

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: January 19-20, 2011

Reference No.: 2.2c (8)
Action



From: BIMLA G. RHINEHART
Executive Director

Subject: **APPROVAL OF PROJECT FOR FUTURE CONSIDERATION OF FUNDING
FINAL ENVIRONMENTAL IMPACT REPORT AND MITIGATED NEGATIVE
DECLARATION FOR THE SAN GABRIEL VALLEY GRADE SEPARATION PROJECT
RESOLUTION E-11-08**

ISSUE:

Should the Commission, as a Responsible Agency, accept the Final Environmental Impact Report (FEIR), Findings of Fact and Statement of Overriding Considerations for the San Gabriel Trench Project and the Mitigated Negative Declaration (MND) for the Baldwin Avenue Grade Separation Project in Los Angeles County and approve the San Gabriel Valley Grade Separation Project for future consideration of funding?

RECOMMENDATION:

Staff recommends that the Commission:

1. Accept the following environmental documents:
 - FEIR, Findings of Fact and Statement of Overriding Considerations for the San Gabriel Trench Project
 - MND for the Baldwin Avenue Grade Separation Project
2. Approve the San Gabriel Valley Grade Separation Project for future consideration of funding.

BACKGROUND:

The Alameda Corridor-East Construction Authority (ACE) is the lead agency under CEQA for the San Gabriel Valley Grade Separation Project (project). The project includes the design, right of way acquisition, construction and construction management of a 2.3 mile project in the Cities of Alhambra, San Gabriel and Rosemead. For purposes of CEQA, prior to approving the project for future consideration of funding, the Commission must consider the impacts of the project as detailed in the environmental documents below:

San Gabriel Trench Project – FEIR

The San Gabriel Trench Project is proposed to eliminate four at-grade railroad crossings along the Union Pacific Railroad (UPRR) in the City of San Gabriel. The existing railroad would be lowered into a trench at the UPRR Alhambra Subdivision in the Cities of San Gabriel and Alhambra.

On April 26, 2010, the ACE Board of Directors certified the FEIR and adopted Findings of Fact, a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program for the project. Two alternatives, the proposed project and the No Build Alternative, were considered in the FEIR. The proposed project was found to be environmentally superior to the No Build Alternative since the No Build Alternative would not fulfill the project objectives, provide the benefits of the build alternative and would result in increased congestion, decreased mobility and increased air pollution and fuel consumption.

The FEIR identified certain impacts related to air quality and noise that cannot be reduced to a less than significant level after mitigation. Impacts pertaining to regional air quality construction emissions (NO_x), localized construction air quality emissions (NO_x, PM_{2.5}, PM₁₀) and construction noise from haul trucks are considered significant and unavoidable because no feasible mitigation measures exist to avoid or reduce the impacts to less than significant levels.

The ACE Board found that there were several benefits that outweigh the unavoidable adverse effects of the project. These benefits include, but are not limited to, reduced congestion and improved traffic flow through the Cities of San Gabriel, Alhambra and Rosemead; improved safety of four intersections for vehicle travel in the City of San Gabriel; reduction in air pollution emissions (regionally and locally); contribution to the overall regional economy by addressing forecasted goods movement needs; promotion and facilitation of employment opportunities for the local community; and increased safety for pedestrians. The ACE Board also established a Mitigation Monitoring and Reporting Program to track compliance with required project mitigation measures.

Baldwin Avenue Grade Separation - MND

The Baldwin Avenue Grade Separation Project would provide a grade separation in the City of El Monte at the Baldwin Avenue crossing of the UPRR tracks. The proposed grade separation would be accomplished by placing portions of Baldwin Street in an undercrossing beneath the UPRR tracks. By depressing Baldwin Avenue to cross beneath the UPRR tracks, traffic delays due to trains would be completely eliminated at this crossing.

On December 9, 2002 the ACE Board approved the MND for the grade separation project and found that the project would not have a significant effect on the environment with mitigation. On February 8, 2008, the Caltrans District 7 Environmental Branch Chief concurred that the environmental document for the project remained valid for the purpose of compliance with CEQA and that there were no new impacts requiring mitigation. Impacts requiring mitigation relate to hazardous waste; relocation of residential, commercial and industrial units; and traffic/transportation during construction. Mitigation measures include preparation of health and safety, waste management, sampling and analysis and remediation plans for any hazardous waste encountered; relocation

assistance and compensation in accordance with the Uniform Relocation Assistance and Real Property Acquisitions Act; and street detours during construction.

The San Gabriel Valley Grade Separation Project is programmed in the TCIF. The San Gabriel Valley Grade Separation Project is estimated to cost \$723,566,000 and is programmed with TCIF (\$336,600,000), State PUC (\$25,000,000), Federal (\$133,500,000), Local (\$161,464,000) and other (\$67,002,000) funds. Construction is estimated to begin in FY 2010/11.

On December 8, 2010, ACE provided confirmation that the preferred alternative set forth in the final environmental documents are consistent with the project scope of work programmed by the Commission and that all required mitigation measures will be complied with.

Attachments

- Resolution E-11-08
- San Gabriel Trench Project Findings of Fact and Statement of Overriding Considerations
- Project Location

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Future Funding 07 – Los Angeles County Resolution E-11-08

- 1.1 WHEREAS**, the Alameda Corridor-East Construction Authority (ACE) has completed a Final Environmental Impact Report for the San Gabriel Trench Grade Separation Project and a Mitigated Negative Declaration for the Baldwin Avenue Grade Separation Project pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:
- San Gabriel Valley Grade Separation Project
- 1.2 WHEREAS**, the ACE has certified that the Final Environmental Impact Report and the Mitigation Negative Declaration were completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and
- 1.3 WHEREAS**, the San Gabriel Valley Grade Separation Project will construct a 2.3 mile grade separation in the Cities of Alhambra, San Gabriel and Rosemead; and
- 1.4 WHEREAS**, the California Transportation Commission, as a Responsible Agency, has considered the information contained in the Final Environmental Impact Report and the Mitigated Negative Declaration; and
- 1.5 WHEREAS**, the ACE found that all significant or potentially significant impacts of implementing the Baldwin Avenue Grade Separation Project can be reduced by mitigation measures to a less than significant level; and
- 1.6 WHEREAS**, the ACE Board approved the Mitigated Negative Declaration for the Baldwin Avenue Grade Separation Project; and
- 1.7 WHEREAS**, Findings of Fact made pursuant to CEQA Guidelines for the San Gabriel Trench Grade Separation Project indicate that specific unavoidable significant impacts related to regional air quality construction emissions (NO_x), localized construction air quality emissions (NO_x, PM_{2.5}, PM₁₀) and construction noise from haul trucks make it infeasible to avoid or fully mitigate to a less than significant level the effects associated with the project; and
- 1.8 WHEREAS**, the ACE Board adopted a Statement of Overriding Considerations for the San Gabriel Trench Grade Separation Project finding that implementing the project will reduce congestion, improve traffic flow, improve safety at four intersections, reduce air pollution emissions (regionally and locally), contribute to the overall regional economy, promote and facilitate employment opportunities, and increase safety for pedestrians; and

- 1.9 WHEREAS, the ACE Board adopted a Mitigation Monitoring and Reporting Program for the San Gabriel Trench Grade Separation Project; and**
- 1.10 WHEREAS, the above significant effects of the San Gabriel Trench Grade Separation Project are acceptable when balanced against the facts as set forth in the Statement of Overriding Considerations.**
- 2.1 NOW, THEREFORE, BE IT RESOLVED that the California Transportation Commission does hereby accept the Final Environmental Impact Report, Findings of Fact and Statement of Overriding Considerations for the San Gabriel Trench Grade Separation Project and the Mitigated Negative Declaration for the Baldwin Avenue Grade Separation Project and approve the San Gabriel Valley Grade Separation Project to allow for future consideration of funding.**



Alameda Corridor-East Construction Authority

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MEMO TO: ACE Construction Authority Board Members & Alternates

FROM: Rick Richmond
Chief Executive Officer

DATE: April 26, 2010

SUBJECT: Certification of the Final Environmental Impact Report for the San Gabriel Trench

RECOMMENDATIONS: Staff recommends that you:

1. Certify the Final Environmental Impact Report (EIR) for the San Gabriel Trench Project;
2. Adopt the Findings of Fact and Statement of Overriding Considerations, and the Mitigation Monitoring and Reporting Program (MMRP) (Attachment 1);
3. Authorize ACE to begin right of way acquisition for the San Gabriel Trench Project as identified previously.

BACKGROUND:

The California Environmental Quality Act (CEQA) requires that the ACE Construction Authority Board certify a Final EIR and adopt the Findings of Fact and Statement of Overriding Considerations, and the Mitigation Monitoring and Reporting Program before taking action on the project.

The Final EIR for the San Gabriel Trench Project was provided under separate cover to the Board. It consists of the Draft EIR, comments received and responses, a list of commentors, minor revisions to the Draft EIR, and the MMRP. The Final EIR, including all comments and responses, was also made available on ACE's website ten days prior to this public meeting.

CEQA Requirements

CEQA Guidelines require that prior to approving a project, the lead agency (ACE) shall certify (1) the final EIR has been completed in compliance with CEQA; (2) the final EIR was presented to the decisions-making body of the lead agency and the decision-making body reviewed and considered the information contained in the Final EIR prior to approving the project; and (3) the final EIR reflects the lead agency's independent judgment and analysis (CEQA Guidelines Section 15090). The CEQA Guidelines also require that the lead agency prepare written findings of fact for each significant

environmental impact identified in the EIR and that the lead agency may not approve a project if the project will have a significant effects on the environment after imposition of feasible mitigation measures or alternatives, unless the lead agency finds the benefits of the project outweigh the unavoidable adverse environmental effects.

The proposed project is also anticipated to receive federal funding and is therefore subject to federal environmental review requirements. The California Department of Transportation (Caltrans), acting for the Federal Highway Administration (FHWA), is the Lead Agency under the National Environmental Policy Act (NEPA) and will take separate action on the project in accordance with NEPA.

Final EIR for the San Gabriel Trench Grade Separation Project

The Draft EIR/EA was available for a 45-day public review period between September 29, 2009 and November 14, 2009. During this period, 13 written comments on the Draft EIR/EA were received. In addition, a public hearing was held during the review period on October 28, 2009 at the San Gabriel Mission Playhouse in San Gabriel to receive public comments on the Draft EIR/EA. An additional 13 public comments pertaining to the proposed project and Draft EIR were received during the hearing, three verbal comments were submitted via telephone. Finally, three agency comments were received after the submittal deadline.

Attached for your review is the Findings of Fact and Statement of Overriding Considerations, and the Mitigation Monitoring and Reporting Program (MMRP).

The Findings and Statement of Overriding Considerations (SOC) disclose the rationale supporting the decision to approve the project. The SOC summarizes the expected benefits of implementing the project and explains why unavoidable, significant environmental impacts are considered acceptable, in light of the economic, legal, social, technological and other considerations that justify approving the project.

The MMRP is required by CEQA to ensure that the mitigation measures included in the EIR are implemented; mitigation will generally be carried out by ACE and other implementing agencies including the Cities of San Gabriel and Alhambra and Caltrans.

Attachment: Findings, Statement of Overriding Considerations, MMRP

FINDINGS OF FACT AND STATEMENT OF OVERRIDING CONSIDERATIONS

I. INTRODUCTION

The Alameda Corridor-East Construction Authority (ACE) proposes to eliminate the at-grade portion of four railroad crossings along the Union Pacific Railroad (UPRR) in the City of San Gabriel. These improved crossings would occur at Ramona Street, Mission Road, Del Mar Avenue, and San Gabriel Boulevard. Currently the 2.2-mile stretch of railroad includes four at-grade crossings with no grade separations between the railroad and vehicles or pedestrians. The proposed project would lower the existing railroad from its current at-grade condition into a trench. Although the actual trench would be located within the City of San Gabriel, construction activities and some limited track work would take place in the Cities of Alhambra, Rosemead and the County of Los Angeles.

The proposed project is funded jointly by the California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA) and is subject to State and federal environmental review requirements. Project documentation, therefore, has been prepared in compliance with both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). FHWA's responsibility for environmental review, consultation, and any other action required in accordance with applicable Federal laws for this project is being, or has been, carried out by the Department under its assumption of responsibility pursuant to 23 U.S.C. 327. ACE is the project proponent and the lead agency under CEQA and these Findings are prepared in accordance with CEQA.

II. ENVIRONMENTAL DOCUMENTATION BACKGROUND

The proposed project was reviewed by the Agency (lead agency) in accordance with the requirements of the California Environmental Quality Act (CEQA) (Pub Resources Code § 21000 et seq; 14 Cal. Code Regs. § 15000 et seq). The Agency determined that an Environmental Impact Report (EIR) was required for the proposed project. In compliance with Public Resources Section 21080.4, a Notice of Preparation (NOP) for the proposed project was circulated on October 14, 2008, starting a 30-day public review period. Subsequent to the NOP public review period, a Draft EIR was prepared. The Draft EIR for the proposed project (SCH# 2008101073), incorporated herein by reference in full, was prepared pursuant to CEQA and State and Agency CEQA Guidelines (Pub. Resources Code § 21000 et seq.; 14 Cal. Code Regs. § 15000 et seq). In compliance with CEQA Guidelines sections 15085 and 15087, a Notice of Availability (NOA) was circulated from September 29, 2009 through November 14, 2009. During the same period, the Draft EIR was circulated and made available for public review and comment, in accordance with Section 15087 of the State CEQA Guidelines. One public hearing was held during the public review period on October 28, 2009 at the San Gabriel Mission Playhouse. All of the written comments received during the Draft EIR public review period, as well as the verbal comments received at the public hearing were responded to in the Final EIR.

The Final EIR is intended to serve as an informational document for public agency decision-makers and the general public regarding the objectives and components of the proposed project pursuant to the CEQA Guidelines (Pub. Resources Code, § 21000 et seq; 14 Cal. Code Regs., § 15000 et seq.). The Final EIR included corrections and additions to the Draft EIR and comments and responses required by the CEQA Guidelines. The information presented in the Final EIR superseded the information presented in the Draft EIR and Appendices. Responses to comments on the Final EIR were sent to all public agencies and members of the public that made comments on the Draft EIR, at least ten days prior to scheduled certification of the Final EIR pursuant to CEQA Guidelines section 15088(b).

The Final EIR is the primary reference document for the formulation and implementation of a Mitigation Monitoring and Reporting Program (MMRP) (Attachment A) for the proposed project. Environmental impacts cannot always be mitigated to a level that is considered less-than-significant. In accordance with the CEQA Guidelines (14 Cal. Code Regs. § 15000 et seq.), if a lead agency approves a project that has significant impacts that are not substantially mitigated (i.e., unavoidable significant impacts), the agency shall state in writing the specific reasons for approving the project based on the final CEQA documents and any other information in the public record for the project (CEQA Guidelines, § 15093, subd. (b)). This is called a "statement of overriding considerations" (CEQA Guidelines, § 15093). These findings, as well as the accompanying statement of overriding considerations have been prepared to comply with CEQA.

The documents and other materials that constitute the whole record of proceedings on which the CEQA findings are based are located at ACE's office 4900 Rivergrade Road, Ste. A120 Irwindale, CA 91709. This information is provided in compliance with Pub. Resources Code §21081.6(a)(2).

III. FINDINGS REQUIRED UNDER CEQA

Public Resources Code Section 21081 and CEQA Guidelines Section 15091 require a public agency (ACE), prior to approving a proposed project, to identify significant impacts of the proposed project and make one or more of three allowable findings for each of the significant impacts.

