ALAMEDA CORRIDOR PROJECT
FINDINGS AND STATEMENT OF OVERRIDING CONSIDERATIONS

PREPARED FOR:

ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY
GILL V. HICKS, GENERAL MANAGER

PREPARED BY:

MYRA L. FRANK & ASSOCIATES, INC.

IN ASSOCIATION WITH:

DMJM/M&N (A JOINT VENTURE)

DECEMBER 1992

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I. INTRODUCTION

Section 21081 of the California Public Resources Code and Section 15091 of the California Environmental Quality Act (CEQA) Guidelines require a public agency, prior to approving a project, to identify significant impacts of the project and make one or more written findings for each of the significant impacts. The findings reported in the following pages incorporate the facts and discussions of environmental impacts that are found in the Environmental Impact Report for the Alameda Corridor Project as fully set forth therein.

This **Findings and Statement of Overriding Considerations** document is divided into four major sections. The Introduction provides background information as to the purpose of the document. The Evaluation of Alternatives provides a brief discussion of the proposed alternatives to the project. The Findings Regarding Environmental Effects presents the effects associated with the proposed project. Finally, the Statement of Overriding Considerations is provided for those adverse effects that cannot be completely avoided, even with the proposed mitigation measures.

For each of the impacts associated with the project, the following sections are provided:

- Description of Effects - A specific description of the environmental impact identified in the FEIR.
- Proposed Mitigation - Identified mitigation measures or actions that are proposed for implementation as part of the project.
- Finding - The findings made are those allowed by Section 21081 of the CEQA Guidelines. The finding is made in two parts. In the first part, a judgement is made regarding the significance of the impact or effect. In the second part, which pertains only to impacts found to be significant, one of three specific findings is made, in direct response to CEQA Guidelines Section 15091.
- Rationale - A summary of the reasons for the decision.
- Reference - A notation on the specific section in the FEIR which includes the evidence and discussion of the identified impact.

Effective January 1, 1989, the California Environmental Quality Act was amended to add Section 21081.6, implementing Assembly Bill 3180. This amendment requires public agencies to adopt a monitoring and reporting program for assessing and ensuring the efficacy of proposed mitigation measures. This Mitigation Monitoring Plan for the Alameda Corridor Project is a separate document presented for adoption together with the Findings and Statement of Overriding Considerations. This Mitigation Monitoring Plan relates directly to those mitigation measures that are identified within the Findings and Statement of Overriding Considerations.

II. EVALUATION OF ALTERNATIVES

As part of the concept engineering effort leading to the environmental document, a range of alternatives was developed and evaluated against goals that were defined at the outset by the Alameda Corridor Transportation Authority Governing Board. These goals addressed economic considerations, traffic, railroad operations, environmental factors, cost, safety and security, and construction. Two alternative trainway sections were considered: an at-grade section and a depressed section. (An elevated trainway configuration was initially considered, but it was rejected at an early stage because of the negative environmental impacts it would bring to the surrounding area.) A range of accompanying roadway components were examined, generally involving either splitting the roadway into a couplet straddling the rail tracks or placing all of the roadway lanes on one side of the train tracks. In addition, some options retained use of the existing "Little" Alameda Street for purposes of a frontage road. In conjunction with the trainway and roadway improvements along Alameda Street, east-west grade separations were included at 22 locations along the corridor. These grade separations could be configured as overcrossings used with the at-grade trainway or crossings at grade over the depressed trainway.

The various trainway, roadway and grade separation options were combined to yield alternatives to be considered for the entire corridor. From Compton Creek south, all alternatives shared a common at-grade trainway/roadway configuration. North of Compton Creek, the alternatives included various combinations of trainway and roadway configurations. Both four- and six-lane roadways were included in the alternatives, as well. Also included was the Vernon Diversion, which would place the trainway along an alignment following Long Beach Avenue from Randolph Street to 25th Street, modified depressed trainways of varying lengths, and a truck expressway concept. A total of at least 12 different alternatives were defined.

In addition to the alternatives along Alameda Street, two other corridors were considered. One corridor would have used the Union Pacific San Pedro Branch, running through or adjacent to the cities of Vernon, Maywood, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Lakewood, Long Beach, Carson and Los Angeles (Wilmington). A second alternative corridor would have used the Los Angeles River from downtown Los Angeles to the vicinity of Del Amo Boulevard, where it would be necessary to join Union Pacific tracks to reach the ports. A third hybrid alternative corridor was defined, combining portions of the UP San Pedro Branch and Los Angeles River options.

All of the alternatives discussed above were evaluated in terms of their ability to satisfy the goals established by the ACTA Board. The alternative corridors were rejected in favor of Alameda Street because: (1) the alternative corridors had a higher population exposure, (2) impacts on community facilities and residential areas were higher for the alternative corridors, and (3) traffic, noise and local land use impacts were more negative with the alternative corridors. No roadway or port truck access improvements were evaluated.

Among the Alameda Street alternatives, a detailed comparative evaluation was conducted, and the evaluation results showed small differences among alternatives, and therefore other reasons were introduced to distinguish among them, as follows: (1) the alternatives using four roadway lanes were eliminated because the traffic analysis showed a need for six lanes and the environmental document could reflect the four lane options in the form of the No Project alternative, (2) the shorter depressed trainway options were eliminated because the environmental document would cover their effects as part of the complete depressed trainway,

and (3) an alternative which would have proposed a depressed trainway with two-way roadway and frontage road was eliminated because of its high cost and adverse environmental effects.

The net result of the comparative evaluation process was a set of alternatives to be evaluated in the environmental document. These alternatives, which were adopted by the ACTA Board for EIR purposes, were defined as follows:

- The No Build Alternative (projected future levels of vehicular and train traffic, but no improvements to either the existing railroad or roadway facilities),
- Alternative 1.0 (at-grade trainway with six lanes of roadway configured either as a one-way couplet or two-way roadway, depending upon location along the corridor,
- Alternative 2.1A (depressed trainway with six lanes of roadway configured as a one-way couplet,
- Alternative 2.1S (same as Alternative 2.1A, except the walls of the depressed trainway would be partially sloped), and
- Alternative 2.2 (the Vernon Diversion).

The ACTA Board identified the "depressed configuration" (effectively Alternatives 2.1A, 2.1S & 2.2) as preferred at the outset of the preparation of the environmental document.

As a result of completing the environmental documentation and having heard comments regarding that documentation from the public, the following findings are made regarding the alternatives:

1. **The No Build Alternative is rejected because it does not adequately meet the project goals.**

   The No Build Alternative would not meet the goals of the project that were established early on. This alternative would also have negative consequences over the long term with regard to traffic delays, train delays, noise impacts, air quality impacts, energy impacts, land use incompatibilities, fire and police emergency response, safety and security, and regional economics.

2. **The at-grade alternative (Alternative 1.0) is rejected in favor of the depressed alternatives.**

   Alternative 1.0 was found to have generally more intrusive environmental effects than any of the depressed trainway alternatives and is therefore judged less desirable. The at-grade alternative would require substantially more right-of-way than the depressed alternatives, particularly in the areas of east-west grade separations, resulting in substantially more residential and commercial displacement. This alternative would subject large numbers of residences to adverse noise effects. The at-grade alternative would require up to 60,000 lineal feet of soundwalls, which could have the adverse effects

of creating neighborhood barriers and be subject to graffiti. Alternative 1.0 would require corridor traffic to use local streets to reach grade crossing structures. This alternative would require property takings affecting several schools along the corridor.

3. Alternative 2.1S is rejected due to enlarged right-of-way requirements.

This alternative, while potentially saving cost associated with construction activity, would enlarge the right-of-way needed for the corridor substantially, as compared with the depressed trainway using vertical walls for the depressed trainway. The cost and operational advantages are not sufficiently great to warrant acceptance of this additional impact.

4. Alternative 2.2 is rejected in favor of Alternative 2.1A.

Alternatives 2.1A and 2.2 differ only in Segment B1 of the corridor. Within this segment, Alternative 2.2 was found to have a number of adverse effects which argue for rejecting it in favor of Alternative 2.1A. Alternative 2.2 would have residual adverse noise and vibration effects on a number of residences that would not be affected under Alternative 2.1A. Alternative 2.2 would require the taking of five units, a child care facility, and parking and playground space from the Pueblo del Rio public housing project. Alternative 2.2 would require the taking of 32 residential units that would not be required under Alternative 2.1A. Alternative 2.2 would require the taking of 18 additional commercial parcels than would Alternative 2.1A. Alternative 2.2 would result in six different intersections exceeding thresholds for traffic mitigation. Alternative 2.2 would increase noise levels in the vicinity of the Lilian Street Elementary School, Fred Roberts Park and Slauson Recreation Center, which are not affected under Alternative 2.1A.

5. Alternative 2.1A is selected for implementation.

For the reasons outlined above, Alternative 2.1A is selected for implementation. The remainder of this document, and the Mitigation Monitoring Plan, assume this selection.

III. FINDINGS REGARDING ENVIRONMENTAL EFFECTS

A. EFFECTS DURING CONSTRUCTION

1. Topography, Soils and Geology

(1) Description of Effects

Seismic hazards along the corridor during the construction period are generally limited to those hazards caused by earthquakes. The major cause of damage from earthquakes along the corridor would be violent shaking from earthquake waves; damage due to actual displacement or fault movement is less frequent, but could occur where the active Newport-Inglewood fault zone crosses the corridor.

Areas do exist that have liquefaction potential; however, encountering these areas is not considered a significant impact. Other potential for soil instability such as seismic settlement and landsliding and lurching are not considered significant.

The Los Angeles Harbor area in the vicinity of the corridor could be affected by a 100-year tsunami (seismic sea wave) to approximately 5.3 feet above sea level. Run-up from a tsunami with a return interval of 500 years would reach an elevation of about 8.2 feet, and there is a low risk that portions of the proposed project below elevation 8.2 could be inundated by a 500-year tsunami; however, the potential effects are not considered significant.

Oil wells that have existed along the project corridor are recorded as being abandoned. Although unlikely, some construction activities could disturb or expose previously abandoned oil wells. This may require reabandonment if disturbed, especially if the well was not properly abandoned initially. Improper exposure of these wells could result in the inadvertent release of hydrogen sulfide gas and could have other consequences.

