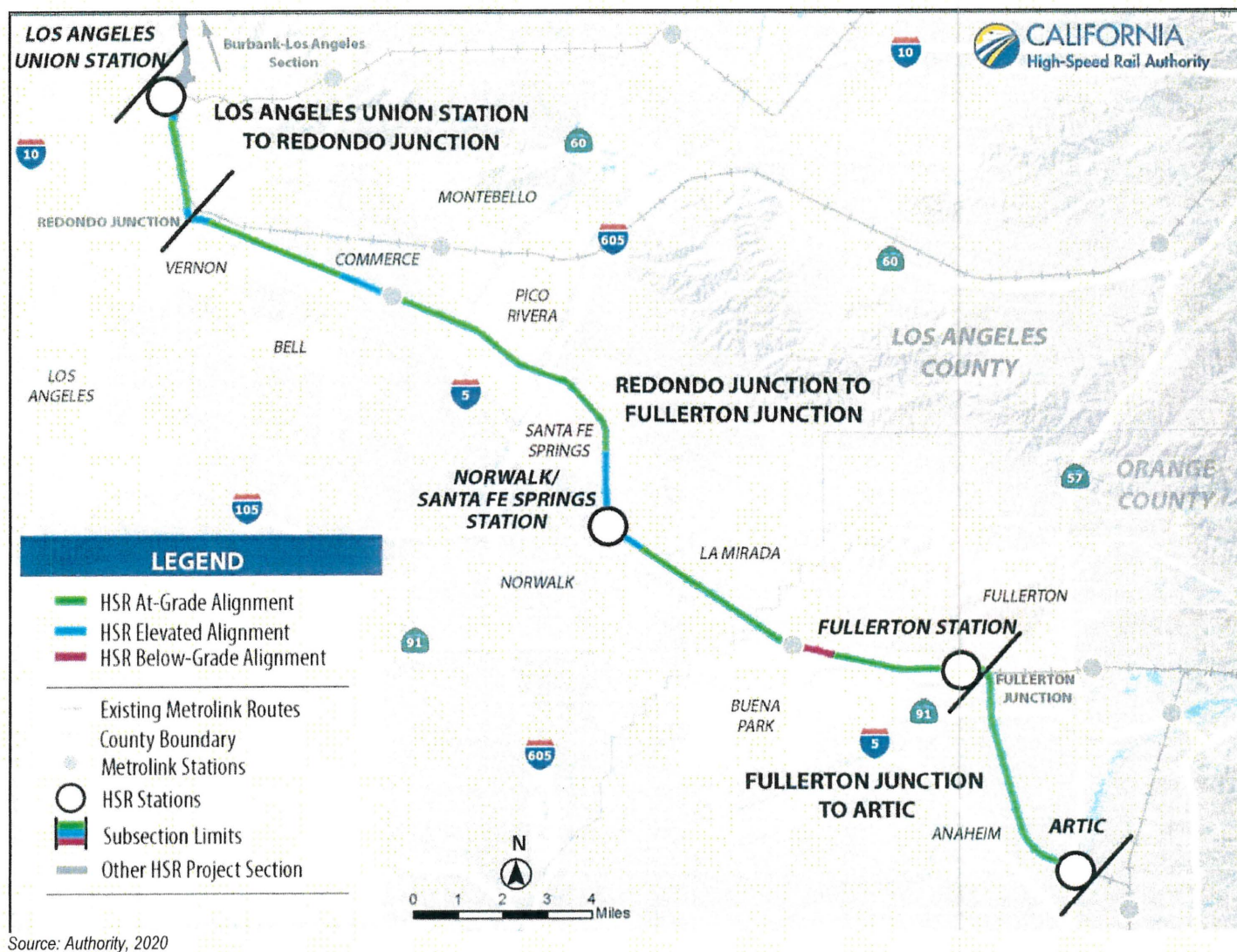


Figure C
Colton and Lenwood Freight Accommodation Components



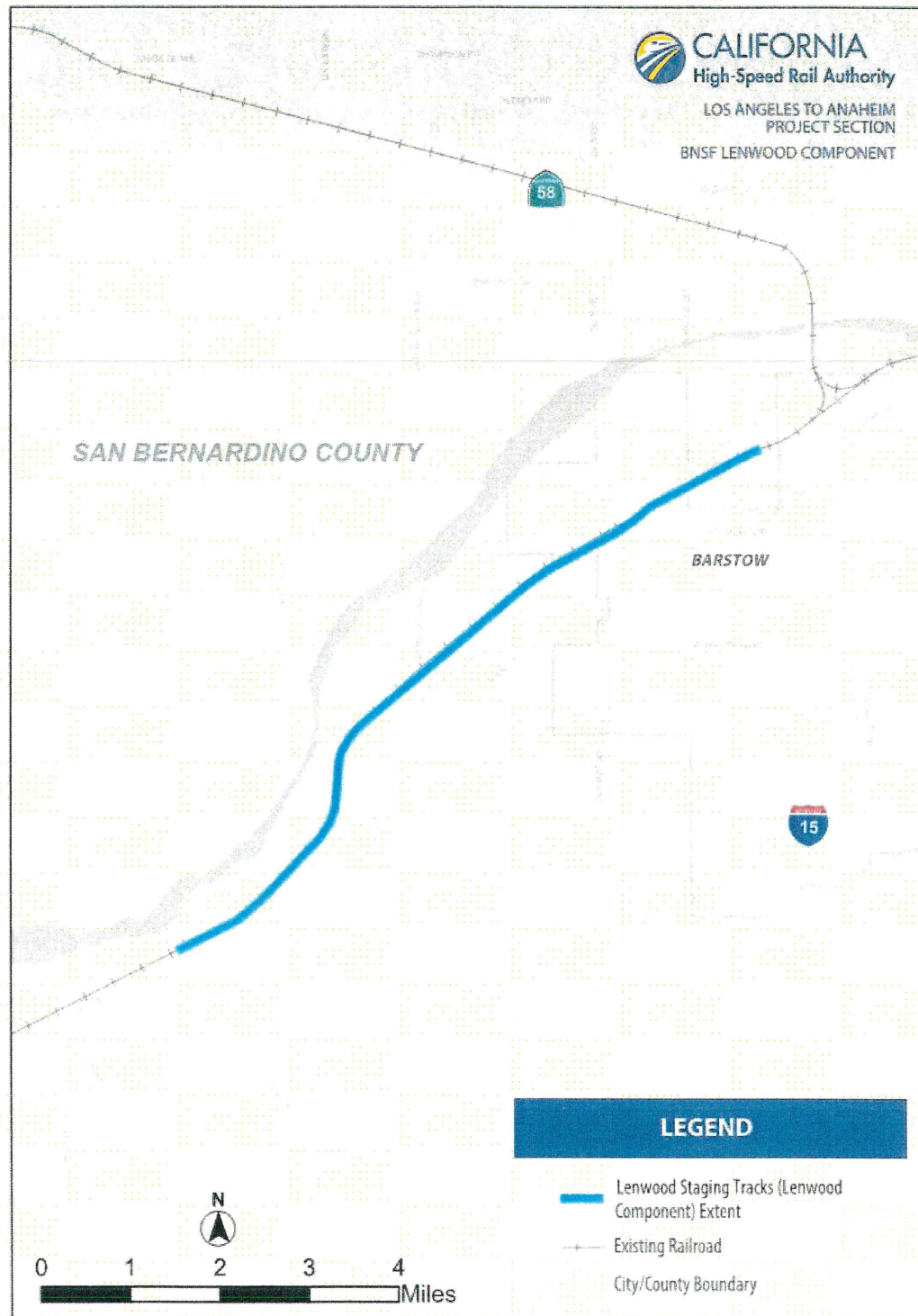
Source: Authority and BNSF, 2020

Figure D
Colton Component



Source: Authority and BNSF, 2020

Figure E
Lenwood Component



Source: Authority and BNSF, 2020