- The first allowable finding is that "changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR" (State CEQA Guidelines, § 15091, subd. (a)(1)).
- The second allowable finding is that "such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency" (State CEQA Guidelines, § 15091, subd. (a)(2)).
- The third allowable finding is that "specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the final environmental impact report" (State CEQA Guidelines, § 15091 (a)(3)).

The findings reported in the following pages incorporate the facts and discussions of the environmental impacts that are found to be significant in the EIR for the proposed project as fully set forth therein. Although Section 15091 of the CEQA Guidelines does not require findings to address environmental impacts that an EIR identifies as merely "potentially significant," these findings will, nevertheless, fully account for all such effects identified in the EIR. For each of the significant impacts associated with the proposed project, the following sections are provided:

Description of Significant Effects – A specific description of the environmental effects identified in the EIR, including a conclusion regarding the significance of the impact.

Mitigation Measures – Identified mitigation measures or actions, that are required as part of the proposed project.

Finding – One or more of three specific findings in direct response to CEQA Guidelines Section 15091.

Reference – A notation on the specific section in the EIR, which includes the evidence and discussion of the identified impact.

For the environmental impacts identified in the EIR to be less-than-significant, a statement explaining why the impacts are less-than-significant is provided.

IV. DESCRIPTION OF THE PROPOSED DEVELOPMENT

As discussed in detail in Section 1.0 Proposed Project of the Draft EIR/EA of the Final EIR, the proposed project would eliminate four at-grade railroad crossings along the UPRR in the City of San Gabriel. These improved crossings would occur at Ramona Street, Mission Road, Del Mar Avenue and San Gabriel Boulevard. Currently this 2.2-mile stretch of railroad includes four at-grade crossings with no grade separations between the railroad and vehicles or pedestrians. The actual trench that would be created to grade separate the four crossings would be located in the City of San Gabriel, although construction activities and some limited track work would take place in the Cities of Alhambra and Rosemead and the County of Los Angeles.

V. ENVIRONMENTAL EFFECTS FOUND TO BE LESS-THAN-SIGNIFICANT

ACE determined that the proposed project would not cause significant impacts in the following environmental topic areas:

- Land Use and Planning: Division of Established Community, Land Use Compatibility, and Consistency with Land Use Plans
- Population, Housing and Employment: Induce Population, Induce Excessive Employment Growth
- Utilities and Service Systems: Water Supply, Solid Waste
- Traffic and Parking: Increased Traffic, Congestion Management Program, Parking Supply, Pedestrian Access
- Aesthetics: Scenic Vistas, Scenic Resources
- Hydrology and Water Quality: Flooding, Exposure to Inundation Hazards
- Geology and Soils: Erosion/Loss of Topsoil, Wastewater Systems
- Hazards and Hazardous Materials: Airport Land Use Plan, Wildland Fires
- Air Quality Operation: Conflict with Plans, Expose Sensitive Receptors, Create Odors
- Biological Resources: Conflict with Habitat Plans

The rationale for the conclusion that no significant impact would occur in each of these issue areas is summarized below:

A. Land Use and Planning

1. **Division of Established Community and Land Use Compatibility (Draft EIR pp. 3-2 to 3-4)**

The ACE Board (ACE) finds that the proposed project would have less-than-significant impacts related to the division of an established community and land use compatibility. The project site functions as an edge between an older residential neighborhood and the San Gabriel Village District, to the south, and the Mission District and San Gabriel Mission, to the north. Because the project site currently divides these areas of the City, the operation of the proposed project would not increase or exacerbate the division of these areas. Implementation of the project would actually improve or reduce the effect of the project as an edge due to the proposed change to the railroad configuration, from at-grade to below-grade or

trench, which would eliminate disruptive at-grade crossings at Ramona Street, Mission Road, Del Mar Avenue, and San Gabriel Boulevard.

2. Local Land Use Plans and Policies (Draft EIR pp. 3-2 to 3-4)

ACE finds that the proposed project would be consistent with the General Plan land use designation and associated policies, and would result in a less-than-significant impact. The proposed project would be consistent with the goals and policies of the City of San Gabriel General Plan and the City of Alhambra General Plan. Additionally, the proposed project would meet the goals and policies related to a safe, efficient, and environmentally sensitive transportation system for the movement of people and goods identified in the City of San Gabriel General Plan and the City of Alhambra General Plan. The proposed project is not anticipated to affect location, distribution, density, or growth rate of the human population, and it would not support large commercial or residential development. The project would also be consistent with the Mission District Specific Plan goals.

3. Regional Plans and Policies (Draft EIR pp. 3-2 to 3-4)

ACE finds the proposed project would be consistent with the goals of the RCPG and RTP. As presented in Table 2.1-3 "Comparison of Proposed Project to SCAG Policies" in Section 2.1.1 Land Use and Planning of the Draft EIR, the proposed project would not exceed the population parameters established by SCAG. Additionally, the proposed project would not result in any significant unmitigated impacts that would burden the local or regional transportation system. The proposed project would lower a portion of the Alhambra Subdivision of the UPRR from an at-grade configuration to a trench or below-grade configuration, eliminating four at-grade crossings. Traffic and transportation hazards at these at-grade crossings would be reduced with the proposed project.

4. Habitat Conservation Plan or Natural Community Conservation Plan (Draft EIR p. 3-4)

ACE finds the proposed project would have no impact related to habitat conservation plans. No rare or endangered plant or animal species are known or suspected to exist within the City of Alhambra due to the extent of development. The City of San Gabriel is also highly developed. There are no habitat conservation plans or natural community conservation plans that apply to the project area.

B. Community Impacts

1. Population (Draft EIR p. 3-9)

ACE finds the proposed project would have less-than-significant impacts associated with population growth. Implementation of the proposed project would include the construction of a depressed trench that would cross beneath four roadways in the City of San Gabriel. There is no housing associated with the new construction, and therefore, no potential increase in resident population.

C. Utilities

1. Solid Waste (Draft EIR p. 3-18)

ACE finds the proposed project would have less-than-significant impacts related to solid waste. As stated in the Draft EIR Section 2.1.7, the proposed project is not anticipated to generate significant solid waste that would require additional disposal services either due to construction or operation. All debris that

would be generated by the excavation and demolition of the proposed project would be hauled off-site by the contractor. Additionally, the proposed project does not include a housing element, which would result in population growth and increased demand for solid waste services.

D. Traffic

1. Intersection Analysis (Draft EIR p. 3-20)

ACE finds the proposed project would have beneficial impacts related to intersection delay and congestion. Under the current configuration, vehicles traveling down each of these roads must stop to accommodate the train. As a result, there is currently heavy traffic queuing in the project area on Mission Drive, Santa Anita Street, and Mission Road. The traffic queuing is further impacted by delays caused by trains traveling on the UPRR in its current at-grade configuration. Under current conditions, when traffic is stopped by a train traveling on the UPRR, the traffic queuing at Mission Drive and Mission Road extends past the Mission Drive/Santa Anita Street intersection. The intersections at Ramona Street, Del Mar Avenue and San Gabriel Boulevard experience similar queuing and delay. The length of time that a vehicle is stopped would vary and could range from just a few seconds (if they reach the intersection just as the train is departing) to several minutes (if they arrive at the intersection as crossing arms go down). This current configuration leads to vehicle delay and adds to total delay and congestion in the area. Implementation of the proposed project would eliminate this delay and alleviate congestion on surrounding streets.

2. Congestion Management (Draft EIR p. 3-21)

ACE finds the proposed project would have less-than-significant impacts related to congestion management. As discussed in the Draft EIR Section 3.5, the CMP traffic impact analysis guidelines require analyses of all CMP monitoring intersections where a project could add a total of 50 or more trips during either the AM or PM peak hours. Additionally, all freeway segments where a project could add 150 or more trips in either direction during the peak hours must be analyzed. The proposed project would involve construction of a trench that would separate the train tracks from the at-grade roadway crossings at Ramona Street, Del Mar Avenue, Mission Road, and San Gabriel Boulevard and would not generate any additional vehicle trips.

3. Parking (Draft EIR p. 3-21)

ACE finds the proposed project would have less-than-significant impacts related to parking. As discussed in the Draft EIR Section 3.5, the proposed project is not anticipated to permanently remove or restrict parking on any of the streets in the vicinity of the project area. Temporary closures of the at-grade intersections may restrict parking on some streets, but the parking would be made available upon completion of the proposed project. In addition, the proposed project does not include a residential or commercial aspect and would not provide a transit station. Thus, parking spaces are not required as part of the proposed project.

4. Pedestrian Access (operational) (Draft EIR p. 21)

During operation of the proposed project, pedestrian access would be improved due to the elimination of the at-grade crossings and the potential conflicts between trains and pedestrians. Also, formal sidewalks would be installed separating pedestrian traffic from vehicular traffic. Therefore, beneficial impacts to pedestrian access are anticipated for the proposed project.

E. Aesthetic

1. Views and Vistas (Draft EIR p. 3-24)

ACE finds the proposed project would have less-than-significant impacts related to views and vistas. As discussed in the Draft EIR, Section 3.6, the primary view of interest from the project area consists of the San Gabriel Mountains located six miles north of the project site. As previously mentioned, the existing view corridors of the San Gabriel Mountains are located along Ramona Street, Del Mar Avenue, San Gabriel Boulevard, and Walnut Grove Avenue in the project area. A significant change to the view corridors is not anticipated because the proposed project would not construct any new structures that would be of sufficient height to block existing north-facing views. As previously mentioned, the proposed project would include an approximately two-foot tall concrete barrier and six-foot tall fence located at-grade on both sides of the proposed trench. These new elements would not be tall enough to block or disrupt the existing view of the San Gabriel Mountains. In addition, the existing disrupted view of the San Gabriel Mission from the single-family residential area located south of the project site would be improved with the removal of existing landscaping and bushes in the right-of-way. However, the new landscaping installed with the proposed project may disrupt this view, which would not be a substantial change of existing conditions. The proposed project would not introduce new visual elements at-grade that would block or disrupt the view of the Alhambra Municipal Golf Course from motorists and pedestrians on Mission Road, as well as the residential neighborhood located to the north.

2. Scenic Resources (Draft EIR p. 3-25)

ACE finds the proposed project would have less-than-significant impacts related to scenic resources and vistas. As discussed in the Draft EIR, Section 3.6, the nearest scenic highway to the project site is State Route 2, north of State Route 210 in La Canada Flintridge, located approximately nine miles northwest of the project site. Therefore, the proposed project would not degrade any scenic resources within a state scenic highway. The San Gabriel Mission and Alhambra Municipal Golf Course are considered to be scenic resources, although they are not located within a scenic highway. However, views of these scenic resources would not be substantially altered from existing conditions.

3. Shade and Shadow (Draft EIR p. 3-26)

ACE finds the proposed project would have less-than-significant impacts related to shade and shadow. As discussed in the Draft EIR, Section 3.6, shadow impacts are directly attributable to the building height, massing, and the location of a project relative to shadow-sensitive, off-site land uses. The significance of such impacts is measured by the extent and duration of shading, the type of impacted land use, and the resulting functional effects (the extent and duration, combined with and measured against the use and design of the affected premises). The proposed project would lower the existing Alhambra Subdivision of the UPRR to a trench configuration and would not include any structures located at-grade that would potentially cast shadows onto shade-sensitive uses.

F. Hazards and Hazardous Materials

1. Airport Hazards (Draft EIR p. 3-40)

ACE finds the proposed project would have less-than-significant impacts related to airport hazards. As discussed in the Draft EIR, Section 3.10, the project site is not located within two miles of a public airport. Additionally, the project site is not located within the vicinity of any private airstrips. The walls associated with the trench would not be built to a height that would be high enough to pose a hazard to approaching airplanes, and thus, no hazard would occur.

2. Hazardous Materials (Draft EIR p. 3-38)

ACE finds the proposed project would have beneficial impacts related to the accidental upset of hazardous materials. It is possible that hazardous materials are currently transported along the UPRR railroad and would continue to be transported under the proposed project. However, with the addition of the proposed project, the potential for train/vehicle interactions or accidents would be eliminated and the risk of upset or accident conditions would be reduced. This would be a beneficial impact.

3. Emergency Response (Draft EIR p. 3-40)

ACE finds the proposed project would have less-than-significant impacts related to emergency response. As discussed in the Draft EIR, Section 3.10, during operation of the proposed project, the provision of a grade separation of the four street crossings of the UPRR tracks would enhance response times for fire emergency services by enabling emergency vehicles to cross over the railroad tracks in the project area at the same time that trains are passing through.

4. Wildland Fires (Draft EIR p. 3-41)

ACE finds the proposed project would have less-than-significant impacts related to wildland fires. As discussed in the Draft EIR, Section 3.10, according to the Public and Environmental Safety Element of the City of San Gabriel's Comprehensive Plan, no wildfire areas exist in the City. The project site is located in an urbanized area comprised of primarily railroad, residential and commercial uses. The project site and surrounding uses are not located adjacent to wildlands, which could increase fire hazards.

G. Operational Air Quality

1. Regional Emissions (Draft EIR p. 3-62)

ACE finds the proposed project would have a beneficial impact related to regional emissions. As discussed in the Draft EIR, Section 3.12, the proposed project would not add any additional trains or increase the volume or frequency of train travel; it would improve the traffic flow at the existing grade crossings. Regional emissions were calculated by quantifying the emissions that would be reduced from eliminating 1,744 hours of delay caused by the existing grade crossings. Regional operational emissions from the proposed project are shown in Table 3-19 on p. 3-62 of the Draft EIR.

The proposed project would decrease mobile source emissions when compared to baseline conditions by 93 ppd for VOC, 401 ppd for NO_x, 511 ppd for CO, less than 1 ppd for SO_x, 5 ppd for PM_{2.5}, and 6 ppd for PM₁₀. Emissions associated with the proposed project would not exceed the SCAQMD thresholds.

2. Localized Emissions (Draft EIR p. 3-63)

ACE finds the proposed project would have a beneficial impact related to localized emissions. As discussed in the Draft EIR, Section 3.12, CO concentrations at the analyzed intersections are shown for the AM and PM peak hours in Table 3-20 on p. 3-63 of the Draft EIR. As indicated, one-hour CO concentrations would range from approximately 3 to 4 ppm at worst-case sidewalk receptors. Eight-hour CO concentrations would range from approximately 2.4 to 2.6 ppm. The State one- and eight-hour standards of 20 and 9.0 ppm, respectively, would not be exceeded at the analyzed intersections. In addition, the proposed project would eliminate vehicle idling associated CO emissions during crossing. CO concentrations would be less with this alternative than with existing conditions.

3. Toxic Air Contaminant Emissions (Draft EIR p. 3-63)

ACE finds the proposed project would have less-than-significant impacts related to toxic air contaminant emissions. As discussed in the Draft EIR, Section 3.12, regarding trains, the proposed project would not increase the frequency of train travel or change vehicle speeds on the railway. Train TAC emissions would be identical to existing conditions. Train TAC emissions would disperse into the atmosphere and would not accumulate within the trench. Train conductors would not be exposed to reentrained or increased TAC emissions. Regarding automobiles, the proposed project would not alter regional VMT and associated TACs. TAC emissions would not increase.

4. Odors (Draft EIR p. 3-64)

ACE finds the proposed project would have less-than-significant impacts related to odors. As discussed in the Draft EIR, Section 3.12, land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies and fiberglass molding. The proposed project would not include any land use or activity that typically generates adverse odors.

5. AQMP Consistency (Draft EIR p. 3-64)

ACE finds, the proposed project would be consistent with the AQMP. The proposed project would reduce regional emission in the Basin and would not exceed the SCAQMD operational significance threshold.