A total of 1,326 potential hazardous waste sites have been identified along the corridor. Forty-six of the sites are classified as high priority sites. Of the 46 sites, 41 are not currently undergoing remediation, or they have been remediated but are not yet certified. Four relatively distinct concentrations of "problem" sites exist along the corridor. The first concentration is in Los Angeles at the northern terminus of the corridor, where 9 sites are in relatively close proximity. A second concentration exists along the portion of the route passing through Huntington Park, where 8 sites are grouped together. From Lynwood south to Compton is a third concentration of 11 sites. In Carson, around the I-405 Alameda Street interchange, is a fourth concentration of 7 sites. There are 6 additional sites at isolated locations along the route, including 3 in South Gate and 3 in Wilmington.

The potential impacts associated with existing contaminated sites located along the proposed corridor could be significant. Construction along the corridor, including the depressed trainway, may encounter sites with contaminated soils and groundwater. These sites should be remediated.

(2) Proposed Mitigation

If the area is subject to a substantial seismic event and associated severe ground shaking during the construction period the effects of the shaking can be minimized through appropriate construction techniques. All available construction techniques, including shoring and falsework, should be implemented to protect workers, pedestrians, motorists and nearby residents.

All areas of historically high or perched ground water levels along the corridor (Huntington Park, South Gate, Lynwood, Compton, Carson, and the harbor area south of Anaheim Street should be analyzed in detail during later project design stages to verify the potential for liquefaction. Should soils subject to liquefaction be found below any of the alternatives, then site specific engineering techniques (e.g., importation of stable material, compaction of soils, permanent dewatering, and attachment of deep-set piles to bedrock or lower, denser soils) should be implemented.

Potential impacts anticipated from flooding are not considered significant and further mitigation beyond that already imposed by building codes and other applicable regulations and guidelines are not proposed.

Any undocumented and/or improperly abandoned wells encountered during construction along the corridor would be abandoned according to requirements set forth in Title 14, Chapter 4, Subsection 1, Article 3, Section 1723, of the California Administrative Code.

Sites along the corridor that would be disturbed by corridor construction and that are known to contain contaminated soil or groundwater would be cleaned, prior to or during construction of the project, in accordance with all applicable regulations and guidelines governing the removal and disposal of hazardous materials. Where necessary, continued monitoring of particular sites may be required to ensure that no migration of existing contamination has occurred subsequent to the primary clean-up operations.

The hazardous materials study performed along the corridor does not represent a comprehensive environmental site assessment for the proposed transportation corridor. Once the design becomes more fully established a complete Phase I Environmental Site Assessment for parcels to be disturbed along the corridor should be conducted prior to construction activities; and subsequent to the Phase I assessment, a number of site-specific investigations focusing on the types of construction (i.e., at grade, elevated, or depressed) proposed for each locale will be required, due to the large number of abandoned and undefined sites along the corridor. Once investigations are complete, plans for mitigating and monitoring the contaminated sites may be completed.

(3) Finding

The impacts are found to be:

(X) Significant ( ) Not significant

For those impacts found to be significant the following additional finding is made:

(X) Changes or alterations have been incorporated into the project that avoid or substantially lessen the effect.

( ) The lead agency lacks the jurisdiction to make the changes but another agency does have such authority.

( ) Specific economic, social, or other considerations make infeasible mitigation measures or project alternatives.

(4) Rationale for Finding

The effects that are expected regarding soils and geology are typically encountered during general construction projects. Standard practices are available and are typically employed to reduce these effects to acceptable levels. Moreover, the effects are confined to a construction period that is of limited duration. For these reasons the effects after mitigation are regarded as not significant.

(5) Reference

For a full discussion of soil and geology impacts see Section 4.1 of the Alameda Corridor Draft Environmental Impact Report.

2. Hydrology and Water Quality

(1) Description of Effects

Construction impacts to surface water resources within the study area will be related to water run-off from the construction sites and erosion of barren rock and soil surfaces exposed during excavation. No further construction related impacts to surface waters are anticipated. These effects are characterized as not significant. The excavation required for the project could have an impact on groundwater quality and solid waste disposal. Perched groundwater could be encountered in approximately one third of the project area to the north of the Artesia Freeway. Excavation may intercept shallow groundwater and will require dewatering and muck disposal if contamination is encountered. The removed water and muck could necessitate wastewater treatment and possible transport of muck to a Class I or Class II landfill.

(2) Proposed Mitigation

Typical mitigation measures, such as the use of proper grading techniques and appropriate sloping, shoring and bracing of the construction site, should be used to reduce potential impacts to surface waters from construction runoff and from erosion of barren material during the construction period. Groundwater control may be accomplished by temporarily lowering the groundwater level, or dewatering, which is considered to be the most practical method of groundwater control. Other methods may be used but they are not desirable due to their increased complexity and associated high cost. A series of soil borings will be undertaken prior to final design and construction in order to identify groundwater levels where dewatering will be necessary. Proper groundwater control measures will become part of the design process.

Should contaminated groundwater be encountered during dewatering the disposal of water containing hazardous materials is expected to require wastewater treatment before discharge. Treatment could be accomplished by an oil/water separator, with the separated materials removed by truck to a Class I or Class II disposal site. This will require a National Pollutant Discharge Elimination System (NPDES) permit issued by the Regional Water Quality Control Board (RWQCB).

(3) Findings

The impacts are found to be:

( ) Significant **(X) Not significant**

(4) Rationale for Finding

The control of construction related surface runoff, groundwater control and dewatering are typically handled through standard construction practices. These practices can be relied upon

to reduce the problem to an acceptable level, and therefore after mitigation the effects are regarded as less than significant.

(5) Reference

For a full discussion of hydrology and water quality impacts see Section 4.2 in the Alameda Corridor Draft Environmental Impact Report.

3. Air Quality

(1) Description of Effects

During the construction period, emissions will occur as a result of the operation of on-site construction equipment and machinery, the excavation process itself, the transport of excavated material, and travel to and from construction sites by construction workers and supervisors. Both regional and localized impacts will be associated with these construction activities.

Construction emissions will occur over an approximate 10-year total construction period. There may be occurrences of elevated emissions that will be experienced on a local basis. The actual frequency and location of these occurrences cannot be estimated with certainty. When compared with the SCAQMD thresholds, reactive organic gases and nitrogen oxides show an exceedance, therefore for these pollutants a significant impact will result. A less than significant impact will result for remaining pollutants.

Localized emissions are not expected to exceed the projected 24-hour maximum state and federal ambient air quality standards for PM_{10}. Construction-related concentrations will be temporary and will not affect one location for a long period of time. Construction activities will create fugitive dust for which reasonable control features will be employed. Any potential impacts will be temporary in nature.

(2) Proposed Mitigation

All reasonable and accepted construction exhaust emissions and fugitive dust control features will be employed. Potential impacts will be temporary in nature.

3) Findings

The impacts are found to be:

(X) Significant ( ) Not significant

For those impacts found to be significant the following additional finding is made:

(X) Changes or alterations have been incorporated into the project that avoid or substantially lessen the effect.

( ) The lead agency lacks the jurisdiction to make the changes but another agency does have such authority.

( ) Specific economic, social, or other considerations make infeasible mitigation measures or project alternatives.

4) Rationale for Finding

The South Coast Air Basin is currently a non-attainment area for several pollutants that will be produced during construction of the proposed project. As a result, the production of additonal emissions for those pollutants is considered significant, even during temporary construction periods, therefore appropriate mitigation measures will be applied to reduce these emissions as much as practicable. As a result, with mitigation the effects of these emissions, generally, are regarded as being substantially reduced, but there may be instances where the effects may still be considered significant.

5) Reference

For a full discussion of air quality impacts see Section 4.3 in the Alameda Corridor Draft Environmental Impact Report.

4. Noise

1) Description of Effects

Some level of community intrusion is to be expected for any construction project of this magnitude. Because of the large amount of discretion that is usually left to the contractor about specific equipment and procedures that will be used, accurate estimates of construction noise are difficult to develop at this point of the project. The most effective means of controlling noise impact from construction is to include specific requirements for noise control in the construction specifications. Noise impacts and mitigations for this construction project will be similar to a major highway project. Construction of the trench is somewhat unique because of the large amount of excavation required and the need to haul the excavated material to dump sites.

2) Proposed Mitigation

There are a number of measures that could be taken to reduce intrusion without placing unreasonable constraints on the construction process or measurably increasing costs. These include noise monitoring to ensure that contractors take all reasonable steps to minimize noise, inspections and noise testing of equipment to ensure that all equipment on the site is in good condition and effectively muffled, and an active community liaison program. This program should keep residents informed about construction plans so they can plan around periods of particularly high noise levels and should provide a conduit for residents to express concerns or complaints about noise.

The primary construction mitigation measures are as follows: 1) Include specific noise control requirements in the construction specifications, and require the contractor to select construction processes and techniques that create the lowest noise levels; 2) Use equipment with the most effective commercially available mufflers; 3) Perform construction in a manner that will maintain noise levels below specific limits in the vicinity of noise sensitive land uses; 4) Perform noise monitoring to demonstrate compliance with noise limits; 5) Acquire permits to perform

construction activities during the evening, nighttime, weekend and on holidays, in order to minimize construction activities in noise sensitive areas during these periods; and 6) Select haul routes that minimize intrusion to residential areas.

3) Findings

The impacts are found to be:

(X) Significant ( ) Not significant

For those impacts found to be significant the following additional finding is made:

(X) Changes or alterations have been incorporated into the project that avoid or substantially lessen the effect.

( ) The lead agency lacks the jurisdiction to make the changes but another agency does have such authority.

( ) Specific economic, social, or other considerations make infeasible mitigation measures or project alternatives.

4) Rationale for Finding

Actual noise levels from construction activities cannot be known until construction activity is underway. Although reliable predictions cannot be made, it is possible to specify control measures to be followed by construction contractors. The scale of construction activities will produce noise levels that in some instances will continue to be significant despite efforts to reduce them. It is therefore concluded that all prudent measures will be taken to reduce noise intrusion, and that these effects will be substantially lessened as a result, however, it may still occur that a significant effect will be felt in some locations during the construction period.

5) Reference

For a full discussion of noise impacts see Section 4.4 in the Alameda Corridor Draft Environmental Impact Report.

5. Ground-Borne Vibration

1) Description of Effects

Construction activities and equipment that have the potential to create annoying levels of ground-borne vibration include blasting, pile driving, vibratory compaction equipment, excavation equipment, tracked vehicles such as bulldozers, and trucks.

2) Proposed Mitigation

Procedures that can be used to minimize the potential for annoyance or damage from construction vibration include limiting or prohibiting the use of construction techniques that create high vibration levels; restricting procedures that contractors can use in vibration sensitive areas; requiring monitoring during vibration intensive activities; restricting the hours of vibration intensive

activities (such as pile driving) to weekdays during daytime hours, and limiting the use of high vibration-producing techniques to outside established distances for sensitive receptors.

