SCH #2007031067

Notice of Determination (Attachment 1)

Project Description and Location

The California High-Speed Rail Authority (Authority) certified a Statewide Program Environmental Impact Report/Environmental Impact Statement (EIR/EIS) (Tier 1) in November 2005 as the first phase of a tiered environmental review process for the proposed California High-Speed Rail (HSR) System planned to provide a reliable, high-speed, electric-powered rail system that links the major metropolitan areas of the state and that delivers predicable and consistent travel times. A further objective of the system 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.

Based on the Program EIR/EIS, the Authority selected preferred corridors and station locations to advance for additional study. The Authority has prepared an EIR/EIS that further examines the Los Angeles to Anaheim Project Section at the project level (Tier 2), within Los Angeles and Orange County. The project includes construction and operation of new and upgraded track, overhead contact system, maintenance and traction power facilities, grade separations, drainage improvements, communications towers, security fencing, modifications to passenger train stations, and other necessary facilities between Los Angeles and Anaheim, including an HSR station at Anaheim Regional Transportation Intermodal Center in Anaheim (ARTIC). The Los Angeles to Anaheim Project Section is approximately 30 miles in length and traverses urban areas. From the north, this project section begins from south of LAUS at the northern edge of U.S. Highway 101 and travels through the cities of Los Angeles, Vernon, Commerce, Bell, Montebello, Pico Rivera, Norwalk, Santa Fe Springs, portions of unincorporated Los Angeles County, La Mirada, Buena Park, Fullerton, and Anaheim where it terminates at ARTIC. The proposed alignment would introduce HSR service into the existing Los Angeles – San Diego – San Luis Obispo Rail Corridor. See Exhibit A for an illustration of the Los Angeles to Anaheim Project Section.

Through Resolution # HSRA 26-15, the Authority has approved Shared Passenger Track Alternative A for the Los Angeles to Anaheim Project Section, which includes the 26th Street Light Maintenance Facility and no optional intermediate stations.

Exhibit A: Los Angeles to Anaheim Project Section (Shared Passenger Track Alternative A)