H. Construction Air Quality

1. Localized Emissions (Draft EIR pp. 3-59 to 60)

ACE finds the proposed project would have less-than-significant impacts related to localized construction emissions for CO. A localized CO analysis was completed to assess potential increased in concentrations. Based on the traffic study, the ten most congested intersections were analyzed for each of the three road closure scenarios. The United States Environmental Protection Agency (USEPA) CAL3QHC micro-scale dispersion model was used to calculate CO concentrations. The State one- and eight-hour standards of 20 and 9.0 ppm, respectively, would not be exceeded at the analyzed intersections during any of the road closure scenarios.

I. Operational Noise

1. Operational Noise (Draft EIR p. 3-49)

ACE finds the proposed project would have less-than-significant impacts related to operational noise. The proposed project would not substantially alter traffic patterns in the project area. The existing four crossings at Ramona Street, Mission Road, Del Mar Avenue, and San Gabriel Boulevard would remain in place. Removal of the grade crossings would increase the average vehicle speed along the segments immediately adjacent to the tracks.

VI. ENVIRONMENTAL IMPACTS FOUND TO BE LESS-THAN-SIGNIFICANT AFTER MITIGATION

The rationale for the conclusion that a significant impact would occur in each of these issue areas is summarized below:

A. Parks and Recreational Facilities (Draft EIR p. 3-6)

1. Parks

a) Significant Environmental Effects

The closing of any of streets associated with the project, particularly Ramona Street and Del Mar Avenue, would impact pedestrian and vehicular access to the Plaza Park, Smith Park, Grapevine Picnic Area, Adult Recreation Center and Senior Center, and the Community Recreation Center, as well as the non-profit Asian Youth Center resulting in a disruption or loss of access to existing parks during project construction.

b) Mitigation Measures

RE1 Prior to project construction, ACE shall submit the street closure schedule and detour plan to the Departments of Parks and Recreation of the Cities of San Gabriel, Alhambra, and Rosemead.

RE2 ACE shall consult with the City of San Gabriel Department of Parks and Recreation administration and the City of Alhambra regarding pedestrian and vehicle access routes. Pedestrians and vehicles shall be directed to use alternate routes during construction through clear, well-posted signage. The signage shall be posted prior to detour implementation. Additionally, detour information shall be made available to the public via all available media, including, but not limited to printed notices, the Internet, and local television and radio.

c) Finding

The mitigation measures **RE1** and **RE2** as presented above have been adopted as part of the San Gabriel Trench Grade Separation Project. These measures will ensure that access to recreational facilities will not be disrupted in the event of street closures and that appropriate routes for pedestrians will be maintained. These measures will be enforced by ACE and their partner agencies as described in the Mitigation and Monitoring Program (MMRP). For the reasons stated in the Final EIR, the Board finds that impacts related to access to parks and recreational facilities will be mitigated to a less-than-significant level. As the agency that is responsible for discretionary action on the proposed project, ACE is the appropriate agency that could make informed and detailed review of the impacts associated with the project.

B. Population Housing and Employment

1. Population/Housing (Draft EIR p. 3-7)

a) Significant Environmental Effects

The construction of the trench would result in the displacement of one single-family home that encroaches into the UPRR right-of-way and one residence associated with a storage facility that will be removed to accommodate the proposed project. In addition, two single-family homes have ancillary structures, such as awnings or patios that encroach into the UPRR right-of-way. As the project will require use of the full 100-foot right-of-way, these ancillary structures will be removed to accommodate the proposed project.

b) Mitigation Measures

PHE1 ACE shall comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, in the relocation of the displaced residents and businesses. The Relocation Assistance Program will be developed for the displaced residents and businesses. The Relocation Assistance Program shall set forth procedures for the fair, uniform, and equitable treatment of persons and businesses displaced from their dwellings regardless of race, ethnicity, income, or age. Moving expenses will be reimbursed for actual and related costs incurred in moving. In cases where relocation will be necessary for right-of-way acquisition, a decision on relocation will be reviewed with each residence or business owner to ensure that they are aware of all of the opportunities. Suitable facilities for relocation existing in the general area will be sought. The following outlines the relocation process for business relocations:

- Take surveys to determine needs in a replacement site;
- Prepare and send general information notices;
- Search market for available sites;
- Prepare and send Letter of Eligibility advising displacee of relocation assistance;
- Take inventory of properties for moving estimates;
- Obtain moving bids, if displacee chooses a commercial move;
- Prepare claim forms for displacee's signature;
- Have claim forms signed by displacee;
- Send a 90-day Notice to Vacate, if applicable;
- Prepare and route a check request for moving expenses; and
- Arrange for the property to be secured until demolition (fencing, boarding up).

c) Finding

The mitigation measure **PH1** as presented above has been adopted as part of the San Gabriel Trench Grade Separation Project. This measure will ensure that if relocation or acquisition of property is necessary, ACE will follow appropriate procedures for business and residential relocation. This measure will be enforced by ACE and their partner agencies as described in the Mitigation and Monitoring Program (MMRP). For the reasons stated in the Final EIR, the Board finds that impacts related to the displacement of housing will be mitigated to a less-than-significant level. As the agency that is responsible for discretionary action on the proposed project, ACE is the appropriate agency that could make informed and detailed review of the impacts associated with the project.

3. Employment (Draft EIR 3-8)

a) Significant Environmental Effects

Three businesses would be displaced as part of the proposed project. These three displaced businesses are mostly light industrial, and they employ approximately 38 persons. This comprises approximately less than one percent of the existing employment in the City of San Gabriel. The Relocation Impact Report prepared by ACE to address this issue has concluded that most of these businesses would retain their entire staff upon relocation.

b) Mitigation Measures

PHE1 ACE shall comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, in the relocation of the displaced residents and businesses. A Relocation Assistance Program will be developed for the displaced residents and businesses. The

Relocation Assistance Program shall set forth procedures for the fair, uniform, and equitable treatment of persons and businesses displaced from their dwellings regardless of race, ethnicity, income, or age. Moving expenses will be reimbursed for actual and related costs incurred in moving. In cases where relocation will be necessary for right-of-way acquisition, a decision on relocation will be reviewed with each residence or business owner to ensure that they are aware of all of the opportunities. Suitable facilities for relocation existing in the general area will be sought. The following outlines the relocation process for business relocations:

- Take surveys to determine needs in a replacement site;
- Prepare and send general information notices;
- Search market for available sites;
- Prepare and send Letter of Eligibility advising displacee of relocation assistance;
- Take inventory of properties for moving estimates;
- Obtain moving bids, if displacee chooses a commercial move;
- Prepare claim forms for displacee's signature;
- Have claim forms signed by displacee;
- Send a 90-day Notice to Vacate, if applicable;
- Prepare and route a check request for moving expenses; and
- Arrange for the property to be secured until demolition (fencing, boarding up).

c) Finding

The mitigation measure PH1 as presented above has been adopted as part of the San Gabriel Trench Grade Separation Project. This measure will ensure that if relocation or acquisition of property is necessary, ACE will follow appropriate procedures for business and residential relocation. This measure will be enforced by ACE and their partner agencies as described in the Mitigation and Monitoring Program (MMRP). For the reasons stated in the Final EIR, the Board finds that impacts related to displacement of employment will be mitigated to a less-than-significant level. As the agency that is responsible for discretionary action on the proposed project, ACE is the appropriate agency that could make informed and detailed review of the impacts associated with the project.

C. Public Services (Draft EIR 3-12)

1. Fire Protection and Emergency Services

a) Significant Environmental Effects

During construction of the bridges across each of the four at-grade crossings (Ramona Street, Mission Road, Del Mar Avenue, and San Gabriel Boulevard), these streets would be alternately closed and traffic would be detoured onto adjacent streets. Although three of the four crossings would remain open during construction as part of this detour plan, potential impacts to response time could occur due to the increased congestion on the streets that remain open. In particular, the closure of or detour onto Del Mar Avenue, which is where both San Gabriel fire stations are located, could potentially delay fire emergency response times.

b) Mitigation Measures

PS1 ACE shall submit for review and approval the construction plans to the San Gabriel Fire Department, the Alhambra Fire Department, and the Los Angeles County Fire Department.

- PS2** ACE shall submit for review and approval the detour plans and sequence of street closures to the San Gabriel Fire Department, the Alhambra Fire Department, and the Los Angeles County Fire Department. During construction of the proposed project, ACE shall remain in close contact with these Fire Departments and keep them apprised of work progress and any changes to the closure and detour plans and schedules.
- PS3** ACE shall create an Emergency Response Plan for the proposed project. ACE shall submit the Emergency Response Plan for review and approval to the San Gabriel Fire Department, the Alhambra Fire Department, and the Los Angeles County Fire Department.

c) Finding

The mitigation measures **PS1**, **PS2** and **PS3** as presented above have been adopted as part of the San Gabriel Trench Grade Separation Project. Compliance with these measures will ensure adequate plans are in place to address disruptions to emergency services. These measures will be enforced by ACE and their partner agencies as described in the Mitigation and Monitoring Program (MMRP). For the reasons stated in the Final EIR, the Board finds that impacts related to emergency response and services will be mitigated to a less-than-significant level. As the agency that is responsible for discretionary action on the proposed project, ACE is the appropriate agency that could make informed and detailed review of the impacts associated with the project.

2. **Police Protection (Draft EIR 3-13)**

a) Significant Environmental Effects

Potential impacts to police response times could occur due to the increased congestion during construction. In particular, the closure of or detour onto Del Mar Avenue, which is where the SGPD headquarters is located, could potentially delay police emergency response times.

b) Mitigation Measures

- PS4** ACE shall consult with the San Gabriel Police Department, the Alhambra Police Department, and the Los Angeles County Sheriff's Department regarding safety elements that can be implemented in the design of the proposed project.
- PS5** ACE shall submit for review and approval the detour plans and sequence of street closures to the San Gabriel Police Department, the Alhambra Police Department, and the Los Angeles County Sheriff's Department. During construction of the proposed project, ACE shall remain in close contact with these Police Departments and keep them apprised of work progress and any changes to the closure and detour plans and schedules.
- PS6** ACE shall create an Emergency Response Plan for the proposed project. ACE shall submit the Emergency Response Plan for review and approval to the San Gabriel Police Department, the Alhambra Police Department, and the Los Angeles County Sheriff's Department.

c) Finding

The mitigation measures **PS4**, **PS5** and **PS6** as presented above have been adopted as part of the San Gabriel Trench Grade Separation Project. Compliance with these measures will ensure adequate plans are in place to address disruptions to police services. These measures will be enforced by ACE and their partner agencies as described in the Mitigation and Monitoring Program (MMRP). The ACE Board finds

that impacts related to emergency response and services will be mitigated to a less-than-significant level. As the agency that is responsible for discretionary action on the proposed project, ACE is the appropriate agency that could make informed and detailed review of the impacts associated with the project.

3. Public Schools (Draft EIR 3-13)

a) Significant Environmental Effects

During construction of the bridges across each of the four at-grade crossings (Ramona Street, Mission Road, Del Mar Avenue, and San Gabriel Boulevard), these streets would be alternately closed and traffic would be detoured onto adjacent streets. The closing of any of these streets, particularly Ramona Street, would impact student drop-off and pick-up, from private vehicles and school buses. Although vehicular access would be restricted during construction, pedestrian access would be maintained at each of the crossing sites.

b) Mitigation Measures

PS7 ACE shall submit the street closure schedule and detour plan to San Gabriel High School, as well as the Alhambra Unified School District and the San Gabriel Unified School District.

PS8 Construction of the Ramona Street bridge shall be scheduled during the summer period when San Gabriel High School is not in session. If construction cannot be completed during this time period, ACE shall consult with San Gabriel High School administration regarding alternate pedestrian, vehicle, and school bus routes to school. Pedestrians, vehicles, and school buses shall be directed to use alternate routes during construction through clear, well-posted signage. The signage shall be posted prior to detour implementation. Additionally, San Gabriel High School students shall be educated and informed of the alternate routes prior to implementation of the detour routes.

c) Finding

The mitigation measures **PS7** and **PS8** as presented above have been adopted as part of the San Gabriel Trench Grade Separation Project. These measures will ensure that adequate access to the San Gabriel High School will be maintained during construction and operation of the project. These measures will be enforced by ACE and their partner agencies as described in the Mitigation and Monitoring Program (MMRP). For the reasons stated in the Final EIR, the Board finds that impacts related to access to public schools will be mitigated to a less-than-significant level. As the agency that is responsible for discretionary action on the proposed project, ACE is the appropriate agency that could make informed and detailed review of the impacts associated with the project.

4. Public Libraries (Draft EIR 3-14)

a) Significant Environmental Effects

During construction of the bridges across each of the four at-grade crossings, the streets would be alternately closed and traffic would be detoured onto adjacent streets. The closing of any of these streets, particularly Del Mar Avenue, would impact access to the San Gabriel Public Library.

b) Mitigation Measures

- PS9** ACE shall submit the street closure schedule and detour plan to San Gabriel Public Library.
- PS10** ACE shall consult with the San Gabriel Public Library administration regarding alternate pedestrian and vehicle access routes. Pedestrians and vehicles shall be directed to use alternate routes during construction through clear, well-posted signage. The signage shall be posted prior to detour implementation. Additionally, detour information shall be made available to the public via all available media, including, but not limited to printed notices, the Internet, and local television and radio.

c) Finding

The mitigation measures **PS9** and **PS10** as presented above have been adopted as part of the San Gabriel Trench Grade Separation Project. These measures will ensure that adequate access to the San Gabriel Library will be maintained and appropriate notice will be given of alternate routes. These measures will be enforced by ACE and their partner agencies as described in the Mitigation and Monitoring Program (MMRP). For the reasons stated in the Final EIR, the Board finds that impacts related to access to libraries will be mitigated to a less-than-significant level. As the agency that is responsible for discretionary action on the proposed project, ACE is the appropriate agency that could make informed and detailed review of the impacts associated with the project.

D. Utilities and Service Systems (Draft EIR 3-16)

1. Water Supply

a) Significant Environmental Effects

Construction of the proposed project could require the relocation of some utilities which could result in disruptions in service. Project construction would be temporary and all water used for construction would be taken from existing water lines or imported onto the project site.

b) Mitigation Measures

- US1** ACE shall work with affected utility companies to make use of available right-of-way as necessary. Relocation of utilities shall be scheduled to either precede construction or occur simultaneously. Customers shall be notified in advance of any disruptions to service.
- US2** Prior to project grading, in the event that City of Alhambra water lines to the Water Treatment Plant cross the UPRR tracks, ACE shall coordinate with the City of Alhambra to protect in place water mains and lines and sewer/brine lines owned by the City of Alhambra per the December 2009 Mitigation Agreement between the City of Alhambra and ACE.

c) Finding

The mitigation measures **US1** and **US2** as presented above have been adopted as part of the San Gabriel Trench Grade Separation Project. These measures will ensure relocation of utilities (if necessary) will occur in coordination the appropriate agencies to minimize disruptions in service and that no disruption of water service will occur in the City of Alhambra. These measures will be enforced by ACE and their partner agencies as described in the Mitigation and Monitoring Program (MMRP). For the reasons stated in the Final EIR, the Board finds that impacts related to the adequacy of water supply would be mitigated

to a less-than-significant level. As the agency that is responsible for discretionary action on the proposed project, ACE is the appropriate agency that could make informed and detailed review of the impacts associated with the project.