3) Findings

The impacts are found to be:

(X) Significant ( ) Not significant

For those impacts found to be significant the following additional finding is made:

(X) Changes or alterations have been incorporated into the project that avoid or substantially lessen the effect.

( ) The lead agency lacks the jurisdiction to make the changes but another agency does have such authority.

( ) Specific economic, social, or other considerations make infeasible mitigation measures or project alternatives.

4) Rationale for Finding

Similar to the effects regarding noise, the scale of the project implies the potential for significant vibration effects during the construction period. It is possible to provide adequate protection against the most severe vibration levels by restricting construction techniques to be used and restricting the times of day in which the most vibration-producing work will be undertaken. Given the ability to impose these restrictions, the effects can be effectively reduced to below a level that will be regarded as significant.

5) Reference

For a full discussion of vibration impacts see Section 4.5 in the Alameda Corridor Draft Environmental Impact Report.

6. Energy

1) Description of Effects

Construction of the proposed project will result in the consumption of fossil fuels associated with the operation of construction equipment and vehicles. As compared with regional daily fuel consumption, the amount of energy consumed during construction is not considered significant.

2) Proposed Mitigation

The amounts of energy that will be consumed during construction of the Alameda Corridor would be minor in comparison to areawide energy usage, and adequate supplies of energy will be available, therefore this usage is considered not significant. In the interest of promoting energy efficiency, however, the following mitigation measures are suggested: (1) Select dump sites as

close as practicable to the corridor to minimize haul distances and excavation-related fuel consumption; (2) Reuse existing rail steel and lumber wherever possible, such as for falsework, shoring and other applications during the construction process; (3) Recycle asphalt taken up from roadways, if practicable and cost-effective; (4) Maintain construction equipment in good working order; (5) Promote carpooling, perhaps involving the use of project vans, among construction workers; (6) Schedule construction operations to result in the most efficient use of construction equipment practicable.

3) Findings

The impacts are found to be:

( ) Significant (X) **Not significant**

4) Rationale for Finding

Because the amounts of energy to be consumed during construction are small in comparison with regionwide consumption, the effects are considered not significant before mitigation, and after mitigation they are reduced even further.

5) Reference

For a full discussion of energy impacts see Section 4.6 in the Alameda Corridor Draft Environmental Impact Report.

7. Vegetation and Wildlife

1) Description of Effects

The project corridor is highly urbanized and has been so for many years. Consultation with the NDDB indicates that no state or federally listed endangered species are found within the project corridor. The proposed project is not expected to either create or affect any habitats for sensitive species and therefore will not result in any adverse affects to biological resources within the proposed corridor.

Existing landscaping and common urban vegetation may be removed in the course of construction. This is not a significant impact.

2) Proposed Mitigation

No adverse impacts are anticipated and no mitigation is required. Landscaping will be provided when possible along the corridor. Native and/or drought resistant plants will be used where feasible.

3) Findings

The impacts are found to be:

( ) Significant (X) **Not significant**

4) Rationale for Finding

No effects on resources considered sensitive are expected, and therefore a judgement regarding significance is not required.

5) Reference

For a full discussion of vegetation and wildlife impacts see Section 4.7 in the Alameda Corridor Draft Environmental Impact Report.

8. Population, Housing, Displacement

1) Description of Effects

Insignificant levels of localized noise, vibration, traffic, safety risks, light and glare will occur during the construction period along the corridor. In addition, construction along the corridor could impair residents' access to and from their homes and neighborhood. Construction will also result in the displacement of persons and housing units.

2) Proposed Mitigation

The Alameda Corridor project will result in construction impacts affecting population and housing in the areas of noise, vibration, traffic, safety, and light and glare. These topics are discussed in other sections of this document, and the reader is referred to those sections for a discussion of appropriate mitigation measures.

Standard relocation measures and procedures following the Uniform Relocation Procedures and Real Property Acquisition Act will be available to displaced residents. These measures generally provide for monetary compensation and assistance and other forms of relocation assistance. In addition to the application of standard relocation assistance, coordination will occur with each affected local jurisdiction in order to determine if there may be needs associated with special groups that should also be provided. (See also Acquisition and Displacement under Effects During Operation)

3) Findings

The impacts are found to be:

(X) Significant ( ) Not significant

For those impacts found to be significant the following additional finding is made:

(X) Changes or alterations have been incorporated into the project that avoid or substantially lessen the effect.

( ) The lead agency lacks the jurisdiction to make the changes but another agency does have such authority.

( ) Specific economic, social, or other considerations make infeasible mitigation measures or project alternatives.

4) Rationale for Finding

Reduced accessibility to project area residents and businesses during the construction period will be regarded as significant to the parties affected. Also, property acquisition associated with the project is of sufficient magnitude to be regarded as significant. Accessibility effects can be partially offset through detours and other techniques. Monetary compensation and relocation assistance is available and will be used for parties displaced as a result of the project. Compensation and assistance will sufficiently reduce residual effects below the level of significance.

5) Reference

For a full discussion of population and housing and displacement impacts see sections 5.2 and 5.3 in the Alameda Corridor Draft Environmental Impact Report.

9. Transportation and Circulation

1) Description of Effects

The construction of the corridor will affect the circulation of traffic within the study area as well as parallel and perpendicular to the corridor because of the loss of lanes and possible road closures during construction. Detours will be required to direct traffic around road closures, thus sending more traffic onto other streets. Although temporary road closures during construction will have the most impact on traffic, partial blockage of roadways will constrict traffic and cause congestion. Construction vehicles accessing work areas will contribute to traffic volumes. However, some traffic will be diverted to other streets due to construction. On-street parking will need to be temporarily prohibited on many streets to increase vehicle capacity on the detour routes.

Access to businesses and homes adjacent to the construction area will be impaired by road closures, blockage of driveways, and traffic congestion. Measures will be taken to maintain access to driveways for residences and businesses during construction.

2) Proposed Mitigation

Implement a construction management plan and an extensive public information program to disseminate construction information and respond to local concerns. Measures that minimize lane closures and provide signage and workable detours will be employed.

3) Findings

The impacts are found to be:

(X) Significant ( ) Not significant

For those impacts found to be significant the following additional finding is made:

(X) **Changes or alterations have been incorporated into the project that avoid or substantially lessen the effect.**

( ) The lead agency lacks the jurisdiction to make the changes but another agency does have such authority.

( ) Specific economic, social, or other considerations make infeasible mitigation measures or project alternatives.

4) Rationale for Finding

The scale of the proposed project will produce significant inconveniences and delays to traffic during the construction process. Implementation of a construction management plan will substantially lessen the effects by providing advanced notice of the location and time of construction delays and by providing alternative routes to be used during those times. There may be, however, some locations which will be subject to significant effects, even with these mitigations.

5) Reference

For a full discussion of transportation and circulation impacts see Section 5.4.5 in the Alameda Corridor Draft Environmental Impact Report.

10. Public Services

1) Description of Effects

Impacts to public services during the construction period will include traffic obstructions and detours affecting police, fire and paramedic vehicles, reduced access to, and potential disruption of, service/operation of community facilities. Construction impacts are not generally considered significant because they are temporary in nature. When the construction period becomes protracted, however, impacts can be substantial. It is expected that this will occur only in isolated instances. A general increase in traffic and street closures resulting from construction activities could result in longer police, fire, and paramedic response times. Access to some facilities could be impaired during the construction period. Temporary street closures, temporary elimination of on-street parking, and generally increased traffic congestion will impair auto access to some schools, churches and parks.

2) Proposed Mitigation

Efforts will be made to reduce delays in emergency response time during the construction period. Police and fire personnel will be informed in advance of the location and duration of construction activities as well as any temporary street closures due to these construction activities. An overall construction sequencing and traffic management plan will be prepared and reviewed with fire and law enforcement officials.

Fire emergency access to buildings adjacent to construction activities will be maintained at all times. Streets undergoing construction will have the curb lane kept open for fire and emergency purposes. Fire hydrants in construction areas will remain accessible.

Impacts on vehicular access to community facilities will be lessened by providing alternate routes to those facilities. Pedestrian access to and from facilities may be improved with construction of temporary walkways, protective canopies and fences. Construction sites which are located near a park or school will be securely fenced and shielded to protect patrons and students from debris, falling objects and construction equipment. In light of traffic congestion that will result from detours and the closure of streets, crossing guards will be provided to ensure students' safety, where necessary.

3) Findings

The impacts are found to be:

( ) Significant **(X) Not significant**

4) Rationale for Finding

The effects on public services will be temporary and they will be offset by construction management measures to maintain access to facilities and emergency response capabilities. Although the effects are not regarded as significant, extensive mitigation measures will be employed to reduce inconvenience as much as possible.

5) Reference

For a full discussion of public services impacts see Section 5.5 in the Alameda Corridor Draft Environmental Impact Report.

11. Safety and Security

1) Description of Effects

The potential for construction impacts on public safety is of concern due to the proximity of people to construction sites. For example, people may intrude into construction areas and be injured by construction equipment, trains operating in the corridor or trains running on temporary shoo-flies. Children are of special concern, therefore, areas in the immediate vicinity of schools, and the normal pedestrian routes to those schools, must be considered areas of above-normal exposure.

There are also safety issues associated with detouring traffic and negotiating vehicles through construction areas. Access of emergency vehicles (e.g., fire, police) through the project area could also be compromised during construction activities.

Construction activities may also produce accidents involving pipelines and utility lines which could release hazardous materials. These lines (e.g., electricity, natural gas, sewer, water) may be ruptured during construction activities. Construction activities may also expose contaminated soil and groundwater.

2) Proposed Mitigation

Standard construction safety practices will be employed to protect the public from harm during the construction process. It may be necessary to construct temporary trackage within the corridor while portions of the permanent trainway are completed, or it may also be prudent to route train traffic to a parallel facility (such as the SP Wilmington Branch) while the corridor is being built. In either event, close coordination and pre-planning will be maintained with the railroads, the California Public Utilities Commission, local jurisdictions, and fire and police. All reasonable and prudent efforts will be made to protect the public during the construction process.

3) Findings

The impacts are found to be:

(X) **Significant** ( ) Not significant

For those impacts found to be significant the following additional finding is made:

(X) **Changes or alterations have been incorporated into the project that avoid or substantially lessen the effect.**

( ) The lead agency lacks the jurisdiction to make the changes but another agency does have such authority.

