



Project Name: West Santa Ana Branch Transit Corridor Project

DIST-CO-RTE-PM: 07-LA-710-PM 17.6; 07-LA-105-PM R14.1/R14.6; 07-LA-605-PM R4.7; 07-LA-91-PM R16.5

EA: 07-358600

EFIS ID: 0719000138

**CALIFORNIA DEPARTMENT OF TRANSPORTATION
STATEMENT OF OVERRIDING CONSIDERATIONS**

FOR

**WEST SANTA ANA BRANCH TRANSIT CORRIDOR PROJECT IN LOS ANGELES
COUNTY AT VARIOUS LOCATIONS**

The following information is presented to comply with State California Environmental Quality Act Guidelines (Title 14 California Code of Regulations, Division 6, Chapter 3, Section 15093), and the Department of Transportation and California Transportation Commission Environmental Regulations (Title 21 California Code of Regulations, Division 2, Chapter 11, Section 1501 et seq.). The California Department of Transportation (Caltrans) is a responsible agency for the West Santa Ana Branch Project (Project). This Statement of Overriding Considerations is solely for Caltrans approval of the Project's encroachment into Caltrans right-of-way (ROW) and identifies impacts associated with the encroachment area that are considered significant and not fully mitigable. Reference is made to the Final Environmental Impact Report for the Project and the Project Study Report-Project Report prepared for approval of the Project's encroachment into Caltrans ROW, which is the basic source for the information.

The following impacts have been identified as significant and not fully mitigable:

- **Noise (Operations: Increase in Ambient Noise from the Light-Rail Transit [LRT] System).** The Project will expose Category 2 clusters (residential) located adjacent to the crossings of the Interstate (I) 710, State Route (SR) 91, and I-105 California Department of Transportation (Caltrans) facilities. No clusters are within or adjacent to the I-605 crossing. Noise sources from the Project include LRT pass-by noise, audible warnings noise, wheel squeal noise, and special trackwork noise. Three Category 2 clusters will experience moderate noise impacts, and three clusters will experience severe impacts without mitigation. Implementation of Mitigation Measure NOI-1 (Soundwalls) will reduce the number and severity of operational noise impacts associated with at-grade and aerial LRT operation near the I-710, SR-91, and I-105 Caltrans facilities. After Mitigation Measure NOI-1 (Soundwalls) is implemented, one moderate impact will remain at a Category 2 cluster near the SR-91 Caltrans facility.
- **Noise (Construction: Increase in Ambient Noise from construction equipment).** Construction of the Project will result in temporary and periodic increases in ambient noise levels at and adjacent to the Caltrans facility crossings due to construction activities. Such activities will exceed Federal Transit Administration criteria, and, where applicable, the standards established by the local noise ordinances of the



Cities of Bellflower, Cerritos, Paramount, and South Gate, resulting in significant impacts. Implementation of Mitigation Measure NOI-6 (Noise Control Plan) will minimize construction noise levels; however, after implementation of this mitigation measure, the Federal Transit Administration construction impact criteria may still be exceeded near Caltrans facility crossings.

Overriding considerations that support approval of this recommended project are as follows:

The Project will provide high-quality, reliable transit service to meet the future mobility needs of residents, employees, and visitors who travel within and through the corridor. The Project will provide new transit services to the environmental justice communities that will be traversed by or adjacent to the alignment. The Project will also connect the Gateway Cities with the surrounding region. The Project will provide a reliable transit service that will enhance connectivity and reduce travel times to local and regional destinations. It will accommodate future travel demand, including the high number of transit trips made by residents living near the alignment. It will also improve access for densely populated neighborhoods, major employment centers, and other key regional destinations where future growth is forecasted to occur near the alignment. The Project will also address mobility and access constraints faced by transit-dependent communities, thereby improving transit equity.

The Project will allow for the increase in service and expansion of the geographical reach of the Los Angeles County Metropolitan Transportation Authority's LRT system. This will enhance the appeal and viability of LRT as a mode of transportation in Los Angeles County. Such improvements to alternative modes of transportation provide the opportunity for reductions in regional single-occupancy vehicle miles traveled (VMT) and associated air pollutant and greenhouse gas (GHG) emissions. Enhancing and expanding the public transit network is at the crux of reducing regional VMT and associated GHG emissions, which is the top priority of state, regional, and local transportation and sustainability plans. The Project will contribute to regional efforts to improve sustainability and reduce VMT.

The Project will create regional economic and social benefits by providing more frequent transit service as well as the overall environmental and social benefits of cleaner air and reduced GHG. Thus, although the Project has the potential to create significant and unavoidable impacts, the benefits that the Project will bring to the region greatly outweigh these impacts.

Gloria Roberts

02/18/2025

District Director
California Department of
Transportation, District 7

Signature

Date