2. Stormwater and Drainage (Draft EIR 3-17)

a) Significant Environmental Effects

Stormwater flows across the UPRR tracks that would be disrupted by the proposed project during construction and operation. Two gravity-driven storm drain lines cross the UPRR tracks in the City of San Gabriel, new lines would need to be constructed that would bypass the trench and divert stormwater runoff directly to the Rubio Wash or the Alhambra Wash.

b) Mitigation Measures

- US1** ACE shall work with affected utility companies to make use of available right-of-way as necessary. Relocation of utilities shall be scheduled to either precede construction or occur simultaneously. Customers shall be notified in advance of any disruptions to service.
- US3** ACE shall construct a new storm drain trunk line that will commence near Junipero Serra Drive and traverse easterly to Rubio Wash along Clary Avenue, Agostino Road and Commercial Ave. Portions of the proposed storm drain, particularly in the area of Clary Street to Agostino Road, will have depths ranging from 15 feet to 20 feet and new storm drains and inlet structures located near the north UPRR right of way will have reverse gradients in order to connect into the proposed trunk line.
- US4** ACE shall install a graded swale or earthen ditch between the UPRR northern right of way and south side of Mission Road between the Alhambra Wash and Ramona Street to ensure that a 100-year storm event does not impact the proposed project or Mission Road.

c) Finding

The mitigation measures US1, US3 and US4 as presented above have been adopted as part of the San Gabriel Trench Grade Separation Project. These measures will ensure that disruption of storm flows during construction activities will be minor and appropriate infrastructure will be included in the project. These measures will be enforced by ACE and their partner agencies as described in the Mitigation and Monitoring Program (MMRP). For the reasons stated in the Final EIR, the Board finds that impacts related to stormwater flows and drainage would be mitigated to a less-than-significant level. As the agency that is responsible for discretionary action on the proposed project, ACE is the appropriate agency that could make informed and detailed review of the impacts associated with the project.

3. Sewage and Wastewater (Draft EIR p. 3-17)

a) Significant Environmental Effects

The City of San Gabriel sanitary sewer systems currently conveys sewerage across the UPRR. In addition, the LACSD has a main sewer trunk line located beneath Ramona Street that serves the City of San Marino to the north and an existing 27-inch diameter siphon that crosses Rubio Wash just north of the UPRR crossing of the Wash. These lines would need to be rerouted as part of the project and temporary service disruptions would occur.

b) Mitigation Measures

- US1** ACE shall work with affected utility companies to make use of available right-of-way as necessary. Relocation of utilities shall be scheduled to either precede construction or occur simultaneously. Customers shall be notified in advance of any disruptions to service.
- US2** Prior to project grading, in the event that City of Alhambra water lines to the Water Treatment Plant cross the UPRR tracks, ACE shall coordinate with the City of Alhambra to protect in place water mains and lines and sewer/brine lines owned by the City of Alhambra per the December 2009 Mitigation Agreement between the City of Alhambra and ACE.
- US5** ACE shall install a sewer siphon system or a pump station system at strategic locations throughout the project area in order to connect the existing sewer lines on the northern side of the UPRR tracks with the southern side. ACE shall coordinate with the Cities of Alhambra and San Gabriel, as well as the Los Angeles County Sanitation Districts the exact location of these systems. ACE shall work closely with these agencies to ensure that efficient sewer capacity is achieved

c) Finding

The mitigation measures US1, US2 and US5 as presented above have been adopted as part of the San Gabriel Trench Grade Separation Project. These measures will ensure relocation of utilities (if necessary) will occur in coordination the appropriate agencies to minimize disruptions in service and that no disruption of water service will occur in the City of Alhambra. These measures will be enforced by ACE and their partner agencies as described in the Mitigation and Monitoring Program (MMRP). For the reasons stated in the Final EIR, the Board finds that impacts related to sewage and wastewater would be mitigated to a less-than-significant level. As the agency that is responsible for discretionary action on the proposed project, ACE is the appropriate agency that could make informed and detailed review of the impacts associated with the project

E. **Traffic and Transportation**

1. **Transit Service (Draft EIR)**

a) Significant Environmental Effects

Three transit lines (Metro Lines 176 and 487; Montebello Transit Line 20) that utilize some of the at-grade crossings that would be alternately closed during the proposed project construction. Specifically, Metro Line 487 would be affected by the temporary closure of Ramona Street, Metro Line 176 would be affected by the temporary closure of Mission Road, and Montebello Line 20 would be affected by the construction work on San Gabriel Boulevard.

b) Mitigation Measures

- TT1** ACE shall develop a transit detour plan for Metro Lines 176 and 487 in close consultation with Metro to ensure minimal disruption to services. In particular, it is probable that students at San Gabriel High School and other schools in the area use these routes. Construction of at least one of these streets should be scheduled for the summer period, when school is not in session.

TT2 ACE shall develop either a transit detour plan or a reduced frequency plan for Montebello Line 20 in close consultation with the City of Montebello to ensure minimal disruption to services.

c) Finding

The mitigation measures TT1 and TT2 as presented above have been adopted as part of the San Gabriel Trench Grade Separation Project. These measures will ensure that temporary disruptions in bus service (such as relocation of a bus stop) would be planned for in advance and adequate notice would be given to transit riders. These measures will be enforced by ACE and their partner agencies as described in the Mitigation and Monitoring Program (MMRP). For the reasons stated in the Final EIR, the Board finds that impacts related to the temporary change to bus routes and stops would be mitigated to a less-than-significant level. As the agency that is responsible for discretionary action on the proposed project, ACE is the appropriate agency that could make informed and detailed review of the impacts associated with the project.

F. Aesthetics

1. Visual Character (Draft EIR 3-23)

a) Significant Environmental Effects

The proposed project would change the visual landscape of the project area. Landscaping, other new visual elements, and lighting would be installed with the proposed project near the City of San Gabriel Mission District Specific Plan. An approximately two-foot tall concrete barrier and six-foot tall fence would be installed at-grade on both sides of the proposed trench. This would be similar to the fences and concrete walls that currently divide the UPRR right-of-way from adjacent industrial and residential properties. Existing landscaping within the UPRR right-of-way would likely be removed.

b) Mitigation Measures

A1 ACE shall coordinate with Cities of San Gabriel and Alhambra to ensure that landscaping and any other visual elements installed with the proposed project are consistent with the existing built environment and the City of San Gabriel Mission District Specific Plan. Design elements related to the City of San Gabriel shall be included in the MOU between the City of San Gabriel and ACE. Design elements related to the City of Alhambra will be subject to the review and approval of the City.

A2 The lighting on the Ramona Street and Mission Road overhead structures shall incorporate design elements as specified in the Mission District Specific Plan.

c) Finding

The mitigation measures A1 and A2 as presented above have been adopted as part of the San Gabriel Trench Grade Separation Project. These measures would ensure that new visual elements such as landscaping that would be included in the project would be consistent with the character of the surrounding area. These measures will be enforced by ACE and their partner agencies as described in the Mitigation and Monitoring Program (MMRP). For the reasons stated in the Final EIR, the Board finds that impacts related to aesthetics and visual character would be mitigated to a less-than-significant level. As the agency that is responsible for discretionary action on the proposed project, ACE is the appropriate agency that could make informed and detailed review of the impacts associated with the project.

2. Light and Glare (Draft EIR 3-24)

a) Significant Environmental Effects

New lighting would be introduced into the project area. The proposed project would include security lighting within the trench. The street lighting on the new bridges would be compatible with the surrounding urban area and typical of street lighting in the vicinity and would not expose the surrounding areas to spillover light.

b) Mitigation Measures

A2 The lighting on the Ramona Street and Mission Road overhead structures shall incorporate design elements as specified in the Mission District Specific Plan.

c) Finding

The mitigation measure A1 as presented above has been adopted as part of the San Gabriel Trench Grade Separation Project. This measure will be enforced by ACE and their partner agencies as described in the Mitigation and Monitoring Program (MMRP). With implementation of all applicable local requirements related to exterior lighting and/or railroad trench security lighting, any potential lighting impacts would be less-than-significant levels. However, to ensure that impacts remain less-than-significant and that lighting provided with the proposed project is in compliance with the City of San Gabriel Mission District Specific Plan, recommended mitigation measures are provided below. For the reasons stated in the Final EIR the Board finds that impacts related to light and glare would be mitigated to a less-than-significant level. As the agency that is responsible for discretionary action on the proposed project, ACE is the appropriate agency that could make informed and detailed review of the impacts associated with the project.

G. Hydrology and Water Quality

1. Water Quality/Groundwater (Draft EIR 3-31)

a) Significant Environmental Effects

Wet conditions or perched water conditions could be encountered during the rainy season or along the Alhambra and Rubio Washes and in irrigated areas such as the Alhambra Golf Course. Planned construction and design should accommodate provisions for such consideration.

b) Mitigation Measures

HW1 In the event groundwater is encountered, the project site shall be dewatered during construction. This shall involve the short-term removal of minor amounts of groundwater and would not affect groundwater supplies. Construction staging plans shall include provisions for the diversion of stormwater to avoid upstream flooding. The design of the proposed project shall include a permanent drainage and pump system to remove the water from the depressed railroad alignment; in order to minimize impacts of flooding that may occur during heavy storm events.

c) Finding

The mitigation measure HW1 as presented above has been adopted as part of the San Gabriel Trench Grade Separation Project. This measure includes procedures in the event that wet or perched water

conditions are encountered including modifications to the design of the project. These measures will be enforced by ACE and their partner agencies as described in the Mitigation and Monitoring Program (MMRP). For the reasons stated in the Final EIR, the Board finds that impacts related to water quality and groundwater would be mitigated to a less-than-significant level. As the agency that is responsible for discretionary action on the proposed project, ACE is the appropriate agency that could make informed and detailed review of the impacts associated with the project.

2. Flooding and Inundation (Draft EIR (3-32))

a) Significant Environmental Effects

Temporary disruption of storm drains in the area could result in flooding upstream from the proposed project. Best Management Practices (BMPs) will be implemented to reduce potential impacts.

b) Mitigation Measures

HW2 Under the statewide NPDES General Construction Permit, the project proponent, ACE, must submit an NOI to the SWRCB prior to commencement of construction activities. In addition, an SWPPP must be prepared and implemented at the project site and revised as necessary as administrative or physical conditions change. The SWPPP will include BMPs that address source reduction and provide measures and controls necessary to mitigate potential pollutant sources. The SWPPP will be available to the public under Section 308(b) of the CWA and will be made available to the SWRCB upon request. Required elements of the SWPPP include:

- A site description addressing the elements and characteristics specific to the site;
- Descriptions of BMPs for erosion and sediment control;
- BMPs for construction waste handling and disposal;
- Implementation of approved local plans;
- Proposed post-construction controls, including a description of local post-construction erosion and sediment control requirements; and
- Non-stormwater management.

Recommended BMPs for the construction phase include proper stockpiling and disposal of demolition debris, concrete, and soil; protecting existing storm drain inlets; stabilizing disturbed areas; erosion controls; proper management of construction materials; waste management; aggressive litter control; and sediment controls.

HW3 ACE shall coordinate with USACE to ensure construction of the rail bridge over Alhambra Wash is built to maintain existing flow capacity.

HW4 ACE shall coordinate with LACDPW to ensure the lowered Rubio Wash is built to maintain existing flow capacity.

HW5 A flood permit from the Los Angeles Flood Control District and a Section 1601 Streambed Alteration Agreement from CDFG may be required. In addition, a Section 404 Nationwide Permit from the USACOE and a Section 401 Water Quality Certification from the RWQCB may also be required for the proposed project. Consultation shall be conducted with the San Gabriel and Los Angeles RMC, CDFG, RWQCB, and USACOE to identify any permit requirements for the lowering of the Rubio Wash and the potential impacts to the Alhambra Wash.

c) Finding

The mitigation measures HW3, HW4 and HW5 as presented above have been adopted as part of the San Gabriel Trench Grade Separation Project. These measures will ensure compliance with stormwater requirements and coordination with the appropriate agencies overseeing Alhambra and Rubio Washes. These measures will be enforced by ACE and their partner agencies as described in the Mitigation and Monitoring Program (MMRP). For the reasons stated in the Final EIR, the Board finds that impacts related to flooding and inundation would be mitigated to a less-than-significant level. As the agency that is responsible for discretionary action on the proposed project, ACE is the appropriate agency that could make informed and detailed review of the impacts associated with the project.

H. **Geologic Materials and Soils (Draft EIR p. 3-34)**

1. **Potential for Soil Erosion**

a) Significant Environmental Effects

The proposed project includes extensive excavation activities which could lead to soil erosion. The soils at the site are moderate to well-drained and have a moderate to slight erosion hazard. Because these soils drain relatively well, they have faster infiltration rates, higher levels of organic matter and improved soil structure.

b) Mitigation Measures

- GS1 During final design, trench wall configurations and the areas of the trench near existing improvements shall be designed to include temporary struts, tieback anchors, ground improvement, temporary excavation support, temporary shoring, and/or other recommended installations detailed in the project Preliminary Engineering Report, to limit the lateral deflections of the trench walls.
- GS2 Soil testing shall be conducted during the final design phase, and should any localized expansive soils be identified, they shall be addressed by the final project design. The corrosion potential of project site soils shall also be evaluated. Expansive soils shall not be used as structure or permeable backfill. Appropriate geotechnical design techniques shall be implemented to address the potential for seismically-induced ground liquefaction and settlement, as well as provisions for wet conditions or perched water conditions along the Alhambra and Rubio Washes.
- GS3 Standard erosion control BMPs shall be used to minimize erosion during construction of the project. Retaining walls shall be constructed for long-term slope stabilization. Where appropriate, erosion prevention planting shall be used in conjunction with a geofabric.

c) Finding

The mitigation measures G1, G2 and G3 as presented above have been adopted as part of the San Gabriel Trench Grade Separation Project. These measures include design and engineering modifications to ensure excavation activities would not result in soil erosion. These measures will be enforced by ACE and their partner agencies as described in the Mitigation and Monitoring Program (MMRP). For the reasons stated in the Final EIR, the Board finds that impacts related to soil erosion would be mitigated to a less-than-significant level. As the agency that is responsible for discretionary action on the proposed project, ACE

is the appropriate agency that could make informed and detailed review of the impacts associated with the project.

2. Loss of Topsoil (Draft EIR p. 3-35)

a) Significant Environmental Effects

During construction and excavation activities associated with the proposed project, the potential exists for the release of fugitive dust, resulting in a temporary loss of topsoil. However, this loss would not be considered substantial with the implementation of BMPs, required as part of the National Pollutant Discharge Elimination System (NPDES) permit and application of South Coast Air Quality Management District (SCAQMD) Rule 403.

b) Mitigation Measures

GS1 During final design, trench wall configurations and the areas of the trench near existing improvements shall be designed to include temporary struts, tieback anchors, ground improvement, temporary excavation support, temporary shoring, and/or other recommended installations detailed in the project Preliminary Engineering Report, to limit the lateral deflections of the trench walls.

GS2 Soil testing shall be conducted during the final design phase, and should any localized expansive soils be identified, they shall be addressed by the final project design. The corrosion potential of project site soils shall also be evaluated. Expansive soils shall not be used as structure or permeable backfill. Appropriate geotechnical design techniques shall be implemented to address the potential for seismically-induced ground liquefaction and settlement, as well as provisions wet conditions or perched water conditions along the Alhambra and Rubio Washes.