( ) Specific economic, social, or other considerations make infeasible mitigation measures or project alternatives.

4) Rationale for Finding

Because the potential exists for accidents that could result in harm to individuals, safety and security effects are regarded as potentially significant. Standard construction practices, however, are available to adequately protect the public. Therefore, the effects are judged, after mitigation, to be reduced to below a level of significance.

5) Reference

For a full discussion of safety and security impacts see Section 5.6 in the Alameda Corridor Draft Environmental Impact Report.

12. Aesthetics

1) Description of Effects

During construction activity, the construction sites and materials storage areas will temporarily create a disorderly appearance. In addition, construction activity that may occur at night will produce light and glare which will be intrusive to some uses.

2) Proposed Mitigation

Several mitigation measures may be taken, including (1) conducting construction activities during day time hours whenever possible and shielding construction lighting from residential areas; (2) screening construction sites from view in areas of particular sensitivity; and (3) maintaining orderly construction sites.

3) Findings

The impacts are found to be:

( ) Significant (X) **Not significant**

4) Rationale for Finding

The disorderly appearance of construction sites is typically expected by the public, and therefore this is not considered a significant effect.

5) Reference

For a full discussion of aesthetics impacts see Section 5.7 in the Alameda Corridor Draft Environmental Impact Report.

13. Cultural Resources

1) Description of Effects

Since most of the overall project area is located within an urban environment characterized by roadways, railroad lines, and moderate to heavy commercial and industrial land use, cultural resources are not generally present; however, the area from the west side of Alameda Street to 109th Street on the north, Watts Avenue on the west, and 111th Street on the south, is considered archaeologically significant. Previous reconnaissance has indicated the potential for resources in this area.

The types of impacts on historic, architectural, or cultural resources anticipated during the construction phase include effects from demolition, complete or partial right-of-way acquisition, temporary loss of access, vibration, and settlement. Construction impacts not resulting in demolition or settlement, or which produce a temporary loss of access, are considered temporary and therefore negligible.

2) Proposed Mitigation

The area bordered by Alameda on the east, Watts Avenue on the west, 109th Street on the north, and 111th Street on the south is considered a sensitive archaeological area. Therefore, a Society of Professional Archaeologists (SOPA) qualified archaeologist will be present during excavation within this area. The archaeologist will be empowered to stop construction if any cultural resource artifacts are encountered, in order to evaluate the materials. Procedural recommendations will be made following the evaluation of the artifacts.

Should burials be encountered, construction will halt, and procedures according to Appendix K of the California Environmental Quality Act must be followed, beginning with the immediate contact of the County Coroner. These procedures and additional guidelines will be made a part of the project's construction specifications.

Since there is a further possibility of encountering buried prehistoric and/or historic archaeological resources within the overall project boundaries, it is recommended that a SOPA qualified archaeologist be contacted immediately should such unanticipated cultural resources remains be encountered during development or construction related activities within the limits of the proposed project.

3) Findings

The impacts are found to be:

( ) Significant (X) **Not significant**

4) Rationale for Finding

Although there is a potential for encountering archaeological resources, this potential is not regarded as likely, and therefore the potential effects are not considered significant. Also, mitigation measures are proposed which will ensure that this finding can be maintained.

5) Reference

For a full discussion of cultural resources impacts see Section 5.8 in the Alameda Corridor Draft Environmental Impact Report.

14. Economics

1) Description of Effects

Construction activity along the Alameda Corridor will likely produce a significant adverse effect on businesses located along the corridor. Construction activity is expected to last up to 10 years, with any one location potentially affected by construction for up to three years. The actual loss of access and street parking availability will depend on the sequence of construction.

The precise effects on businesses located along the corridor will depend on site-specific conditions and the strength of the business at the outset of construction. Businesses will also experience noise and dust from construction activity, and they will lose street parking and perhaps even off-street parking as a result of nearby construction. Prolonged construction could significantly affect the operation and viability of some businesses, especially small retail operations.

Construction employment has two beneficial components: direct and indirect effects. The direct effect is the number of construction jobs created to complete the project. The Alameda Corridor project will generate an estimated 9,000 person-years of construction employment over a ten year period. The indirect benefit is the additional employment gains and business activity to the regional economy generated by the initial construction expenditure.

2) Proposed Mitigation

Regarding inconveniences to businesses along the corridor during construction, appropriate signage should be used to direct patrons to alternate routes to businesses. Traffic management plans will be implemented to maintain access to businesses. A public information program will be implemented to inform local merchants of construction schedules which may affect their establishments. A project office hot-line may also be developed as a mechanism to answer questions related to the project.

3) Findings

The impacts are found to be:

(X) Significant ( ) Not significant

For those impacts found to be significant the following additional finding is made:

(X) Changes or alterations have been incorporated into the project that avoid or substantially lessen the effect.

( ) The lead agency lacks the jurisdiction to make the changes but another agency does have such authority.

( ) Specific economic, social, or other considerations make infeasible mitigation measures or project alternatives.

4) Rationale for Finding

The adverse effects on local businesses during construction will range from minor inconveniences to substantial impairments. The effects are characterized as significant on an overall basis because of the scope of the project and the magnitude of associated construction activity that is expected. Both a construction management plan and a public information program will be in place during the construction period. The elements of the mitigation will not eliminate adverse effects on businesses, but it should reduce them to a level of acceptability.

5) Reference

For a full discussion of economic impacts see Section 5.9 in the Alameda Corridor Draft Environmental Impact Report.

15. Cumulative Effects

1) Description of Effects

Some inconveniences associated with construction could be exacerbated if construction of some of the ports access projects occur at the same time the corridor is being built. In addition, the relationship between the Pacific Pipeline project and the corridor project could be mutually adverse, depending upon the sequence of construction.

2) Proposed Mitigation

It will be important that construction schedules of all projects be coordinated to minimize the adverse effect that would otherwise occur. With regard to the Pacific Pipeline, should construction on it begin before construction begins on the consolidated corridor, it is probable that the pipeline will be placed within the area subject to later excavation for the corridor improvements. If the pipeline is constructed either during or after the consolidated corridor, provisions can be made for its placement within the corridor envelope.

3) Findings

The impacts are found to be:

( ) Significant **(X) Not significant**

4) Rationale for Finding

Overlapping construction schedules, if they are not properly coordinated, can produce adverse effects that would be greater than if the requisite coordination were in place. For this reason, the effects stated above are regarded as potentially adverse. It is presumed that the Alameda Corridor project will employ due diligence and will endeavor to coordinate construction schedules. The effects would therefore be further reduced.

5) Reference

For a full discussion of cumulative effects see Chapter 6 in the Alameda Corridor Draft Environmental Impact Report.

B. EFFECTS DURING OPERATION

1. Topography, Soils and Geology

(1) Description of Effects

The proposed project will be located in a seismically active area. A moderate to major earthquake on any of the major faults in the area during the operational lifetime of the project will subject the project to strong groundshaking, which could result in the failure of structures and disrupt service along the corridor. Actual displacement or fault movement is less likely but could occur where the active Newport-Inglewood fault zone crosses the corridor. Some areas along the corridor may be subject to liquefaction in the event of an earthquake during the operational lifetime of the project. Soil liquefaction could cause overlying structures to fail through the loss of load bearing capacity, lateral spreading, and settlement. Such a failure along the corridor could result in a disruption of service along the corridor. Portions of the corridor are located in areas that have the potential for periodic inundation from various sources during the operational lifetime of the project.

(2) Proposed Mitigation

Careful testing of soil foundations and correction of weakness in soil strength, coupled with state-of-the-art seismic design, will lessen the severity of the potential effect. The project will be designed in accordance with all applicable codes and regulations and plans will be approved by a state licensed civil engineer. The mitigation measures employed during the design and construction phase of the project will serve to minimize the risks associated with liquefaction during the operational lifetime of the proposed project. Further mitigation beyond that proposed for the construction and design period is not required. Potential impacts anticipated from flooding and tsunamis are not considered significant, and further mitigation beyond that already imposed by building codes and other applicable regulations and guidelines is not proposed.

(3) Finding

The impacts are found to be:

(X) Significant ( ) Not significant

For those impacts found to be significant the following additional finding is made:

(X) Changes or alterations have been incorporated into the project that avoid or substantially lessen the effect.

( ) The lead agency lacks the jurisdiction to make the changes but another agency does have such authority.

( ) Specific economic, social, or other considerations make infeasible mitigation measures or project alternatives.

(4) Rationale for Finding

The potential adverse effects associated with seismic activity are addressed through standard design and construction practices. These practices reflect current engineering knowledge regarding seismic behavior and the structural response to that behavior, so that adequate protection for the public is provided. Consequently, with mitigation the effects are sufficiently lessened to be below the level of significance.

(5) Reference

For a full discussion of soil and geology impacts see Section 4.1 of the Alameda Corridor Draft Environmental Impact Report.

2. Hydrology and Water Quality

(1) Description of Effects

During operation of the proposed project, possible surface water contamination could occur in the event of a spill of material in transport. The two major locations for such potential contamination are where the corridor crosses the Los Angeles River in the vicinity of Dominguez Boulevard and where the corridor crosses Compton Creek in the vicinity of State Route 91. If

large amounts of hazardous or toxic materials were to spill and enter these two surface water systems, possible contamination of the Los Angeles Harbor could occur. This is not regarded as a significant adverse effect, however, because the likelihood of a major spill producing this situation will be low.

Once constructed, the corridor will be completely separated from the water table and will have no effect on groundwater resources under normal operating conditions. In the event of an emergency, such as a spill of material in transport, some of these materials could permeate the surrounding soil and contaminate the groundwater. This is not regarded as a significant adverse effect.

(2) Proposed Mitigation

In the event of surface water contamination during the operation of the proposed corridor, appropriate emergency procedures will be followed to ensure a minimum of damage to surface water resources. An Emergency Response Plan will be developed and approved prior to operation of the project. This plan will include information on the nature of the materials likely to be transported along the corridor, the types of remedial actions required in the event of a spill of such materials, and an emergency notification and evacuation plan, if required. The plan will be developed in cooperation with adjoining jurisdictions and appropriate state and local agencies. With regard to groundwater contamination resulting from a material spill after the project is operational, the same emergency response plan discussed above will be employed.

(3) Findings

The impacts are found to be:

( ) Significant **(X) Not significant**

(4) Rationale for Finding

Any one incident resulting in a spill of hazardous material has the potential to produce serious adverse consequences on surface water and groundwater in the project area; however, the proposed project will provide improved rail safety through the installation of new equipment and monitoring facilities as well as the preparation of an Emergency Response Plan. These improvements reduce the likely effects to below a level of significance.

