



**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  
FINDINGS**

FOR

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

The Los Angeles County Metropolitan Transportation Authority (Metro) proposes a transit project along the historic West Santa Ana Branch (WSAB) corridor within Los Angeles County (LA County), known as the WSAB Transit Corridor Project (Project). The Project is a 14.5-mile light-rail transit (LRT) line that will extend through southeast LA County between a northern terminus at the Slauson/A Line Station in the City of Los Angeles/unincorporated area of Florence Firestone to a southern terminus at the Pioneer Station in the City of Artesia, traversing densely populated and heavily transit dependent communities. In January 2022, the Metro Board of Directors identified a Preferred Alternative for the Project (referred to as the “Locally Preferred Alternative” [LPA] in the Final Environmental Impact Report [FEIR] and “Alternative 3” in the Draft EIR).

The Project encroaches into Caltrans right-of-way (ROW). Therefore, the California Department of Transportation (Caltrans) is a responsible agency for the Project under the California Environmental Quality Act Guidelines (CEQA) and Caltrans is adopting the EIR prepared by the lead agency. This Findings of Facts is based on the EIR and is solely to identify environmental effects found to be significant for the Project's encroachment into Caltrans ROW. The Project will encroach onto four freeways: Interstate (I) 605, State Route (SR) 91 and I-710 via an a-grade configuration, and I-105 via an aerial configuration.

The following information is presented by Caltrans, as a responsible agency, to comply with State CEQA Guidelines (Title 14 California Code of Regulations, Division 6, Chapter 3, Section 15091) 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.). Reference is made to the FEIR for the Project, which is the basic source for the information.

The following effects have been identified in the FEIR prepared by the lead agency which identifies Caltrans as a responsible agency, as resulting from the Project. Effects found not to be significant have not been included.

## **Noise and Vibration**

### ***Noise Operations – Increase in Noise from the LRT System***

#### Adverse Environmental Effects:

The Project alignment will cross the I-710, I-105, SR-91, and I-605 freeways. These Caltrans facilities are not sensitive to noise. However, Category 2 clusters (residential) are located adjacent to the Project crossings at the I-710, SR-91, and I-105. No clusters are within or adjacent to the I-605 crossing. Sensitive uses (residential uses) will be exposed to a combination of noise sources, including LRT pass-by noise, audible warnings noise, wheel squeal noise, and special trackwork noise. Three Category 2 clusters will experience moderate impacts, and three clusters will experience severe impacts without mitigation. Adjacent to I-710, one cluster at a mobile home park will experience noise levels of 61 A-weighted decibels (dBA), exceeding the Federal Transit Administration's (FTA) threshold for moderate impacts of 56 dBA. Adjacent to I-105, two single-family residence clusters will experience noise levels of 60 and 64 dBA, meeting and exceeding the FTA threshold for moderate impacts of 60 dBA. Adjacent to SR-91, three clusters will experience noise levels of 64, 66, and 69 dBA, exceeding the FTA threshold for severe impacts of 62 dBA and resulting in a significant impact.

#### Findings:

Changes or modifications have been required in, or incorporated into, the Project, by the lead agency, which avoid or substantially lessen the significant environmental effect as identified in the FEIR. The impact, after these changes or modifications, would remain significant.

#### Statement of Facts:

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 implementation of Mitigation Measure NOI-1 (Soundwalls), one moderate impact will remain at a Category 2 cluster near the SR-91 crossing. This cluster will experience a noise level of 58 dBA, exceeding the FTA threshold for moderate impacts of 57 dBA. As a result, impacts related to the LRT noise adjacent to this Caltrans facility will remain significant and unavoidable with mitigation. The full text of the mitigation measure is included in the Environmental Commitments Record (ECR) and the FEIR.

### ***Noise Operations – Increase in Noise from Freight Rail Relocation***

#### Adverse Environmental Effects:

Implementation of the Project will require relocation of the existing freight tracks at and adjacent to the I-105 crossing. Specifically, the freight tracks will be relocated to the west of the current freight alignment within the San Pedro Subdivision right-of-way (ROW) by approximately 15 feet from the centerline to maintain existing operations along the ROW with implementation of the Project. No new noise sources will be added, and the frequency

of freight trains will not change. Adjacent to the I-105 Caltrans facility crossing, two Category 2 clusters will experience noise levels of 66 and 67 dBA, exceeding the FTA threshold for moderate impacts of 61 dBA as a result of the relocated freight tracks. These two clusters will experience moderate impacts without mitigation.

Findings:

Changes or modifications have been required in, or incorporated into, the Project, by the lead agency, which avoid or substantially lessen the significant environmental effect as identified in the FEIR. The impact, after these changes or modifications, would be less than significant.

Statement of Facts:

Implementation of Mitigation Measure NOI-5 (Freight Track Relocation Soundwalls) in addition to Mitigation Measure NOI-1 (Soundwalls) will reduce impacts from relocating the freight tracks near the two Category 2 clusters to less than significant. The full text of the mitigation measures are included in the FEIR.

***Noise Construction – Increase in Noise from Construction Equipment***

Adverse Environmental Effects:

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 FTA's 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.

Findings:

Changes or modifications have been required in, or incorporated into, the project, by the lead agency, which avoid or substantially lessen the significant environmental effect as identified in the FEIR. The impact, after these changes or modifications, would remain significant.

Statement of Facts:

Implementation of Mitigation Measure NOI-6 (Noise Control Plan) will minimize construction noise levels. However, in some instances the FTA construction impact criteria may still be exceeded at and adjacent to the Caltrans facility crossings. Therefore, impacts related to temporary or periodic increases in ambient noise levels adjacent to the Caltrans facility crossings will be significant and unavoidable with mitigation. The full text of the mitigation measure is included in the ECR and FEIR.

***Vibration Operations – Increase in Groundborne Vibration from the LRT System***

Adverse Environmental Effects:

The Caltrans facilities are not vibration-sensitive receptors and sensitive receptors adjacent to the I-710 and I-605 crossings will not experience impacts from at-grade or aerial LRT pass-by vibration. However, four Vibration Category 2 clusters (residential) located adjacent to the I-105 and SR-91 crossings will experience impacts from at-grade and aerial LRT pass-by vibration before mitigation. Specifically, two clusters adjacent to the I-105 crossing and two clusters adjacent to the SR-91 crossing are expected to exceed the FTA vibration impact criteria, resulting in significant impacts.

Findings:

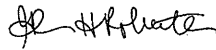
Changes or modifications have been required in, or incorporated into, the Project, by the lead agency, which avoid or substantially lessen the significant environmental effect as identified in the FEIR. The impact, after these changes or modifications, would be less than significant.

Statement of Facts:

Implementation of Mitigation Measures VIB-1 (Ballast Mat or Resilient Rail Fasteners) and VIB-2 (Low Impact Frogs) will reduce LRT pass-by vibration impacts to less than significant at and adjacent to the SR-91 and I-105 Caltrans facility crossings. The full text of the mitigation measures are included in the ECR and FEIR.

Gloria Roberts

District Director  
California Department of  
Transportation, District 7



Signature

02/18/2025

Date