GS3 Standard erosion control BMPs shall be used to minimize erosion during construction of the project. Retaining walls shall be constructed for long-term slope stabilization. Where appropriate, erosion prevention planting shall be used in conjunction with a geofabric.

c) Finding

The mitigation measures **GS1 through GS3** as presented above have been adopted as part of the San Gabriel Trench Grade Separation Project. These measures include design and engineering modifications to ensure excavation activities would not result in loss of topsoil in addition soil testing will identify the potential for loss of topsoil. These measures will be enforced by ACE and their partner agencies as described in the Mitigation and Monitoring Program (MMRP). For the reasons stated in the Final EIR, the Board finds that impacts related to loss of topsoil would be mitigated to a less-than-significant level. As the agency that is responsible for discretionary action on the proposed project, ACE is the appropriate agency that could make informed and detailed review of the impacts associated with the project.

3. Expansive Soil (Draft EIR 3-35)

a) Significant Environmental Effects

Soils found in the project area are not known to be expansive and occur on gently sloping terraces and alluvial fans. The proposed project would not be located on expansive soil, which would create substantial risks to life or property. With implementation of all applicable engineering and design specifications, and compliance with applicable codes and current engineering practices, less-than-

significant impacts related to the loss of topsoil, erosion, expansive soils, and the support of the use of septic tanks or alternative wastewater disposal systems, are anticipated.

b) Mitigation Measures

- GS1** During final design, trench wall configurations and the areas of the trench near existing improvements shall be designed to include temporary struts, tieback anchors, ground improvement, temporary excavation support, temporary shoring, and/or other recommended installations detailed in the project Preliminary Engineering Report, to limit the lateral deflections of the trench walls.
- GS2** Soil testing shall be conducted during the final design phase, and should any localized expansive soils be identified, they shall be addressed by the final project design. The corrosion potential of project site soils shall also be evaluated. Expansive soils shall not be used as structure or permeable backfill. Appropriate geotechnical design techniques shall be implemented to address the potential for seismically-induced ground liquefaction and settlement, as well as provisions for wet conditions or perched water conditions along the Alhambra and Rubio Washes.
- GS3** Standard erosion control BMPs shall be used to minimize erosion during construction of the project. Retaining walls shall be constructed for long-term slope stabilization. Where appropriate, erosion prevention planting shall be used in conjunction with a geofabric.

c) Finding

The mitigation measures **GS1**, **GS2** and **GS3** as presented above have been adopted as part of the San Gabriel Trench Grade Separation Project. These measures include design and engineering modifications to ensure excavation activities would not result in loss of topsoil in addition soil testing will identify the potential for expansive soils. These measures will be enforced by ACE and their partner agencies as described in the Mitigation and Monitoring Program (MMRP). For the reasons stated in the Final EIR, the Board finds that impacts related expansive soils would be mitigated to a less-than-significant level. These measures also include standard BMPs to control erosion. As the agency that is responsible for discretionary action on the proposed project, ACE is the appropriate agency that could make informed and detailed review of the impacts associated with the project.

I. **Seismicity**

1. **Fault Rupture (Draft EIR 3-36)**

a) Significant Environmental Effects

The proposed project is located within a seismically active area and could be subject to strong or intense ground motion in the project area, potentially resulting in fault rupture. The project site is not located within an Alquist-Priolo Earthquake Fault Zone. However, the East Montebello Hills, Whittier Heights, Workman Hill, Elysian Park Thrust, Hollywood, Verdugo, Eagle Rock-San Rafael, Raymond, and Sierra Madre Faults are active or potentially active faults located within ten miles of the project site.

b) Mitigation Measures

- GS2** Soil testing shall be conducted during the final design phase, and should any localized expansive soils be identified, they shall be addressed by the final project design. The corrosion potential of project site soils shall also be evaluated. Expansive soils shall not be used as structure or

permeable backfill. Appropriate geotechnical design techniques shall be implemented to address the potential for seismically-induced ground liquefaction and settlement, as well as provisions for wet conditions or perched water conditions along the Alhambra and Rubio Washes.

- GS4** In order to minimize potential adverse impacts associated with seismic activity and liquefaction, design of the project shall incorporate current seismic design standards to withstand seismic ground shaking and liquefaction that would result from a maximum credible earthquake.

c) Finding

The mitigation measures **GS2** and **GS4** as presented above have been adopted as part of the San Gabriel Trench Grade Separation Project. These measures relate to seismic risk which is present throughout the entire Southern California region. The proposed project would be required to comply with the seismic safety requirements established by the Uniform Building Code, applicable sections of the City of San Gabriel and City of Alhambra Municipal Codes, and the California Department of Conservation, *CGS Special Publications 117, Guidelines for Evaluating and Mitigating Seismic Hazards in California* (1997), which provides guidance for evaluation and mitigation of earthquake-related hazards. These measures will be enforced by ACE and their partner agencies as described in the Mitigation and Monitoring Program (MMRP). For the reasons stated in the Final EIR, the Board finds that impacts related ground shaking and fault rupture would be mitigated to a less-than-significant level. As the agency that is responsible for discretionary action on the proposed project, ACE is the appropriate agency that could make informed and detailed review of the impacts associated with the project.

2. **Ground Shaking (Draft EIR 3-36)**

a) Significant Environmental Effects

The project site is located within ten miles of active fault systems and is in an area that is subject to strong ground shaking. As with all of Southern California and Los Angeles County, the project area is susceptible to high-intensity ground shaking, which can affect any structure within the Cities of San Gabriel and Alhambra.

b) Mitigation Measures

- GS2** Soil testing shall be conducted during the final design phase, and should any localized expansive soils be identified, they shall be addressed by the final project design. The corrosion potential of project site soils shall also be evaluated. Expansive soils shall not be used as structure or permeable backfill. Appropriate geotechnical design techniques shall be implemented to address the potential for seismically-induced ground liquefaction and settlement, as well as provisions for wet conditions or perched water conditions along the Alhambra and Rubio Washes.

- GS4** In order to minimize potential adverse impacts associated with seismic activity and liquefaction, design of the project shall incorporate current seismic design standards to withstand seismic ground shaking and liquefaction that would result from a maximum credible earthquake.

c) Finding

The measures **GS2** and **GS4** as presented above have been adopted as part of the San Gabriel Trench Grade Separation Project. These measures relate to seismic risk which is present throughout the entire Southern California region. The proposed project would be required to comply with the seismic safety requirements established by the Uniform Building Code, applicable sections of the City of San Gabriel

and City of Alhambra Municipal Codes, and the California Department of Conservation, CGS *Special Publications 117, Guidelines for Evaluating and Mitigating Seismic Hazards in California* (1997), which provides guidance for evaluation and mitigation of earthquake-related hazards. These measures will be enforced by ACE and their partner agencies as described in the Mitigation and Monitoring Program (MMRP). For the reasons stated in the Final EIR, the Board finds that impacts related to ground shaking would be mitigated to a less-than-significant level. As the agency that is responsible for discretionary action on the proposed project, ACE is the appropriate agency that could make informed and detailed review of the impacts associated with the project.

3. **Liquefaction (Draft EIR 3-36)**

a) **Significant Environmental Effects**

The project site is not located within a designated liquefaction zone and the construction of the proposed project is not anticipated to be subjected to liquefaction. However, it is possible to encounter wet conditions or perched water conditions during the rainy season or along the Alhambra and Rubio Washes.

b) **Mitigation Measures**

GS2 Soil testing shall be conducted during the final design phase, and should any localized expansive soils be identified, they shall be addressed by the final project design. The corrosion potential of project site soils shall also be evaluated. Expansive soils shall not be used as structure or permeable backfill. Appropriate geotechnical design techniques shall be implemented to address the potential for seismically-induced ground liquefaction and settlement, as well as provisions for wet conditions or perched water conditions along the Alhambra and Rubio Washes.

GS4 In order to minimize potential adverse impacts associated with seismic activity and liquefaction, design of the project shall incorporate current seismic design standards to withstand seismic ground shaking and liquefaction that would result from a maximum credible earthquake.

c) **Finding**

The mitigation measures **GS2** and **GS4** as presented above have been adopted as part of the San Gabriel Trench Grade Separation Project. These measures relate to seismic risk which is present throughout the entire Southern California region. The proposed project would be required to comply with the seismic safety requirements established by the Uniform Building Code, applicable sections of the City of San Gabriel and City of Alhambra Municipal Codes, and the California Department of Conservation, CGS *Special Publications 117, Guidelines for Evaluating and Mitigating Seismic Hazards in California* (1997), which provides guidance for evaluation and mitigation of earthquake-related hazards. These measures will be enforced by ACE and their partner agencies as described in the Mitigation and Monitoring Program (MMRP). These measures will be enforced by ACE and their partner agencies as described in the Mitigation and Monitoring Program (MMRP). For the reasons stated in the Final EIR, the Board finds that impacts related to liquefaction would be mitigated to a less-than-significant level. As the agency that is responsible for discretionary action on the proposed project, ACE is the appropriate agency that could make informed and detailed review of the impacts associated with the project.

4. **Landslides**

a) **Significant Environmental Effects**

Although the potential for landslides are low, the proposed project is located within the seismically active region of Southern California. As such, the potential for seismic related hazards such as landslides exists

b) Mitigation Measures

- GS2** Soil testing shall be conducted during the final design phase, and should any localized expansive soils be identified, they shall be addressed by the final project design. The corrosion potential of project site soils shall also be evaluated. Expansive soils shall not be used as structure or permeable backfill. Appropriate geotechnical design techniques shall be implemented to address the potential for seismically-induced ground liquefaction and settlement, as well as provisions for wet conditions or perched water conditions along the Alhambra and Rubio Washes.
- GS4** In order to minimize potential adverse impacts associated with seismic activity and liquefaction, design of the project shall incorporate current seismic design standards to withstand seismic ground shaking and liquefaction that would result from a maximum credible earthquake.

c) Finding

The mitigation measures **GS2** and **GS4** as presented above have been adopted as part of the San Gabriel Trench Grade Separation Project. These measures relate to seismic risk which is present throughout the entire Southern California region. The proposed project would be required to comply with the seismic safety requirements established by the Uniform Building Code, applicable sections of the City of San Gabriel and City of Alhambra Municipal Codes, and the California Department of Conservation, *CGS Special Publications 117, Guidelines for Evaluating and Mitigating Seismic Hazards in California* (1997), which provides guidance for evaluation and mitigation of earthquake-related hazards. The measures will be enforced by ACE and their partner agencies as described in the Mitigation and Monitoring Program (MMRP). These measures will be enforced by ACE and their partner agencies as described in the Mitigation and Monitoring Program (MMRP). For the reasons stated in the Final EIR, the Board finds that impacts related to landslides would be mitigated to a less-than-significant level. As the agency that is responsible for discretionary action on the proposed project, ACE is the appropriate agency that could make informed and detailed review of the impacts associated with the project.

J. Hazards and Hazardous Materials (Draft EIR p. 3-40)

1. Hazardous Materials

a) Significant Environmental Effects

During construction of the project excavation would be required. It is possible that due to previous and existing uses on the site, contaminated materials could be encountered. However, with the addition of the proposed project, the potential for train/vehicle interactions or accidents would be eliminated and the risk of upset or accident conditions would be reduced.

b) Mitigation Measures

- HH1** A Phase II ESA that shall further characterize hazardous waste potential at the project site, including the potential for encountering contaminated soils and/or groundwater will be prepared. In the event that contaminated soils and/or groundwater are identified as affecting the project, a remediation plan will be developed and submitted for review and approval to the affected city and responsible agencies. No construction activities shall occur unless remediation to State

exposure standards is possible and until approval of the remediation plan. All subsequent construction activities shall be conducted in accordance with the remediation plan.

HH2 During excavation, a qualified environmental consultant approved by the city in which excavation shall occur, shall observe the exposed soil for visual evidence of contamination. If visual contamination indicators are observed during excavation or grading activities, all work shall stop and an investigation shall be designed and performed to verify the presence and extent of contamination at the site. A qualified and approved environmental consultant shall prepare a report detailing results and recommend actions to ensure compliance with State exposure standards. The recommendations shall be reviewed and approved by the Los Angeles County Fire Department Health Hazardous Materials Division or California Department of Toxic Substance Control (DTSC) prior to the resumption of grading and construction activity and all further activity, including remediation shall be in conformance with approved recommendations. The investigation shall include collecting samples for laboratory analysis and quantifying contaminant levels within the proposed excavation and surface disturbance areas. Subsurface investigation shall determine appropriate worker protection and hazardous material handling and disposal procedures appropriate for the subject site.

HH3 Areas with contaminated soil determined to be hazardous waste shall be excavated by personnel who have been trained through the Occupational Safety and Health Administration (OSHA) recommended 40-hour safety program (29CFR1910.120), with an approved plan for excavation, control of contaminant releases to the air, and off-site transport or on-site treatment. Health and safety plans prepared by a qualified and approved industrial hygienist shall be developed to protect the public and all workers in the construction area. Health and safety plans shall be reviewed and approved by the appropriate agencies such as the Los Angeles County Fire Department Health Hazardous Materials Division or DTSC.

Although groundwater was not encountered at a depth of 80 feet below ground surface, the following measure shall be implemented.

HH4 Excavations below the elevations of groundwater could experience strong seepage and require dewatering. The contractor shall observe the groundwater for visual evidence of contamination or unusual odors. The contractor shall comply with all applicable regulations and permit requirements for construction dewatering. This may include laboratory testing, treatment of contaminated groundwater or other disposal options.

HH5 The following plans shall be prepared and implemented prior to construction: health and safety plan, waste management plan, sampling and analysis plan, and a work plan for the remediation of any hazardous wastes encountered. The work plan shall include such measures as removal, on-site treatment if necessary, and safe transport of contaminated soils and materials to approved hazardous materials disposal sites.

c) Finding

The mitigation measures **HH1** through **HH5** as presented above have been adopted as part of the San Gabriel Trench Grade Separation Project. These measures will require testing for hazardous materials on site and procedures for excavating contaminated soils in the event they are encountered. These measures will be enforced by ACE and their partner agencies as described in the Mitigation and Monitoring Program (MMRP). For the reasons stated in the Final EIR, the Board finds that impacts related to hazardous materials would be mitigated to a less-than-significant level. As the agency that is responsible

for discretionary action on the proposed project, ACE is the appropriate agency that could make informed and detailed review of the impacts associated with the project.