(5) Reference

For a full discussion of hydrology and water quality impacts and safety aspects of the project, see sections 4.2 and 5.6, respectively, in the Alameda Corridor Draft Environmental Impact Report.

3. Air Quality

(1) Description of Effects

Once the project becomes operational, emissions will occur as a result of locomotive, truck, and automotive traffic. Both regional and localized impacts will be associated with these mobile sources. Mobile source emissions due to engine combustion exhausts from project-related traffic will affect regional emissions. Analysis shows that the project's implementation will decrease locomotive miles traveled and slightly increase vehicular miles traveled in the traffic study area in 2020. The project will reduce train delays thereby providing higher average speeds and associated lower emission rates per mile traveled. Also, the project's implementation will reduce vehicular delays, which in itself will provide higher average speeds and associated lower emission rates per mile traveled. Because the combined locomotive, truck and automotive emissions projected for 2020 are lower than the No Project case, the project will beneficially reduce emissions on a regional basis.

Mobile source emissions due to engine combustion exhausts from project-related traffic will affect local air quality concentrations. Analysis indicates that the projected maximum 1-hour and 8-hour CO concentrations associated with the 2010 and 2020 Consolidated Corridor cases may exceed state and federal ambient air quality standards at some locations. Vehicular emissions predominantly affect projected concentrations of CO; rail emissions are relatively insignificant. Increased localized impacts of CO will be created from the increased vehicular flow along Alameda Street rather than the consolidation of railroad trains; however, while the Alameda Corridor project is expected to increase rail and vehicular traffic along the corridor, out-lying vehicular and rail routes are expected to see a reduction in CO impacts.

The project is found to have a beneficial effect on regional air toxics because its implementation is expected to reduce the regional emissions of air toxics. Additionally, the elimination of sources of air toxics re-entrainment is an environmental benefit expected from the project.

(2) Proposed Mitigation

The project, because of its benefit in reducing criteria and air toxic emissions, can be considered a mitigation measure from the perspective of regional emissions. This is further attested to by the fact that the project is listed as Transportation Control Measure 11 in the 1991 AQMP. If rail electrification (Transportation Critical Measure 14) becomes a reality, further reduction in regional criteria pollutants and air toxics could be achieved. Therefore, electrification would be an additional measure to mitigate criteria pollutants and regional air toxics.

Insofar as localized carbon monoxide concentrations are concerned, improved traffic flow would help to reduce predicted levels. To this end, roadway geometrics and signalization will be designed and operated to promote smooth flow.

3) Findings

The impacts are found to be:

(X) Significant ( ) Not significant

For those impacts found to be significant the following additional finding is made:

(X) Changes or alterations have been incorporated into the project that avoid or substantially lessen the effect.

( ) The lead agency lacks the jurisdiction to make the changes but another agency does have such authority.

( ) Specific economic, social, or other considerations make infeasible mitigation measures or project alternatives.

4) Rationale for Finding

The beneficial effects to the region associated with criteria pollutant and toxics emissions are the reductions that will occur with the project. With regard to carbon monoxide concentrations, increases at individual locations are regarded as significant; however, the project will also result in reductions on a localized basis at some locations within the corridor and also throughout the area affected by the consolidation concept. Traffic delays at many existing railroad grade crossings will be eliminated or substantially reduced, with attendant reductions in carbon monoxide emissions. Therefore, the effects are regarded as potentially significant on a localized basis, depending upon specific location, but beneficial overall, taking into account all grade crossings affected by the project.

5) Reference

For a full discussion of air quality impacts see Section 4.3 in the Alameda Corridor Draft Environmental Impact Report.

4. Noise

1) Description of Effects

Increased railroad and vehicle traffic within the corridor would produce increased noise levels, such levels increasing to the year 2020. Noise impact levels have been characterized as "severe" (CNEL greater than 72 dBA) or "significant" (CNEL greater than 67 dBA and either above existing conditions by 5 dBA or above No Build by 3 dBA). With the project, but without mitigation, in year 2020 there would be an estimated 85 residences in the severe category and 461 residences in the significant category. When mitigation is added, these numbers will be reduced to 85 and 365, respectively.

2) Proposed Mitigation

Based on concept level designs, mitigation for the project will consist of soundwalls that are approximately 15 feet high and are set parallel to the train tracks in three locations: (1) between 92nd Street and Tweedy Boulevard (South Gate), (2) from Homestead Place to Santa Fe Avenue (Rancho Dominguez), and (3) between Dominguez Street and 220th Street (Carson). This will result in a reduction of the number of affected residences noted above. In order to achieve additional mitigation, further approaches would be necessary. Although not proposed as a part

of the project, the most appropriate approach usually would be to improve the sound insulation properties of the affected building, typically, by adding an extra layer of glazing to the windows, improving the weather stripping around doors and windows, sealing any holes in exterior surfaces that act as sound leaks and providing forced ventilation and air conditioning so windows do not need to be opened for ventilation.

3) Findings

The impacts are found to be:

(X) Significant ( ) Not significant

For those impacts found to be significant the following additional finding is made:

(X) Changes or alterations have been incorporated into the project that avoid or substantially lessen the effect.

( ) The lead agency lacks the jurisdiction to make the changes but another agency does have such authority.

( ) Specific economic, social, or other considerations make infeasible mitigation measures or project alternatives.

4) Rationale for Finding

The number of residences that would experience noise increases characterized as either severe or significant is substantial, and therefore the impacts are considered to be significant. As compared with the No Build condition, the number of residences in the severe category in year 2020 will be 69, and the number in the significant category will be 113. Therefore, with mitigation, the project will result in a net reduction (15) in the number of residences in the severe category, but an increase (252) in the number of residences in the significant category. The impact is therefore still considered significant, despite the use of soundwalls. Additional mitigation approaches will be considered, and more detailed noise performance criteria will be developed in later design stages, however, it is likely that a substantial number of residences will still experience significant impact. The effects would thus be substantially lessened but not completely eliminated.

5) Reference

For a full discussion of noise impacts see Section 4.4 in the Alameda Corridor Draft Environmental Impact Report.

5. Vibration

1) Description of Effects

The entire corridor has been reviewed to identify all vibration sensitive buildings where the projected levels for a typical freight train exceed the impact criteria. The main concern is

residential land use, because of the large number of residential buildings within the corridor and the greater possibility of people being annoyed by vibration at night while sleeping. The analysis has indicated that adverse effects are possible in the vicinity of the intersection of Alameda and Santa Ana Boulevard. The possibility of schools, churches and other community resources being adversely affected by ground-borne vibration has also been evaluated. All school buildings and churches within the corridor are far enough from the tracks that ground-borne vibration is not expected to exceed the criteria. At one facility, the Exceptional Adult Education Center, the projected vibration levels are just below the impact criterion.

2) Proposed Mitigation

One of more of the following approaches will be used to reduce the potential vibration impact from this project: (1) lower train speed, especially where vibration from trains exceeds the impact criterion by a small amount; (2) acquire affected property or negotiate some sort of vibration easement with the property owner; (3) move special trackwork away from sensitive receivers; (4) install movable points frogs where relocation of special trackwork is not feasible; (5) install ballast mats; (6) install floating slabs; (6) use a deep trench (30 to 80 feet deep) filled with concrete or similar dense material.

Almost all of the project's potential impact from ground-borne vibration can be eliminated with small adjustments in crossover locations and by installing ballast mats. Note that during final design of the system it will be necessary to carefully select the ballast mat material and installation procedure to ensure that they provide adequate vibration control.

3) Findings

The impacts are found to be:

(X) Significant ( ) Not significant

For those impacts found to be significant the following additional finding is made:

(X) Changes or alterations have been incorporated into the project that avoid or substantially lessen the effect.

( ) The lead agency lacks the jurisdiction to make the changes but another agency does have such authority.

( ) Specific economic, social, or other considerations make infeasible mitigation measures or project alternatives.

4) Rationale for Finding

Because the potential effects associated with vibration were found to exceed significance criteria at several locations, a significant impact was found. It is possible to reduce the effects below the significance criteria through the use of the mitigation measures outlined above. The residual effect is therefore regarded as less than significant.

5) Reference

For a full discussion of vibration impacts see Section 4.5 in the Alameda Corridor Draft Environmental Impact Report.

6. Energy

1) Description of Effects

Energy will be consumed by the proposed project in the form of gasoline and diesel fuel and also in the form of electricity, although to a much lesser extent. Daily operations of the corridor will use minor amounts of electricity for control signalization and communications systems. This consumption is expected to be very minor and therefore has not been quantified.

Taking into account both gasoline and diesel fuel consumption, future consumption, as compared to the present, will not be considered a significant increase. Future truck travel will be substantially greater than the present, and automobile travel will also increase, but by a less significant margin. Fuel consumption associated with locomotive travel will also increase by a substantial margin. On balance, fuel usage will increase, but not by a significant degree.

2) Proposed Mitigation

The proposed project will result in a reduction of diesel fuel consumed by locomotives in freight rail operations, as compared with the No Build condition. The Alameda Corridor may thus be regarded as a mitigation measure itself, in this regard. Should the project convert to rail electrification in the future, additional energy savings should result.

Fuel consumed by automobiles and trucks in the future will be nearly the same with or without the project. The Alameda Corridor will accommodate vehicular travel, but it will not of its own promote such travel. Reliance must be placed on improvements in fuel economy that will occur as a result of efforts at the national and state levels, and by manufacturers carrying out those efforts.

The daily operation of the corridor will use minor amounts of electricity for various functions, such use not being considered significant; however, conservation measures are suggested, such as using efficient luminaires for lighting systems, incorporating California building code energy efficiency requirements, and reviewing every aspect of station energy use during the final design.

3) Findings

The impacts are found to be:

(X) Beneficial

4) Rationale for Finding

Increases in energy consumption associated with vehicular usage are sufficiently small to be regarded as less than significant. Energy decreases resulting from improved utilization of

railroad locomotives would be beneficial. It is therefore concluded that a less than significant effect results.

5) Reference

For a full discussion of energy impacts see Section 4.6 in the Alameda Corridor Draft Environmental Impact Report.

7. Vegetation and Wildlife

1) Description of Effects

The project corridor is highly urbanized and has been so for many years. Consultation with the NDDB indicates that no state or federally listed endangered species are found within the project corridor. The proposed project is not expected to either create or affect any habitats for sensitive species and therefore will not result in any adverse affects to biological resources within the proposed corridor.