K. Noise

1. Construction Equipment and Shoofly Track Noise (Draft EIR pp. 3-44 to 48)

a) Significant Environmental Effects

Construction equipment noise would result in a significant impact at all of the closest residential land uses, the northern part of the San Gabriel High School campus, the San Gabriel Mission, the Asian Youth Center, and several other institutional land uses without mitigation. Table 3-7 on p. 3-47 of the Draft EIR lists the existing L_{dn} , predicted construction noise (including operations of the shoofly track), impact thresholds, and impacts for residential and non-residential sensitive receptors.

b) Mitigation Measures

- N1** The construction contractor shall utilize temporary noise barriers (e.g., solid walls or sound attenuation blankets) capable of reducing noise levels by 10 dBA to block construction noise at sensitive land uses. The locations of the noise barriers are shown in Table 3-9 on p.3-50 of the Draft EIR.
- N2** The construction contractor shall ensure that the construction noise levels at representative sensitive receptors do not exceed the limits detailed Table 3-10 on p.3-50 of the Draft EIR.
- N3** A noise-monitoring program shall be performed under the direction of ACE or the construction contractor. The monitoring program shall be designed to demonstrate that the contractor is compliance with the noise limits detailed in the construction contract specifications.
- N4** The contractor shall be required to ensure that equipment is well maintained and equipped with mufflers.
- N5** Low-noise construction procedures shall be implemented.
- N6** Hauling shall be limited to between the hours of 7:00 a.m. and 7:00 p.m.
- N7** The construction contractor shall submit a noise plan detailing how the construction will be performed in a manner that will not exceed the limits specified in Table 3-10 on p.3-50 of the Draft EIR. The plan shall be prepared by a qualified acoustical engineer and should be approved by the resident engineer before construction is initiated. The noise control plan shall include an inventory of the equipment, the estimated noise level at 50 feet for each major piece of equipment, calculations of the noise levels at sensitive receptors, and, noise reduction measures for any locations where the predicted noise levels exceed the limits specified in Table 3-10 on p.3-50 of the Draft EIR.

c) Finding

The mitigation measures N1 through N7 as presented above have been adopted as part of the San Gabriel Trench Grade Separation Project. Mitigation Measure N1 would reduce noise levels by 10 dBA and, as shown in Table 3-11, would eliminate most impacts. The exceptions would be the residences at the furthest west and east edges of construction activity and various institutional land uses. The residential land uses along with Alhambra Municipal Golf Course and Winston Smoyer Community Garden are generally in the transition area where the tracks will go from at-grade to the trench. The trench would be approximately ten feet deep at the Alhambra Wash. The construction in this area would be less intensive than at areas where the trench will be the full depth. Sufficient noise control would be achievable with Mitigation Measures N2 through N7. Specifically, Mitigation Measure N7 is a performance standard that ensures a noise plan will be formulated prior to the initiation of construction that will ensure that sensitive receptors would not be exposed to noise levels that exceed the standards. These measures will be enforced by ACE and their partner agencies as described in the Mitigation and Monitoring Program (MMRP). For the reasons stated in the Final EIR, the Board finds that impacts related to construction equipment and shoo fly noise would be mitigated to a less-than-significant level. As the agency that is responsible for discretionary action on the proposed project, ACE is the appropriate agency that could make informed and detailed review of the impacts associated with the project.

2. Construction Vibration (Draft EIR p. 3-48)

a) Significant Environmental Effects

Based on the FHWA analysis, construction vibration would result in a significant impact without mitigation. The Cities of Alhambra and San Gabriel do not have quantitative thresholds for construction vibration. Therefore, the FHWA guidelines were utilized to determine significance.

b) Mitigation Measures

- V1 A standard pre-construction survey shall be performed to document the existing condition of all structures in the vicinity of the construction site.
- V2 The following vibration limits shall be utilized to minimize the potential for damage to buildings and historic structures, and to reduce potential for intrusive vibration at sensitive receptors such as residences and schools especially during the nighttime hours when people are trying to sleep:
Damage to normal buildings – 0.5 inches per second PPV;
Damage to historic buildings – 0.12 inches per second PPV;
Annoyance to residential buildings (daytime) – 0.022 inches per second PPV;
Annoyance to residential buildings (nighttime) – 0.016 inches per second PPV; and
Annoyance to office space, schools, churches, and other institutional land uses – 0.016 inches per second PPV
- V3 Vibration monitoring should be completed during construction activity to verify that construction vibration limits are not exceeded. If vibration from the test hits approaches or exceeds the limits, equipment activity shall be reduced until the vibration amplitudes at all sensitive buildings are below the applicable limit.
- V4 Low-vibration construction procedures shall be implemented (e.g., drilled holes instead of impact pile driving).

- V5** If complaints are received and monitoring shows that the annoyance limit is being exceeded, the contractor shall implement an alternative approach that reduces the vibration level to below the applicable standards.

c) Finding

The measures V1 through V4 as presented above have been adopted as part of the San Gabriel Trench Grade Separation Project. These measures establish vibration limits and construction procedures to be complied with during construction activities. These measures will be enforced by ACE and their partner agencies as described in the Mitigation and Monitoring Program (MMRP). For the reasons stated in the Final EIR, the Board finds that impacts related to construction vibration would be mitigated to a less-than-significant level. As the agency that is responsible for discretionary action on the proposed project, ACE is the appropriate agency that could make informed and detailed review of the impacts associated with the project.

3. Operational Vibration (Draft EIR p. 3-53)

a) Significant Environmental Effects

A potentially significant impact was identified related to increased train speeds and associated increased vibration. The railroad track associated with the proposed project would be located in same location as the existing track. The proposed project would not result in increased train speeds and associated increased vibration through the corridor, and vibration levels would be identical to existing conditions.

b) Mitigation Measures

- V1** A standard pre-construction survey shall be performed to document the existing condition of structures in the vicinity of the construction site.
- V2** The following vibration limits shall be utilized to minimize the potential for damage to buildings and historic structures, and to reduce potential for intrusive vibration at sensitive receptors such as residences and schools especially during the nighttime hours when people are trying to sleep:
Damage to normal buildings – 0.5 inches per second PPV;
Damage to historic buildings – 0.12 inches per second PPV;
Annoyance to residential buildings (daytime) – 0.022 inches per second PPV;
Annoyance to residential buildings (nighttime) – 0.016 inches per second PPV; and
Annoyance to office space, schools, churches, and other institutional land uses – 0.016 inches per second PPV
- V3** Vibration monitoring should be completed during construction activity to verify that construction vibration limits are not exceeded. If vibration from the test hits approaches or exceeds the limits, equipment activity shall be reduced until the vibration amplitudes at all sensitive buildings are below the applicable limit.
- V4** Low-vibration construction procedures shall be implemented (e.g., drilled holes instead of impact pile driving).
- V5** If complaints are received and monitoring shows that the annoyance limit is being exceeded, the contractor shall implement an alternative approach that reduces the vibration level to below the applicable standards.

c) Finding

The measures V1 through V5 as presented above have been adopted as part of the San Gabriel Trench Grade Separation Project. These measures establish a construction monitoring program and vibration procedures and will be enforced by ACE and their partner agencies as described in the Mitigation and Monitoring Program (MMRP). For the reasons stated in the Final EIR, the Board finds that impacts related to operational vibration would be mitigated to a less-than-significant level. As the agency that is responsible for discretionary action on the proposed project, ACE is the appropriate agency that could make informed and detailed review of the impacts associated with the project.

L. Construction Air Quality

1. Regional Emissions (Draft EIR 3-57)

a) Significant Environmental Effects

The proposed project would result in a significant regional construction by exceeding regional significance thresholds for VOC, CO, SO_x, PM_{2.5}, or PM₁₀.

b) Mitigation Measures

- AQ1 The construction contractor shall comply with Caltrans' Standard Specifications Section 7-1.01F and Section 10 of Caltrans' Standard Specifications. Section 7-1.01F specifically requires compliance by the contractor with all applicable laws and regulations related to air quality, including air pollution control district and air quality management district regulations and local ordinances. Section 10 is directed at controlling dust. If dust palliative materials other than water are to be used, material specifications are contained in Section 18.
- AQ2 Water or dust palliative shall be applied to the site and equipment as frequently as necessary to control fugitive dust emissions.
- AQ3 Soil binder shall be spread on any unpaved roads used for construction purposes, and all construction parking areas.
- AQ4 Trucks shall be washed off as they leave the right of way as necessary to control fugitive dust emissions.
- AQ5 Construction equipment and vehicles shall be properly tuned and maintained.
- AQ6 Low-sulfur fuel shall be used in all construction equipment as provided in California Code of Regulations Title 17, Section 93114.
- AQ7 A dust control plan shall be developed documenting sprinkling, temporary paving, speed limits, and expedited revegetation of disturbed slopes as needed to minimize construction impacts to existing communities.
- AQ8 Equipment and materials storage sites shall be located as far away from residential and park uses as practical.

- AQ9** Construction areas shall be kept clean and orderly.
- AQ10** Environmentally sensitive areas shall be established for sensitive air receptors within which construction activities involving extended idling of diesel equipment would be prohibited.
- AQ11** Track-out reduction measures such as gravel pads shall be used at project access points to minimize dust and mud deposits on roads affected by construction traffic.
- AQ12** All transported loads of soils and wet materials shall be covered prior to transport to reduce deposition of particulate during transportation.
- AQ13** Dust and mud that are deposited on paved, public roads due to construction activity and traffic shall be removed to decrease particulate matter.
- AQ14** Construction traffic shall be routed and scheduled to reduce congestion and related air quality impacts caused by idling vehicles along local roads during peak travel times.
- AQ15** Mulch or plant vegetation shall be installed as soon as practical after grading to reduce windblown particulate in the area.
- AQ16** Contractors shall utilize electricity from power poles rather than temporary diesel or gasoline generators.
- AQ17** Contractors shall utilize alternative fueled off-road equipment.
- AQ18** Contractors shall configure construction parking to minimize traffic interference.
- AQ19** Contractors shall provide temporary traffic controls, such as a flag person, during all phases of construction to maintain smooth traffic flows.
- AQ20** Contractors shall provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site.
- AQ21** Contractors shall schedule construction activities that affect traffic flow on arterial system to off-peak hours.
- AQ22** All diesel powered construction equipment in use shall require control equipment that meets, at a minimum, Tier III emissions requirements. In the event Tier III equipment is not available, diesel powered construction equipment in use shall require emissions control equipment with a minimum of Tier II diesel standards.
- AQ23** During project construction, the developer shall require all contractors to turn off all construction equipment and delivery vehicles when not in use or prohibit idling in excess of five minutes.

c) Finding

The mitigation measures AQ1 through AQ23 as presented above have been adopted as part of the San Gabriel Trench Grade Separation Project. Implementation of Mitigation Measures AQ1 through AQ14 would ensure that fugitive dust emissions would be reduced by approximately 61 percent. In addition to reducing regional emissions, these measures would ensure that fugitive dust from construction activities would not significantly impact motors and electrical equipment in close proximity to the construction zone. Mitigation Measures AQ15 through AQ23 would reduce regional construction emissions by at least

five percent. These measures will be enforced by ACE and their partner agencies as described in the Mitigation and Monitoring Program (MMRP). For the reasons stated in the Final EIR, the Board finds that impacts related to construction equipment and shoofty noise for VOC, CO, SO_x, PM_{2.5}, or PM₁₀ would be mitigated to a less-than-significant level. As the agency that is responsible for discretionary action on the proposed project, ACE is the appropriate agency that could make informed and detailed review of the impacts associated with the project.

M. Biological Resources

I. Wetlands (Draft EIR p. 3-67)

a) Significant Environmental Effects

No part of the trench (such as walls or support structures) would be in areas defined as federally protected wetlands. In addition, neither the Alhambra nor Rubio washes are defined as federally protected wetlands. The project site and surrounding area do not contain wetlands or surface water bodies. Additionally, the Rubio Wash and Alhambra Wash are both concrete-lined flood control channels that do not support wetland habitats and are not considered wetlands by the USACOE or the CDFG. However, compliance with existing regulations and the measures provided below would be required.

b) Mitigation Measures

HWS A flood permit from the Los Angeles Flood Control District and a Section 1601 Streambed Alteration Agreement from CDFG may be required. In addition, a Section 404 Nationwide Permit from the USACOE and a Section 401 Water Quality Certification from the RWQCB may also be required for the proposed project. Consultation shall be conducted with the San Gabriel and Los Angeles RMC, CDFG, RWQCB, and USACOE to identify any permit requirements for the lowering of the Rubio Wash and the potential impacts to the Alhambra Wash.

NC1 ACE shall comply with Section 402 of the Clean Water Act and National Pollutant Discharge Elimination System (NPDES) standards during and following construction to ensure that dirt, construction materials, pollutants, or other human associated materials are not discharged from the project area. A certification from the Regional Water Quality Control Board will be required prior to project construction.

c) Finding

The mitigation measures **HWS** and **NC1** as presented above have been adopted as part of the San Gabriel Trench Grade Separation Project. These measures ensure compliance with existing regulations related to wetlands and will require coordination from multiple parties in the event a Streambed Alteration Agreement is required. These measures will be enforced by ACE and their partner agencies as described in the Mitigation and Monitoring Program (MMRP). For the reasons stated in the Final EIR, the Board finds that impacts related to wetlands would be mitigated to a less-than-significant level. As the agency that is responsible for discretionary action on the proposed project, ACE is the appropriate agency that could make informed and detailed review of the impacts associated with the project.

2. **Wildlife Species and Habitats (Draft EIR p. 3-67)**

a) **Significant Environmental Effects**

Ground disturbance and/or the removal of vegetation could have both direct and indirect impacts to nesting activities. The project area likely provides nesting habitat for nesting avian species whose nests and young are protected under the Migratory Bird Treaty Act (MBTA) and California Fish and Game Codes. Construction activities associated with the proposed project that result in ground disturbance and/or the removal of vegetation could have both direct and indirect impacts to these sensitive resources.

b) **Mitigation Measures**

NC2 If new landscaping is provided as part of the project, planting of invasive species shall be avoided.

NC3 Ground-disturbing and vegetation removal activities associated with construction of the project shall be performed outside of the breeding season for birds, or between September 1 and January 31. If these project activities cannot be implemented during this time period, ACE should retain a qualified biologist to perform preconstruction nest surveys to identify active nests within and adjacent to (up to 500 feet) the project area. If the preconstruction survey is conducted early in the nesting season (February 1–March 15) and nests are discovered, a qualified biologist may remove the nests only after it has been determined that the nest is not active (i.e., the nest does not contain eggs, nor is an adult actively brooding on the nest). Any active non-raptor nests identified within the project area or within 300 feet of the project area should be marked with a 300-foot buffer, and the buffer area would need to be avoided by construction activities until a qualified biologist determines that the chicks have fledged. Active raptor nests within the project area or within 500 feet of the project area should be marked with a 500-foot buffer and the buffer avoided until a qualified biologist determines that the chicks have fledged. If the 300-foot buffer for non-raptor nests or 500-foot buffer for raptor nests cannot be avoided during construction of the project, the ACE should retain a qualified biologist to monitor the nests on a daily basis during construction to ensure that the nests do not fail as the result of noise generated by the construction. The biological monitor shall be authorized to halt construction if the construction activities cause negative effects, such as the adults abandoning the nest or chicks falling from the nest.

c) **Finding**

The mitigation measures NC2 and NC3 as presented above have been adopted as part of the San Gabriel Trench Grade Separation Project. These measures will ensure that prior to construction activities do not occur in the vicinity of or harm nesting birds. These measures will be enforced by ACE and their partner agencies as described in the Mitigation and Monitoring Program (MMRP). For the reasons stated in the Final EIR, the Board finds that impacts related to nesting birds would be mitigated to a less-than-significant level. As the agency that is responsible for discretionary action on the proposed project, ACE is the appropriate agency that could make informed and detailed review of the impacts associated with the project.

3. **Tree Preservation**

a) **Significant Environmental Effects**

Implementation of the proposed project would remove some landscape trees and non-native vegetation. However, most of the trees located on the project site generally consist of ornamental vegetation and are

not protected by any tree preservation ordinance within the City of San Gabriel, Alhambra or Rosemead or the County of Los Angeles. If any oak trees that do not occur within the UPRR ROW will be impacted or removed as a result of project construction, a certified arborist should be contracted to conduct a pre-construction survey and provide recommendations for mitigation ratios and permitting for species that need to be removed.

b) Mitigation Measures

NC4 ACE shall comply with the provisions of the City of San Gabriel's tree protection ordinance. If any trees protected by the ordinance are to be removed or damaged during construction, ACE shall consult with the City of San Gabriel prior to removal and obtain the necessary permits or approvals. If any native trees are removed, replacement trees shall be planted on-site or at an adjacent site. A certified arborist shall be contracted to conduct a pre-construction survey and provide recommendations for mitigation ratios and permitting for species that need to be removed.

c) Finding

The mitigation measure NC4 as presented above has been adopted as part of the San Gabriel Trench Grade Separation Project. The measure will ensure that ACE coordinates with the City of San Gabriel regarding potential construction activities that would affect Oak Trees under the jurisdiction of the City. This measure will be enforced by ACE and their partner agencies as described in the Mitigation and Monitoring Program (MMRP). For the reasons stated in the Final EIR, the Board finds that impacts related to tree preservation would be mitigated to a less-than-significant level. As the agency that is responsible for discretionary action on the proposed project, ACE is the appropriate agency that could make informed and detailed review of the impacts associated with the project.

N. Cultural Resources

1. Archaeological Resources

a) Significant Environmental Effects

Four archaeological resources may potentially be impacted by the construction of the proposed project, the San Gabriel Mission site, the former location of the SPRR San Gabriel Depot and two historic culverts. As such, construction of the proposed project could have adverse impacts associated with these resources without mitigation.

b) Mitigation Measures

CRI A Treatment Plan has been developed to address four archaeological resources: San Gabriel Mission archaeological site (CA-LAN-184H), former location of the SPRR San Gabriel Depot, and two historic culverts. The project's archaeological resources fall into two broad thematic categories: California mission archaeology and railroad archaeology. A Data Recovery Plan (Phase III) is proposed as part of the treatment of these resources. The San Gabriel Mission archaeological site (CA-LAN-184H) contains data that can be used to answer research questions regarding site function and chronology; Native American health, status, and ethnicity; and Mission period architecture and engineering practices. The three potential archaeological resources, if present, may contain data pertinent to research questions regarding site formation processes, chronology, function, and affiliation. Proposed data recovery methods include manual

excavation, mechanical excavation, remote sensing, archaeological monitoring, archival research, and the physical relocation of Chapman's Mill and Millrace, as well as numerous specialized laboratory analyses.

Large, diagnostic, or otherwise interesting artifacts will be mapped in situ. Most artifacts and all ecofacts from will be counted and described, placed into zip-top plastic bags labeled with the provenience information, date, excavators, and other pertinent information, and submitted to the archaeological laboratory for cleaning, analysis, and curation preparation. Because bulky building materials such as bricks (*ladrillos*), tiles (*tejas*), rocks, and cement are ubiquitous at CA-LAN-184H, these non-diagnostic artifacts will be volumetrically quantified using a graduated bucket and stockpiled separately on site during the excavation. The Union Pacific Railroad Museum, San Gabriel Mission Arcángel Musuem, San Gabriel Historical Association, and or the Ramona Museum will be allowed to select a representative sample of the materials for public education purposes. The Union Pacific Railroad Museum has first right of refusal. If none of the museums express an interest in curating the materials, they may be distributed to local schools as comparative material to be used as a learning aid for the California Fourth Grade Mission Project studies module or similar purposes. Because there is a potentially large amount of building materials present, SWCA recommends that each organization consider the quantity of materials (e.g. number of buckets, boxes, etc.) that they would like to receive prior to the start of excavation to assist the archaeologists in ensuring that these building materials are properly stockpiled. Because of their limited data potential and the expense of long-term curation, surplus examples of undiagnostic materials will be discarded if the aforementioned groups refuse them.

Archaeological monitoring will be employed for all areas containing buried cultural material as identified by the XPI and Phase II investigations. Archaeological monitoring shall be restricted to sensitive areas, specifically, the upper 10 feet of the broader Mission San Gabriel archaeological site and in the immediate vicinity of the SPRR San Gabriel Depot and two historic culv locations. The treatment plan also includes public outreach and Native American coordination, and curation plans, along with a description of the study's anticipated personnel, scope, and schedule.

The treatment plan shall also include an acknowledgment that the proposed mitigation measures and any unanticipated discoveries, including human remains will avoid interfering with UPRR railroad operations. The UPRR has also expressed an interest in observing archaeological excavations. Prior to the start of field work, the UPRR will be notified of the anticipated field schedule to allow railroad personnel to observe the excavations.

- CR2** Prior to and for the duration of ground disturbance, ACE shall provide cultural resources training to key personnel or supervisors (including but not limited to engineers, inspectors, contractor representatives, laborers, operators, foremen, and utility workers) prior to the start of any excavations. The training shall be prepared by an archaeologist and or architectural historian who meet the *Secretary of the Interior's Professional Qualifications Standards*, it may be conducted by any member of the cultural resources team or the Resident Engineer, and may be presented in the form of a video. The training may be discontinued when ground disturbance, including landscaping, is completed.

The training shall describe appropriate measures for treatment and protection in compliance with the *Secretary of the Interior's Standards for the Treatment of Historic Properties*. It shall include a discussion of applicable laws and penalties under the law, samples or visual representations of artifacts that might be found in the project vicinity. The training will outline the steps that must be taken in the event that cultural resources are encountered during project construction, including

the authority of archaeological monitors to halt construction in the area of a discovery to an extent sufficient to ensure that the resource is protected from further impacts.

- CR-5** Following the documentation of Chapman's Mill and Millrace, the most intact portion(s) of the feature will be physically relocated to one or more locations for the purpose of public display and interpretation. The relocation of this heavy and unreinforced masonry feature will be logistically challenging. Relocation and rehabilitation of Chapman's Millrace shall be undertaken in consultation with the qualified structural engineer, in collaboration with a qualified archaeologist, historic architect, or architectural historian (hereinafter qualified consultant team). A Relocation Feasibility Study of the Millrace resource shall be prepared by the qualified consultant team as a baseline, with the intention of determining a specific relocation methodology, identifying receiver sites, and analyzing other factors relevant to the mill and millrace relocation.

If feasible, the features will be housed in a secure and environmentally stable temporary storage facility until their display locations are identified and available. The details of the relocation process, including the destination(s) of the relocated features, will be finalized prior to excavation of the trench. The resulting relocation of Chapman's Mill and Millrace shall be within the existing UPRR right-of-way or in another location between Ramona Street and Mission Road/Junipero Serra that is acceptable to both ACE and the City of San Gabriel. The mill and millrace relocation shall be oriented in the same compass orientation as it is currently. Potential destinations for mill/millrace segments include open space within the project APE, on property owned by the City of San Gabriel (City Hall), or at the Mission San Gabriel Arcángel. If those locations are not feasible due to space constraints, the Millrace shall be relocated to an appropriate substitute receiver site, such as property owned by the Old Mill Foundation (El Molino Viejo), identified prior to construction. Conditions of the sale or transfer of title (e.g., protective covenants, stipulations for the moving process, recordation prior to the move, standards for documentation of the property, re-evaluation of the property in its new location) shall be subject to review and approval by SHPO.

- CR-6** The public outreach plan referenced in the Treatment Plan will include disseminating the results of the archaeological data recovery program to professionals and to the public in the form of a technical report for professionals and a modified version of this report for the public. The professional report will be submitted to the South Central Coastal Information Center (SCCIC) at California State University, Fullerton. SWCA will also submit an article using a portion of the data to an archaeological publication and give presentations at the Society for California Archaeology Annual Meeting. The public report will be made available to the City of San Gabriel, San Gabriel Historical Association, Union Pacific Railroad Museum, San Gabriel Arcángel Mission Museum, San Gabriel Historical Association Museum, Ramona Museum, San Gabriel Library, City of Alhambra Public Library, County of Los Angeles Public Library, Rosemead Branch, City of San Marino Public Library, and the City of Pasadena Public Library. In addition, a public display focusing on Chapman's Mill and Millrace will be created to accompany the millrace in its permanent display location.

In regard to the Mission San Gabriel Arcángel and other eligible buildings, interpretive displays of photographs and drawings produced during the course of built environment studies shall be produced for public exhibition, museum exhibits, or historic image reproduction as part of project public outreach efforts. An appropriate number of interpretive signs or other media (e.g. permanent pole signs, monument signs, or decorative tiles), subject to review and approval by City of San Gabriel, shall be erected in or immediately adjacent to the project area to commemorate and describe the history of historic districts and separate historic properties in the project APE. Details of an acceptable standard height will be negotiated with the City. These

measures will mitigate effects/impacts on historic properties, setting, and changes in views from properties in the project area.

c) Finding

The mitigation measures **CR1, CR2, CR5 and CR6** as presented above have been adopted as part of the San Gabriel Trench Grade Separation Project. These measures would ensure accurate documentation of the archeological sites and adequate training for key personnel associated with the project. These measures will also ensure appropriate handling and receiver sites for archeological finds. These measures will be enforced by ACE and their partner agencies as described in the Mitigation and Monitoring Program (MMRP) and as signatories to the MOA prepared as part of the project mitigation. For the reasons stated in the Final EIR, the Board finds that impacts related to identified archeological sites would be mitigated to a less-than-significant level. As the agency that is responsible for discretionary action on the proposed project, ACE is the appropriate agency that could make informed and detailed review of the impacts associated with the project.

2. Architectural History

a) Significant Environmental Effects

The proposed project would involve construction of a trench that would separate the existing UPRR tracks from the at-grade roadway crossings at Ramona Street, Del Mar Avenue, Mission Road, and San Gabriel Boulevard. The western part of the project area has been documented as an area of high cultural sensitivity, primarily due to the presence of the San Gabriel Mission. As such, construction of the proposed project would have adverse impacts associated with these resources without mitigation. As described above, 17 resources within the project APE were determined to be eligible for listing on the NRHP or the CRHP.

The Finding of Effect (FOE) determined that 14 built resources would be adversely effected: Mission San Gabriel Arcángel, San Gabriel Mission Elementary School, La Casa Vieja De Lopez Adobe, San Gabriel City Hall, Arcade Shops, 403-407 South Mission Drive Building, Raya Building San Gabriel Mission Museum, San Gabriel Mission Campo Santo and Work Area, Ortega-Vigare Adobe Rancho, Las Tunas Adobe, Mission San Gabriel Arcángel Historic District (nine contributing properties), San Gabriel Adobes Historic District (three contributing properties), and San Gabriel Civic Center Historic District (five contributing properties).

b) Mitigation Measures

CR-6 The public outreach plan referenced in the Treatment Plan will include disseminating the results of the archaeological data recovery program to professionals and to the public in the form of a technical report for professionals and a modified version of this report for the public. The professional report will be submitted to the South Central Coastal Information Center (SCCIC) at California State University, Fullerton. SWCA will also submit an article using a portion of the data to an archaeological publication and give presentations at the Society for California Archaeology Annual Meeting. The public report will be made available to the City of San Gabriel, San Gabriel Historical Association, Union Pacific Railroad Museum, San Gabriel Arcángel Mission Museum, San Gabriel Historical Association Museum, Ramona Museum, San Gabriel Library, City of Alhambra Public Library, County of Los Angeles Public Library, Rosemead Branch, City of San Marino Public Library, and the City of Pasadena Public Library. In addition, a public display focusing on Chapman's Mill and Millrace will be created to accompany the millrace in its permanent display location.

In regard to the Mission San Gabriel Arcángel and other eligible buildings, interpretive displays of photographs and drawings produced during the course of built environment studies shall be produced for public exhibition, museum exhibits, or historic image reproduction as part of project public outreach efforts. An appropriate number of interpretive signs or other media (e.g. permanent pole signs, monument signs, or decorative tiles), subject to review and approval by City of San Gabriel, shall be erected in or immediately adjacent to the project area to commemorate and describe the history of historic districts and separate historic properties in the project APE. Details of an acceptable standard height will be negotiated with the City. These measures will mitigate effects/impacts on historic properties, setting, and changes in views from properties in the project area.

- CR-7** Reports documenting the condition of all historic properties that are expected to be affected by vibration and thus have the potential for damage or differential settlement as a result of the proposed project shall be undertaken prior to the commencement of any construction or demolition activities associated with the proposed project. Those specified properties are: Mission San Gabriel Arcángel, San Gabriel City Hall, Arcade Shops, 403-407 South Mission Drive Building, Raya Building, San Gabriel Mission Museum, Old Kitchen in the San Gabriel Campo Santo and Work Area, La Casa Vieja De Lopez Adobe, Ortega-Vigare Adobe, and Rancho Las Tunas Adobe. Pre-Construction surveys will be conducted subject to approval of the property owners.

Pre-Construction Surveys shall be prepared by a qualified structural engineer with more than five years' experience in successful investment tax credit projects (including seismic retrofit, hereinafter "qualified structural engineer"), subject to approval and collaboration by an architect or architectural historian qualified under the Secretary of the Interior's *Professional Qualifications Standards in Architecture, Architectural History or History* (hereinafter "qualified architectural historian"), and the City of San Gabriel. The Pre-Construction survey prepared for each property is required in order to establish a baseline, and shall contain written descriptions of each property's existing condition, along with photographs and measured drawings, sketches, or CAD drawings of all cracks, walls with particular attention paid to cracks, bulges and planes in and out of plumb, floors in and out of level, openings and roof planes, as needed. The types of drawings deemed appropriate shall be at the discretion of the qualified structural engineer, with consultation by the project qualified architectural historian and the City of San Gabriel. The resulting Pre-Construction surveys shall be made available to property owners and stewards, on request, and shall be retained on file for a minimum of 15 years after project completion at the at the City of San Gabriel Planning Department due to the sensitive nature of the materials.

- CR-8** Prior to issuance of construction permits, updated documentation of San Gabriel Mission Arcángel shall be completed in accordance with Historic American Buildings Survey (HABS) Guidelines and Standards, in compliance with the Secretary of the Interior's Standards for Architectural and Engineering Documentation. The resulting HABS report shall include narrative discussion of the significance of the building in context, its physical conditions, historic and updated measured drawings, historic maps and current locator mapping, historic with large-format current-condition photographs, and a historic context statement documenting the history and significance of the resource. The documentation shall be prepared by a qualified historic architect, with the services of a qualified architectural historian. The original archival-quality documentation shall be offered material to the Historic American Buildings Survey for inclusion in the permanent collection of the Library of Congress. Archival copies of the documentation shall be donated to local repositories, including the main San Gabriel Library, the City of San

Gabriel, and local historic preservation advocacy groups. This mitigation measure shall be completed prior to commencement of construction activities.

CR-9 A noise management and monitoring plan shall be adopted for the proposed project with measures such as maximum noise limits and specified hours for noisier construction activities. The adopted noise management plan should include provisions for continuous noise monitoring throughout the duration of the project. It shall be undertaken in consultation with a registered engineer, experienced in noise and vibration control studies with demonstrated success in transit projects (hereinafter, qualified noise and vibration consultant). The Noise Management and Monitoring Plan will be consistent with Chapter 9: Noise of the City of San Gabriel's General Plan. Noise thresholds shall be clearly expressed in project construction specifications, under direction of the qualified noise and vibration consultant, subject to review by qualified structural engineer and incorporated in any applicable project construction cost estimates. If noise studies indicate significant effects on historic properties, temporary soundwalls shall be erected to reduce the level of effect to less-than-significant.

CR-10 A vibration management and continuous monitoring plan shall be developed and adopted to protect historic resources and ensure against damage caused by vibration or differential settlement caused by vibration during project construction and operation activities. The vibration management and monitoring plan shall include continuous vibration monitoring through the duration of the project and for a period of no less than one year following project completion. It shall be undertaken in consultation with a registered engineer, experienced in noise and vibration control studies with demonstrated success in transit projects (hereinafter, qualified noise and vibration consultant).

The vibration management and continuous monitoring plan shall constitute a blended approach setting up survey targets on the building's crack monitors across existing cracks at the direction of the qualified structural engineer, in order to observe displacements. The use of survey targets and crack monitors will be coupled with continuous vibration monitoring. Continuous monitoring protocol shall include electronic monitoring equipment specified by the noise and vibration consultant at specified historic properties during construction and after, to continuously measure whether ground displacement during construction and operation is approaching the levels at which damage to the historic resources may be anticipated.