2) Proposed Mitigation

No adverse impacts are anticipated and no mitigation is required.

3) Findings

The impacts are found to be:

( ) Significant **(X) Not significant**

4) Rationale for Finding

No sensitive plant or animal species are known to exist in the corridor and therefore no effects are expected.

5) Reference

For a full discussion of vegetation and wildlife impacts see Section 4.7 in the Alameda Corridor Draft Environmental Impact Report.

8. Land Use

1) Description of Effects

Land use impacts associated with the project consist generally of partial industrial, commercial and parking-related property acquisitions Alameda Street. Residential property acquisitions are discussed under Acquisition and Displacement. Some remainder parcels may not be as desirable for continued use, and some parcels remaining after completion of the project may not have the benefit of buffering from former buildings and therefore would be exposed to the corridor.

2) Proposed Mitigation

The project will cooperate with affected jurisdictions to determine if industrial uses subject to partial takes can be reconfigured on site in such a manner as to remain in operation; if not, the project will cooperate with cities to assist affected industries in relocating. The project should cooperate with jurisdictions to ensure that large-scale industrial uses subject to full acquisition are relocated within the jurisdictions' boundaries on available industrially designated land.

Port-related industrial land uses affected by the project should be located as close to the Port of Los Angeles as possible to preserve the viability of their operations.

Project staff will cooperate with jurisdictions in restoring at least a portion of the parking facilities of industrial uses whose parking areas are subject to significant parking losses, and to assemble excess land for reuse, as appropriate, to market demand and local redevelopment objectives.

3) Findings

The impacts are found to be:

(X) Significant ( ) Not significant

For those impacts found to be significant the following additional finding is made:

(X) Changes or alterations have been incorporated into the project that avoid or substantially lessen the effect.

( ) The lead agency lacks the jurisdiction to make the changes but another agency does have such authority.

( ) Specific economic, social, or other considerations make infeasible mitigation measures or project alternatives.

4) Rationale for Finding

The number of parcels that will be affected by proposed partial property acquisitions and the number of remainder parcels that will be subject to removed buffers will be of sufficient magnitude to be considered significant. Approximately 140 commercial parcels will be acquired as a result of the project, and approximately 150 parcels will be subject to partial acquisition. Apart from relocation assistance (see Acquisition and Displacement) that will be provided business owners, the project will work with local jurisdictions to assist in both relocation efforts and reuse of parcels remaining after the project is complete. There should be sufficient excess land after project completion to permit reassembly of parcels to create either replacement parcels for some businesses directly affected by the project or for return to either the marketplace or the local jurisdiction for redevelopment purposes. These remedies are regarded as sufficient to reduce the net effects to an acceptable level.

5) Reference

For a full discussion of land use impacts see Section 5.1 in the Alameda Corridor Draft Environmental Impact Report.

9. Population and Housing

1) Description of Effects

The project will result in displacement of persons, and the corridor is essentially minority in its composition, containing a high proportion of Hispanics and a lesser, but significant, proportion of blacks. Household income levels throughout the corridor are generally low. The corridor contains a higher-than-typical proportion of woman-headed households and the age of the corridor population is generally young.

Right-of-way acquisition will displace residential units located along the corridor, effectively decreasing the number of available units in the corridor area. Less than one percent of the housing stock in the study area will be displaced as a result of the project. Although removal of units from the local housing stock is considered an adverse effect within the context of the project study area, the number of units removed is sufficiently small that the effect is not considered significant.

2) Proposed Mitigation

Standard relocation measures following procedures outlined in the Uniform Relocation Procedures and Real Property Acquisition Act will be followed, providing for monetary compensation and other forms of relocation assistance. In addition, the project will coordinate with each affected local jurisdiction to determine if there may be needs associated with special groups that should also be provided. The demographics of affected population groups will be taken into account as the property acquisition and relocation assistance programs are being developed and implemented.

The proposed project alternatives will impede the development of housing units in accordance with SCAG projections, but this impedance is not regarded as significant. However, excess land may be available for residential use after project construction. If so, the composition of units removed (single-family versus multi-family) will be taken into account. Local jurisdictions will be consulted regarding this process and local government housing programs should be consulted in the housing replacement process.

3) Findings

The impacts are found to be:

( ) Significant **(X) Not significant**

4) Rationale for Finding

Because the amount of residential property to be acquired for the project is small in comparison to local housing stock in the corridor, the effects are regarded as not significant. Nonetheless, a concerted effort will be made to provide replacement property for residential purposes from excess land and to work with local jurisdictions to identify other methods of assistance. These efforts will further lessen the effects.

5) Reference

For a full discussion of population and housing impacts see Section 5.2 in the Alameda Corridor Draft Environmental Impact Report.

10. Acquisition and Displacement

1) Description of Effects

Substantial property acquisition and displacement of residences and businesses will occur as a result of project improvements. Approximately 15 residential properties and 140 commercial properties will be acquired for the project. In addition, approximately 150 parcels will be subject to partial acquisition. Acquisitions will occur on both sides of the Alameda Corridor, beginning at the I-10 freeway and extending southward to the project's end at Cerritos Channel. Primary land uses along the corridor include warehouses, manufacturers, refineries, scrap metal yards, wholesalers, aluminum and paper recyclers, small retailers, parking lots, and vacant lots. Industrial use is the principal type of property which will be displaced under all alternatives.

In general, the displaced population along the corridor has a higher percentage of minority populations, more persons per household, lower median incomes, higher percentages of families below the poverty level and higher percentage of renters than surrounding cities. In most cases, partial acquisitions would take vacant or parking areas in front of structures, and most partial acquisitions will be of industrial properties.

2) Proposed Mitigation

Provisions of federal and state law regarding relocation and assistance (California Government Code, Chapter 16, Section 7260 et sea., "Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970") require the Alameda Corridor Transportation Authority, or its member agencies, to provide payments and relocation services to eligible residents, business concerns, and non-profit organizations displaced by the project. It is assumed that these federal requirements will need to be followed in principle. The actual relocation provision to be applied will depend upon the regulations governing the agency responsible for the acquisition. In instances where eminent domain procedures will be necessary, the procedures of the affected jurisdiction will be followed.

3) Findings

The impacts are found to be:

(X) Significant ( ) Not significant

For those impacts found to be significant the following additional finding is made:

(X) Changes or alterations have been incorporated into the project that avoid or substantially lessen the effect.

(X) The lead agency lacks the jurisdiction to make the changes but another agency does have such authority.

( ) Specific economic, social, or other considerations make infeasible mitigation measures or project alternatives.

4) Rationale for Finding

The acquisition of private property, unless only a very small number of parcels are involved, is generally regarded as a significant effect. Applicable procedures will be followed and adequate compensation will be provided to displaced property owners and occupants to permit relocation without undue hardship. While the Alameda Corridor Transportation Authority (or its agent) will generally be responsible for the purchase of properties needed for the project, there may be instances (primarily those in which eminent domain proceedings would be necessary) which will require the assistance of local jurisdictions along the corridor in order to complete the required property acquisition. In these instances, as well as those involving a straight purchase of property, sufficient compensation will be made available to reduce adverse effects to below the level of significance.

5) Reference

For a full discussion of acquisition and displacement impacts see Section 5.3 in the Alameda Corridor Draft Environmental Impact Report.

11. Transportation and Circulation

1) Description of Effects

The project provides many improvements to the corridor, including removal of grade crossings and widening of streets; however, many intersections have higher V/C ratios with the project than with the No Build condition, due to the attraction of vehicles to the corridor.

The most substantial impacts from the project will result from the closure of existing crossings and intersections along the corridor as well as the closure of some access roads. Closures will force vehicles to detour, which will affect local and collector streets and add to the traffic on Alameda Street as well as the east-west crossings.

Grade separations will change traffic circulation on local streets, and residences and businesses will be affected by increased traffic volumes.

The project will remove an estimated 1,600 on-street and off-street parking spaces. Depending upon the needs of specific businesses in the area, the losses in both on-street and off-street parking could constitute impacts ranging from minor to significant.

The project will not have an adverse effect on Blue Line operations. The project will remove freight traffic from other lines, making it possible for passenger service to be considered on those lines. With regard to bus service, three types of effects were found. First, there is one bus line (RTD #107) that will need to be rerouted. Second, there are two routes (RTD #119 and #124) which will require modification. Third, there are a number of others that will necessitate bus stop relocations.

2) Proposed Mitigation

Roadway improvements are proposed within the Alameda Corridor to facilitate the flow of traffic along the corridor. These improvements consist of one-way couplet and two-way roadway configurations, and include frontage roads in some portions of the corridor, as described in concept engineering drawings prepared for the project. In addition, improvements are proposed at the following intersections: Santa Fe Avenue & Washington Boulevard, 38th/41st streets, Vernon Avenue, Slauson Avenue, Gage Avenue, Florence Avenue, Nadeau Street, Firestone Boulevard, 92nd Street/Southern Avenue, Tweedy Boulevard, Imperial Highway, Martin Luther King Boulevard, El Segundo Boulevard, Compton Boulevard, Alondra Boulevard, Greenleaf Boulevard, Sepulveda Boulevard, Pacific Coast Highway, Anaheim Street, and Henry Ford Avenue & State Route 47.

Intersection improvements generally consist of reconstructed street geometry in the form of at-grade crossings of the depressed trainway, coupled with new street signals and signs, and pedestrian crosswalks. These aspects of the project, together with decisions regarding signal phasing and interconnection, are subject to further refinement, which will be conducted in consultation with local jurisdictions along the corridor. Street improvements beyond the immediate corridor are not proposed as part of the project and will therefore be the responsibility of local jurisdictions desiring such further improvements.

Because the Alameda Corridor will have improved operating characteristics that will attract traffic to the corridor and because background traffic is expected to grow by substantial proportions in the future, there will be residual impacts despite proposed mitigations. It is estimated that after implementation of the proposed mitigation, up to 35 intersections will meet criteria established for additional improvements. Of these, 27 intersections are not located directly on the corridor.

Pedestrian crosswalks will be provided as part of the bridge crossings over the depressed trainway. The need for additional pedestrian facilities will be established in later design stages, in response to access problems at specific locations.

Losses of parking spaces will be mitigated by adjustments in right-of-way limits to avoid taking spaces where possible and by providing partial replacement of off-street spaces through appropriate use of excess land. Mitigation may be possible for on-street parking losses.

A generally beneficial effect with regard to potential passenger rail service exists because of the proposed project. The effects on SCRTD bus lines and stops will be mitigated through route modifications and the relocation of stops. It is not anticipated that an adverse effect on patronage will result.

3) Findings

The impacts are found to be:

(X) Significant ( ) Not significant

For those impacts found to be significant the following additional finding is made:

(X) Changes or alterations have been incorporated into the project that avoid or substantially lessen the effect.

(X) The lead agency lacks the jurisdiction to make the changes but another agency does have such authority.

( ) Specific economic, social, or other considerations make infeasible mitigation measures or project alternatives.

4) Rationale for Finding

Criteria establishing impact significance were identified and adopted by ACTA early in the evaluation process leading to the environmental document. Since these criteria would be exceeded at a number of intersections along the corridor, a significant impact is found where those exceedances occur. With mitigation, the effects are substantially lessened, but an estimated 35 intersections will still exceed the established criteria. The project includes mitigation measures at 8 of these intersections, leaving 27 to be mitigated at the discretion of affected local jurisdictions. A residual significant effect will therefore still occur at some locations either along the corridor or in the vicinity of the corridor.

Crosswalks provided in conjunction with bridge overcrossings of the depressed trainway and other pedestrian facilities, if found to be necessary, should be sufficient to mitigate any access difficulties that will occur as a result of the project. Therefore, with mitigation, these effects are regarded as being reduced below the level of significance.

Losses of parking spaces may be significant or not significant, depending upon the location involved. Restoration of parking will be provided where possible, but there may be some locations for which this will not be possible, and therefore the potential exists for a residual significant effect, despite mitigation.

Modifying a portion of an existing SCRTD bus route is not regarded as a significant effect, because this is done on a regular basis. The patronage of the affected route can be maintained through the route modification and by relocating stops for bus patrons. The effects can thus be substantially lessened.

5) Reference

For a full discussion of transportation and circulation impacts see Section 5.4.4 in the Alameda Corridor Draft Environmental Impact Report.

12. Public Services

1) Description of Effects

By the year 2020, increased train volumes resulting from growth at the ports of Los Angeles and Long Beach will produce significant delays at all at-grade railroad crossings. The project will provide complete grade separations at up to 22 locations along the corridor. The result will be fewer opportunities to cross the corridor than under existing conditions, but this will be offset by fewer train delays.

The consolidated corridor, with fewer crossing opportunities but improved traffic flows, could cause some minor delays in police and fire response time to emergency calls across Alameda Street.

L.A. County Fire Station 105 will have its rear access across the SP tracks removed. Implementation of the consolidated corridor could, in some instances, result in right-of-way takes of school properties, make access to some school sites more difficult, and have some effects on safety. Noise generated by the consolidated corridor may also disturb schools located nearby more than that generated under the No Build Alternative.

2) Proposed Mitigation

More frequent access into the depressed trainway will be provided so that police and fire personnel may respond promptly to emergencies. Fire service along the corridor could be improved if efforts can be made to minimize the need to cross Alameda. Fire jurisdictions could be redrawn using the consolidated corridor as a dividing line. This idea should be examined as the corridor proceeds closer to implementation. Fire Station 105 will have its rear access across the tracks restored.

In light of the growing number of grade separation structures and the increasing traffic and train volumes along Alameda, school attendance area boundaries could be redrawn, using Alameda as the dividing line, which will better rationalize the relationship between the corridor and its surroundings. As an alternative, schools could consider providing additional bus service across the corridor.

Noise barriers will be provided to reduce adverse effects on schools to established criteria. Pedestrian access to individual schools will be investigated during subsequent design stages.

3) Findings

The impacts are found to be:

(X) Significant ( ) Not significant

For those impacts found to be significant the following additional finding is made:

(X) Changes or alterations have been incorporated into the project that avoid or substantially lessen the effect.

(X) The lead agency lacks the jurisdiction to make the changes but another agency does have such authority.

( ) Specific economic, social, or other considerations make infeasible mitigation measures or project alternatives.

4) Rationale for Finding

The effects described above are shown as significant, but in reality the significance of the effects will vary. For example, the effects on fire and police response time will be minor, since at-grade bridges will cross over the corridor, eliminating the need for circuitous routing. The elimination of some existing grade crossings will make some additional travel necessary, but this will easily be offset by the fact that delays at grade crossings will be eliminated.

L.A. County Fire Station 105 will have its rear access replaced, and therefore no net effect will result.

Some schools will be subject to potential significant adverse effects associated with increased noise and impaired auto and pedestrian access. Since noise barriers will be provided to reduce noise levels to within criteria established by the Los Angeles Unified School District (LAUSD), these effects will be reduced to below a level of significance.

During later design stages, pedestrian access to individual schools will be investigated to determine if special provisions are necessary. If so, they will be provided and the effects will be reduced to an acceptable level.

Both the fire service providers and the LAUSD could consider better rationalizing their service boundaries to recognize the barrier that has already been created by the Southern Pacific San Pedro Branch, irrespective of the improvements planned as part of the Alameda Corridor. These decisions are not within the jurisdiction of the Alameda Corridor Transportation Authority.

5) Reference

For a full discussion of public services impacts see Section 5.5 in the Alameda Corridor Draft Environmental Impact Report.

13. Safety and Security

1) Description of Effects

Safety issues which will typically face the general public and rail operators from daily rail operations include the potential for accidents between vehicles and trains at grade crossings, accidents involving pedestrians and trains, and exposure to injury or hazardous materials as a result of train accidents.

2) Proposed Mitigation

Automobile and train conflicts will be eliminated by the creation of grade separations along the corridor, and the potential for train derailments and spills can be reduced by implementing state and federal laws and regulations, following carrier operating procedures, and implementing infrastructure improvements. An Emergency Response Plan will be prepared for the project that will govern the response to incidents that may occur during corridor operations.

3) Findings

The impacts are found to be:

(X) Beneficial

4) Rationale for Finding

The effects that will occur without the project will be potentially adverse, due to the absence of significant rail improvements and the increased number of train operations. The project offers substantial mitigation for these otherwise adverse effects, and therefore a net beneficial effect will occur with implementation of the project.

5) Reference

For a full discussion of safety and security impacts see Section 5.6 in the Alameda Corridor Draft Environmental Impact Report.

14. Aesthetics

1) Description of Effects

Effects will vary according to the location. Intrusion on residential areas by soundwalls will occur at several locations along the corridor south of SR-91. Landscape removal will also occur in some areas.

2) Proposed Mitigation

Mitigation measures followed will give consideration to the placement of landscaping and visual buffers between the proposed project and residential units located within 50 feet of the project. Urban design goals and redevelopment plans of local jurisdictions, as they pertain to the

Alameda Corridor, will be incorporated into the project to the extent that they do not conflict with the primary function of the corridor.

3) Findings

The impacts are found to be:

( ) Significant **(X) Not significant**

4) Rationale for Finding

The aesthetic effects associated with the project are regarded as not significant because they are relatively minor in their extent. Efforts will be made in later design stages to provide visual buffer, landscaping, and other treatment in order to reduce adverse effects where they occur. With mitigation, the net effects will be reducible to acceptable levels.

5) Reference

For a full discussion of aesthetics impacts see Section 5.7 in the Alameda Corridor Draft Environmental Impact Report.

15. Cultural Resources

1) Description of Effects

Although the likelihood is low, the potential exists for encountering archaeological remains in an area along Alameda Street between 109th Street and 111th Street. Partial right-of-way takings associated with the project could affect some historic resources. No permanent takings will be necessary that will affect historic resources of national or state significance.

2) Proposed Mitigation

Archaeological monitoring will be included as part of the construction process in the area between 109th and 111th streets. The archaeologist will have the power to stop construction activities in order to evaluate the findings and set a course of further action. With regard to partial right-of-way that could affect historic resources, efforts will be made in later design stages to reduce those potential takings as much as possible.

3) Findings

The impacts are found to be:

( ) Significant **(X) Not significant**

4) Rationale for Finding

The effects regarding cultural resources are limited, consisting of only a probability of encountering archaeological resources and resulting in only partial property acquisition affecting

historic resources. Adequate protection will be afforded for archaeological resources in the form of archaeological monitoring and for historic resources by attempting to reduce partial takings during later design stages. With these mitigations, the effects will be further reduced.

5) Reference

For a full discussion of cultural resources impacts see Section 5.8 in the Alameda Corridor Draft Environmental Impact Report.

16. Economics

1) Description of Effects

The Alameda Corridor project generally will improve traffic flow across Alameda Street, thereby enhancing access to businesses located adjacent to the corridor. The grade separations provided by the corridor project will greatly improve access to businesses which will otherwise be seriously impaired by increased train traffic by 2020.

The project will require full acquisition of some commercial properties adjacent to the corridor, and those full acquisitions will require appropriate relocation and compensation. Displaced firms which are currently out of compliance with AQMD standards could find it difficult to relocate in Southern California. When properties are obtained for rights-of-way, the property tax base is reduced. Acquisitions will initially lower the number of sales tax-generating businesses in cases where businesses can not relocate locally, and cities along the corridor, Los Angeles County, and the State of California will lose minor amounts of sales tax revenue. Expanded business opportunities are expected over the long term, however, which will more than offset those losses.

The Alameda Corridor will provide economic benefits by supporting the expansion of land and terminal facilities at the Port of Los Angeles and the Port of Long Beach.

Expansion and reconfiguration of the corridor will generate benefits by inducing industrial, warehousing or transportation-related development in the area. A linear transportation corridor will created that will result in improved traffic flow for both trains and motor vehicles. It is likely that the corridor will become a focal point for businesses that will directly and indirectly serve the goods movement industry. A beneficial effect in this regard is found.

2) Proposed Mitigation

Although more circuitous routing to some businesses will result from the project, street access will be maintained to all businesses along the corridor and improved in most instances. Therefore, mitigation will not be necessary.

Standard relocation measures discussed in Section 5.3 (Acquisition and Displacement) will be followed for displaced businesses. Relocation measures follow the Uniform Relocation Procedures and Real Property Act and generally provide for monetary compensation and assistance and relocation assistance. Local jurisdictions should be consulted and included as participants in the relocation process of businesses that will face inordinate difficulty relocating in the nearby area. Some businesses, particularly those which will have extreme difficulty in meeting current AQMD requirements, may close operation.

With regard to the development of the ports, the Alameda Corridor Project will generate substantial indirect benefits. Therefore, no mitigation will be necessary.

With regard to the loss of property tax, business license and sales revenue to local jurisdictions, the aggregate benefits of construction employment and related expenditures, attractiveness of the new corridor and anticipated growth of port, rail, truck, import and export-related businesses in the corridor area outweigh the loss in taxes and license fees.

The Alameda Corridor will enhance the attractiveness of the corridor area, providing greater opportunities for industrial development in the area. Therefore, no mitigation will be necessary.

Excess land along the corridor will produce a beneficial effect, providing development opportunities along the new, reconfigured corridor. Excess land, therefore, should be reparcelled where possible to make parcels that can be resold, and policies should be developed to facilitate this process.

3) Findings

The impacts are found to be:

(X) Beneficial

4) Rationale for Finding

Property tax losses to individual jurisdictions will be a small portion of each jurisdictions' annual property tax revenue and therefore are not significant. Long-term business growth will more than offset these initial losses, and therefore the effects will be reduced to a level of acceptability. Effects experienced by individual business owners will be offset through direct compensation.

The project is expected to create a corridor that will be conducive to sustained business growth, and therefore long-term effects are judged to be positive.

5) Reference

For a full discussion of economic impacts see Section 5.9 in the Alameda Corridor Draft Environmental Impact Report.

17. Cumulative Effects

1) Description of Effects

The Alameda Corridor transportation project will facilitate access to the ports of Los Angeles and Long Beach through the year 2020, by providing a set of freight rail and highway improvements that will also mitigate adverse effects associated with inevitable growth at the ports. The corridor will permit growth to take place in an orderly manner. Street and highway improvements in the vicinity of the ports, in conjunction with development of the corridor, could indirectly result in expanded industrial land use development, which could have potential adverse effects on some existing land uses in the general harbor area. In addition, development in the ports will be

accompanied by increases in train movement and truck traffic, which will have potential adverse noise effects of some proportion for the area. It is expected, however, that both ports growth and the Alameda Corridor project will have a cumulatively reinforcing beneficial effect on economic activity by expanding employment opportunities for trade and transportation workers.

The ports access demonstration projects contribute to the consolidated corridor concept. A beneficial cumulative effect therefore results from them when taken in context with the corridor, essentially manifested as improved efficiency of goods movement throughout the region.

Projects of industrial use along the corridor potentially will be enhanced by the corridor; however, a few projects that are of a general retail nature could potentially be hindered, due to problems such as diminished access.

As a result of the routing changes that will occur among the three freight rail operators in the region, many of the effects associated with freight train operations will no longer be experienced on a regional basis. They will instead be focused along the Alameda Corridor. Also, the reduction in locomotive-hours of delays and vehicular traffic delays at grade crossings will result in substantial reductions in locomotive and motor vehicle idling emissions, with an overall reduction in regional emissions. There will be increases in pollutant concentrations at some locations along the corridor, in some instances producing violations; however, it is likely that these violations would be more prevalent without the project.

Without the corridor, increased train movements along the routes currently used by freight rail operators will result in more noise intrusion into residential areas between the ports and downtown Los Angeles. In some cases the noise impact will be of a severe or significant nature. The project will reorient train movements to the Alameda Corridor, with a corresponding increase in noise impacts along the corridor. Likewise, increases in train volumes along the main lines feeding the corridor are expected, the worst case occurring along the SP Alhambra main line.

Consolidated train movements will result in reductions in overall diesel fuel consumption from locomotive use, as compared to the No Build alternative; however, because the improved corridor will attract vehicular traffic, 2010 vehicular fuel consumption will be five percent higher with the project than without. By 2020 this will decline slightly to four percent.

The corridor will promote a long term coherent land use pattern that, in a cumulative sense, will promote economic growth patterns consistent with the corridor's function and encourage land uses to locate on or near the corridor. Also, land uses adjacent to other rail corridors that now feed the ports should be benefitted in the long run.

By implementing improvements on Alameda Street and removing trains from a number of rail lines, the consolidated corridor will generally result in improved vehicular flow and reduced vehicular delays at grade crossings. Some local streets in the vicinity of the corridor will become burdened with additional traffic, however, and some intersections along the corridor will become similarly burdened.

In light of the anticipated increase in future train movements, the superior condition of the consolidated corridor, as compared to existing rail conditions, will present fewer risks of accidents. Additionally, the consolidated corridor will be designed to employ safety measures such as continuously welded track and central traffic control.

2) Proposed Mitigation

The corridor and its associated improvements are regarded as mitigation, and therefore no additional mitigation is required.

3) Findings

The impacts are found to be:

(X) Beneficial

4) Rationale for Finding

Implementation of the project will result in positive changes relative to freight rail usage, and therefore a net beneficial effect is found.

5) Reference

For a full discussion of cumulative effects see Chapter 6 in the Alameda Corridor Draft Environmental Impact Report.

IV. STATEMENT OF OVERRIDING CONSIDERATIONS

This section provides the rationale to support a determination by the Alameda Corridor Transportation Authority, as lead agency under CEQA, that the benefits of the proposed project outweigh those unavoidable adverse environmental effects that have been found to occur. This discussion, which is required by Section 15093 of the State CEQA Guidelines, is organized into two sections. In the first section, the unavoidable adverse effects are identified and in the second section, the reasons in support of the determination are presented.

A. UNAVOIDABLE ADVERSE EFFECTS

The proposed project will result in some adverse impacts which cannot be completely avoided or mitigated. These unavoidable impacts are identified below.

- Construction of the Alameda Corridor will require the use of equipment and vehicles that will produce emissions of criteria and potentially toxic pollutants, and some construction activities will release fugitive dust. These emissions will not result in long-term health effects, and they will be localized to the area immediately surrounding construction sites. Where portions of the corridor pass by sensitive receptors, every effort will be made to reduce emissions to levels considered not harmful, but it is not possible to guarantee that all emissions will be eliminated. In conclusion, the project will result in an unavoidable adverse effect with regard to construction-related emissions.

Currently there are some locations along the corridor which display local concentrations of carbon monoxide that exceed state or national standards. Additional traffic accommodated by the completed consolidated corridor will result in additional amounts of carbon monoxide in those locations. The sources of carbon monoxide are nearly exclusively automobiles and trucks, which are controlled by laws promulgated at the state and national level, and it will not be possible for the project to provide adequate mitigation. Moreover, freight rail consolidation and electrification, if that should become viable, are both identified in the SCAQMD's 1991 Air Quality Management Plan as transportation control measures necessary for the attainment of air quality standards by the year 2010. Even with the consolidated corridor in place, there will be adverse unavoidable effects for which adequate mitigation is not available.

- Construction of the Alameda Corridor will result in increased noise levels and vibration on an intermittent basis throughout the construction period of ten to twelve years. Any one location may be exposed to noise and vibration any where between two and three years. Where possible, construction activity will be confined to daytime hours, and local noise ordinances will be adhered to. Special attention will be given to sensitive receptors in order to reduce the adverse effects of noise and vibration; however, noise and vibration exposure will occur even after mitigation, resulting in an unavoidable adverse effect.

  Under operation, the Alameda Corridor will provide for the daily movement of approximately 99 trains and high volumes of vehicular traffic, resulting in increased noise along the corridor. In some locations, the residual effects will be severe. Noise attenuation walls will be provided, however, even with mitigation, there will still be adverse noise effects for some residences. This is considered an adverse effect that cannot be avoided.

- Construction of the Alameda Corridor will require complete reconstruction of the combined railroad and highway facilities in Alameda Street and the Southern Pacific San Pedro Branch, and therefore the acquisition of private property is unavoidable. Additionally, extensive disruption to the local circulation system for periods of time will occur during construction, thereby requiring detours, affecting accessibility to businesses and residences, and possibly impairing emergency services. These effects will be temporary, but in some instances they could be severe, and some businesses may not be able to survive the construction process. These effects are considered adverse and unavoidable.

- A significant number of houses and businesses will be required to relocate in order to accommodate the consolidated corridor. Residential relocations will affect an estimated 48 persons, and 139 non-residential properties (1,755 estimated employees) will be affected. Some displaced businesses may not be able to resume business for a variety of reasons. While all displaced residents and businesses will be compensated in accordance with state law, a residual hardship, for which compensation will not be available, may still be felt by some. This adverse effect will be unavoidable.

- Background growth in regional traffic and the fact that the improved facility will attract traffic will create residual adverse effects at intersections. The project's transportation mitigation approach includes providing bridges over the depressed trainway. Improvements beyond the corridor to the east and west will be the responsibility of other agencies and jurisdictions. Thirty-five intersections will qualify for additional improvements after imposition of project-

proposed mitigation. If the agencies and jurisdictions are not willing or able to provide the additional needed improvements, the adverse effects at these intersections will be regarded as unavoidable, although these effects will be primarily associated with background traffic growth.

B. DETERMINATION

The Alameda Corridor Transportation Authority has determined that the overall benefits of the proposed Alameda Corridor project outweigh and override the unavoidable adverse environmental impacts discussed in the findings and listed above. The reasons supporting this determination are as follows:

- The proposed project represents the culmination of over a decade of planning activity supporting the concept of a consolidated freight rail corridor in Southern California.

- The proposed project will provide needed improved access to the ports of Los Angeles and Long Beach, which will permit anticipated growth in port related economic activity to take place in a more orderly manner than would otherwise occur.

- The proposed project will effectively carry out the purpose adopted by the ACTA Governing Board, namely:

  To facilitate access to the ports through the year 2020 while mitigating potentially adverse impacts of the ports' growth, including highway traffic congestion, air pollution, vehicle delays at grade crossings, and noise in residential areas.

- The proposed project will provide a mechanism for developing needed mitigation for such problems as traffic delays at grade crossings and noise exposure from freight trains. Under status quo conditions it is unlikely that adequate mitigation can be provided, due to the widespread area affected by rail operations and the diversity of institutional arrangements that will be necessary.

- Alameda Street (from Route 101 to the Port of Los Angeles) is a major arterial in the Congestion Management Program for Los Angeles County and therefore should be improved in support of that program.

- The proposed project will provide a vastly improved freight rail surveillance and handling capability that will result in greatly improved safety involving freight train movements. This will substantially reduce the likelihood of accidents involving hazardous materials throughout the region and it will virtually eliminate accidents between motor vehicles and trains along the corridor.

- The proposed project will foster regional air quality objectives by supporting transportation control measures 11 and 14 in the region's Air Quality Management Plan.

- The proposed project will, in combination with economic activity at the ports, promote significant growth in regional employment. It will also result in substantial construction employment and related regional construction expenditures.

- The proposed project will ultimately result in a corridor offering expanded economic opportunities to area businesses.

- The proposed project will reduce freight demands on several branch lines in the region, potentially making them available for expanded passenger service.