Measurement of vibration would be undertaken using specialized monitors with instrumentation "seismographs" capable of recording both ground and airborne vibration. The seismographs or other measuring devices may be left unattended, set to trigger an emission level exceeding a predetermined, set level. Vibration event reports would be reviewed continuously in the first week of construction and demolition activity; with appropriate durations (e.g. alternating days, bi-weekly or weekly) established in consultation with the qualified noise and vibration consultant, in consultation with the qualified structural engineer.

Construction shall be halted if levels of vibrations are found to exceed levels established in the Vibration Management and Monitoring Plan. The resident engineer must stop work in the immediate vicinity if significant vibration levels are reached. Construction may continue elsewhere as long as vibration levels remain below the thresholds established in the Vibration Management and Monitoring Plan. ACE will notify specific property owners in the event that significant vibration levels are reached. Such levels shall be clearly expressed in project construction specifications, under direction of the qualified noise and vibration consultant, subject to review by qualified structural engineer and incorporated in any applicable project construction cost estimates.

If necessary, repair of inadvertent damage caused by differential settlement, vibration, or project construction shall be performed in compliance with the *Standards for Treatment* under the direction of a qualified structural engineer in consultation with, and subject to review and approval by, a qualified historic architect or architectural historian and the City of San Gabriel Planning Department. The cost of such repairs shall be borne by ACE. ACE is not responsible for damage caused by natural events such as earthquakes.

- CR-11** Post-construction surveys, commensurate with and parallel to the level of effort in project Pre-Construction surveys shall be prepared to document condition of the specified historic properties, commenced within the first two months of project completion. The project Resident Engineer shall notify the qualified structural engineer and qualified architectural historian, once the project is substantially completed (e.g., rail traffic is operational in trench). If the Resident Engineer fails to notify the qualified structural engineer and architectural historian, those parties shall notify ACE and shall commence preparation of Post-Construction Surveys.

If, at the discretion of the qualified structural engineer in consultation with the qualified architectural historian, it is found that damage has occurred as a result of project-related activities, repair of that damage shall be undertaken in conformance with the *Standards for Treatment* under the direction of a qualified structural engineer in consultation with a qualified historic architect or architectural historian. The cost of such repairs shall be borne by ACE.

- CR-12** All visible project-related features in the vicinity of the historic properties identified in the project clearance documentation, subject to review and approval by SHPO (including, walls, barriers, and fences), shall be reviewed by a qualified historic architect or architectural historian for conformance with the *Standards for Treatment*, as they relate to setting and effects to districts and neighborhoods. The resulting project designs shall be subject to courtesy review and comment by representatives of the City of San Gabriel Planning Department and interested historic preservation advocacy groups.

- CR-13** Subject to owner consent, to mitigate effects and impacts to the Mission San Gabriel Arcángel, preparation and submittal of a National Historic Landmark (NHL) application for the Mission San Gabriel Arcángel shall be undertaken by a qualified architectural historian. ACE shall ensure that the NHL Nomination is submitted to SHPO and the National Park Service and oversee amendments or modifications to the application until it is either designated or rejected by the National Park System Advisory Board and Secretary of the Interior. The nomination shall be prepared in collaboration with local historic preservation advocacy groups, as identified by the qualified architectural historian in consultation with the City of San Gabriel.

- CR-14** Continuous noise and vibration monitoring for a minimum of the first one year of operation shall be undertaken by the qualified noise and vibration consultant, with collaboration by the qualified structural engineer (see Stipulation IV.H above). The duration and frequency of operational monitoring shall be at the discretion of the qualified noise and vibration consultant, with collaboration by the qualified structural engineer, but shall be no less frequent than the first week of operation, and unless vibrations levels are found to be harmful, after one month, then bi-monthly, etc.

- CR-15** Repair of damage caused by vibration related to the proposed project to specified properties, during construction or the three years following, shall be undertaken as undertaken in conformance with the *Standards for Treatment* under the direction of qualified structural engineer

in consultation with a qualified historic architect or architectural historian. The cost of such repairs shall be borne by ACE.

c) Finding

The mitigation measures CR6 through CR15 as presented above have been adopted as part of the San Gabriel Trench Grade Separation Project. These measures will establish vibration standards and monitoring as well as a noise management plan for sensitive historic structures. These measures also include appropriate documentation and data recovery procedures. These measures will be enforced by ACE and their partner agencies as described in the Mitigation and Monitoring Program (MMRP) and as signatories to the MOA prepared as part of the project mitigation. For the reasons stated in the Final EIR, the Board finds that impacts related to tree preservation would be mitigated to a less-than-significant level. As the agency that is responsible for discretionary action on the proposed project, ACE is the appropriate agency that could make informed and detailed review of the impacts associated with the project.

3. Human Remains

a) Significant Environmental Effects

The project site is not part of a formal cemetery. However, due to the history of the project area, it is likely that there are informal cemeteries in the APE or in the vicinity of the APE. Therefore, it is highly likely that human remains exist on or in the vicinity of the project site. Construction activities (e.g., demolition, grading, etc.) may potentially result in the disturbance and possible loss of these resources, which would result in a significant impact.

b) Mitigation Measures

CR3 The Native American monitoring services of a preapproved Native American Monitor of the Gabrieleno/Tongva Tribal Council of San Gabriel, selected by Caltrans and the City of San Gabriel will be retained for the Data Recovery (Phase III) program. The Native American Monitor(s) will ensure that Native American cultural resources will be treated appropriately and will draw from their extensive knowledge of the ethnographic and historic occupation and development of the San Gabriel Mission and the City of San Gabriel. Native American monitoring will occur along the full horizontal extent of the 2.2-mile long direct APE between Post Miles 489.4 to 491.6 to a moderate depth (0-10 feet). The purpose of this monitoring will be to identify unmarked human remains outside of archaeological sites, if any are present. If sensitive Native American cultural materials are identified during the Data Recovery (Phase III) program, archaeologists will coordinate with Native Americans to ensure proper treatment and disposition of the materials

CR4 If human remains are unearthed during construction, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. If the human remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendant (MLD). Caltrans District 7 Environmental Planning Branch shall be notified immediately. A detailed plan for the discovery of human remains is outlined in the Treatment Plan. The plan shall include provisions for preferred removal technique, storage and re-interment to the extent feasible. The plan shall also include an acknowledgment that the

shall accommodate ongoing rail operations and minimize any potential interference to rail service.

c) Finding

The mitigation measures CR3 and CR4 as presented above have been adopted as part of the San Gabriel Trench Grade Separation Project. These measures ensure proper procedures in the event human remains are discovered during construction of the project. This measure will be enforced by ACE and their partner agencies as described in the Mitigation and Monitoring Program (MMRP) and as signatories to the MOA prepared as part of the project mitigation. For the reasons stated in the Final EIR, the Board finds that impacts related to tree preservation would be mitigated to a less-than-significant level. As the agency that is responsible for discretionary action on the proposed project, ACE is the appropriate agency that could make informed and detailed review of the impacts associated with the project.

4. Paleontological Resources

a) Significant Environmental Effects

Surficial and/or very shallow excavations within Quaternary younger alluvial deposits are unlikely to result in adverse impacts to significant paleontological resources; however, deeper excavations into this unit and any excavations within previously undisturbed Quaternary older alluvial deposits may have an adverse impact to paleontological resources. The proposed project includes four grade separations that would include excavation and disturbance of soils to construct the trench and its associated structures (walls, etc.). It is estimated that older alluvial deposits may be present underlying younger alluvial deposits at a depth of 14 feet or greater below ground surface based on previous discoveries in the general area. The destruction of fossils as a result of human-caused ground disturbance has a significant cumulative impact, as it makes biological records of ancient life permanently unavailable for study by scientists.

b) Mitigation Measures

- PR1** All project-related ground disturbances that could potentially affect Quaternary older alluvial deposits will be monitored by a qualified paleontological monitor on a full-time basis, as this geologic unit is determined to have a high paleontological sensitivity. Project-related excavations that occur in surficial sediments and younger Quaternary alluvium (estimated to be present at ground surface to a depth of 14 feet or less) will be spot-checked by the project paleontologist to ensure that underlying sensitive sediments are not being impacted.
- PR2** A qualified paleontologist will be retained to supervise monitoring of construction excavations. Paleontological resource monitoring will include inspection of exposed rock units during active excavations within sensitive geologic sediments. The monitor will have authority to temporarily divert grading away from exposed fossils to professionally and efficiently recover the fossil specimens and collect associated data. The qualified paleontologist will prepare monthly progress reports to be filed with ACE (if requested).
- PR3** At each fossil locality, field data forms will be used to record pertinent geologic data, stratigraphic sections will be measured, and appropriate sediment samples will be collected and submitted for analysis.
- PR4** Recovered fossils will be prepared to the point of curation, identified by qualified experts, listed in a database to facilitate analysis, and repositied in a designated paleontological curation facility. The most likely repository is the LACM.

PR5 The qualified paleontologist will prepare a final monitoring and mitigation report to be filed with ACE and the repository.

c) Finding

The mitigation measures **PR1** through **PR5** as presented above have been adopted as part of the San Gabriel Trench Grade Separation Project. These measures ensure proper collection of fossils and retention of a qualified paleontologist to monitor the potential for unearthing sensitive paleontological sediments. This measure will be enforced by ACE and their partner agencies as described in the Mitigation and Monitoring Program (MMRP). For the reasons stated in the Final EIR, the Board finds that impacts related to tree preservation would be mitigated to a less-than-significant level. As the agency that is responsible for discretionary action on the proposed project, ACE is the appropriate agency that could make informed and detailed review of the impacts associated with the project.

O. Construction

1. Traffic Intersection Analysis

a) Significant Environmental Effects

Construction of the bridges would require temporary road closures which could have a significant impact on intersections throughout the project area. These impacts would occur at Ramona Street, Mission Road, Del Mar Avenue and San Gabriel Boulevard.

b) Mitigation Measures

CT1 ACE shall prepare a detailed detour and haul route plan for the closures of Ramona Street and Mission Road. ACE shall consult the Cities of Alhambra, San Gabriel, Rosemead, and the County of Los Angeles regarding the most feasible automobile and school bus detour routes. Additionally, ACE shall consult these jurisdictions regarding haul routes that result in the least amount of queuing and left-turns. The recommended routes provided in the traffic study and TMP shall be submitted for review.

CT2 In order to minimize the incrementally increased delay impacts at the intersection of Mission Road/Del Mar Avenue during the AM peak hour due to the closure of Del Mar Avenue at the UPRR tracks, signal phasing shall be modified. Modification of the signal phasing at this intersection during the AM peak hour shall include turning off the signal phase or closing the westbound approach of El Monte Street. This action would result in a delay of 21.3 seconds and operate at LOS C in the AM peak hour. The PM peak hour would result in a delay of 24.9 seconds and operate at an LOS C. Implementing this measure would result in no adverse impacts associated with intersection operation of Mission Road/Del Mar Avenue in the AM peak hour during the closure of Del Mar Avenue.

CT5 ACE shall prepare a detailed detour and haul route plan for the closure of Del Mar Avenue. ACE shall consult the Cities of Alhambra, San Gabriel, Rosemead, and the County of Los Angeles regarding the most feasible automobile and truck detour routes. Additionally, ACE shall consult these jurisdictions regarding haul routes that result in the least amount of queuing and left-turns. The recommended routes provided in the traffic study shall be submitted for review.

CT6 In order to minimize the incrementally increased delay impacts at the intersection of Mission Road/Del Mar Avenue during the AM peak hour due to the closure of Del Mar Avenue at the UPRR tracks, signal phasing shall be modified. Modification of the signal phasing at this intersection during the AM peak hour shall include turning off the signal phase or closing the westbound approach of El Monte Street. This action would result in a delay of 32.8 seconds and operate at LOS C in the AM peak hour. The PM peak hour delay would be 48.1 seconds and operate at a LOS D. Implementing this measure would result in no adverse impacts associated with intersection operation of Mission Road/Del Mar Avenue in the AM peak hour during the closure of Del Mar Avenue.

c) Finding

The mitigation measures CT1, CT2, CT5 and CT6 as presented above have been adopted as part of the San Gabriel Trench Grade Separation Project. These measures will ensure the incremental delay that would occur due to street closures would be reduced through signal timing. These measures ensure proper collection of fossils and retention of a qualified paleontologist to monitor the potential for unearthing sensitive paleontological sediments. This measure will be enforced by ACE and their partner agencies as described in the Mitigation and Monitoring Program (MMRP). For the reasons stated in the Final EIR, the Board finds that impacts related to tree preservation would be mitigated to a less-than-significant level. As the agency that is responsible for discretionary action on the proposed project, ACE is the appropriate agency that could make informed and detailed review of the impacts associated with the project.

VII. ENVIRONMENTAL IMPACTS FOUND TO BE SIGNIFICANT AND UNAVOIDABLE

A. AIR QUALITY

1. Regional Construction Emissions (NO_x)

a) Significant Environmental Effects

As stated in Section 3.12 Air Quality of the Draft EIR, significant impacts were identified related to regional construction activity. Daily estimated emissions associated with construction would exceed SCAQMD regional significance thresholds for NO_x. Thus, significant impacts would occur with this pollutant.

b) Mitigation Measures

Implementation of Mitigation Measures AQ1 through AQ14 would ensure that fugitive dust emissions would be reduced by approximately 61 percent. In addition, to reducing regional emission, these measures would ensure that fugitive dust from construction activities would not significantly impact motors an electrical equipment in close proximity to the construction zone. Mitigation Measures AQ15 through AQ 23 would reduce regional construction emissions by at least five percent. Regional NO_x emissions would still exceed the SCAQMD significance threshold.

c) Finding

Based on the foregoing, the ACE finds that the proposed project would have significant and unavoidable impacts related to regional construction emissions. Significant regional construction air quality impacts would remain for NO_x with the proposed project. These impacts are considered significant and unavoidable because no feasible mitigation measures beyond those identified above exist to reduce the exceedence of the SCAQMD threshold for daily construction emissions. In addition, specific economic,

legal, social, technological, or other considerations, including considerations identified in Section XI (Statement of Overriding Considerations), make infeasible additional mitigation measures or project alternatives identified in the Draft EIR.

e) Reference

For a complete discussion of impacts associated with regional construction emissions, see Section 3.12, pp. 3-56 to 59 of the Draft EIR.

2. Localized Construction Emissions (PM_{2.5}, PM₁₀, NO_x)

a) Significant Environmental Effects

As stated in Section 3.12 Air Quality of the Draft EIR, significant impacts were identified related to localized construction activity. Daily estimated emissions associated with construction would exceed SCAQMD localized threshold for NO_x, PM_{2.5} and PM₁₀. Thus, significant impacts would occur with these pollutants.

b) Mitigation Measures

Implementation of Mitigation Measures AQ1 through AQ14 would ensure that fugitive dust emissions would be reduced by approximately 61 percent. In addition, to reducing regional emission, these measures would ensure that fugitive dust from construction activities would not significantly impact motors an electrical equipment in close proximity to the construction zone. Mitigation Measures AQ15 through AQ23 would reduce regional construction emissions by at least five percent. Localized PM_{2.5} PM₁₀ would still exceed the SCAQMD significance threshold.

c) Finding

Based on the foregoing, the ACE finds that the proposed project would have significant and unavoidable impacts related to localized construction emissions. Significant regional construction air quality impacts would remain for NO_x, PM_{2.5} and PM₁₀ with the proposed project. These impacts are considered significant and unavoidable because no feasible mitigation measures beyond those identified above exist to reduce the exceedence of the SCAQMD threshold for daily construction emissions. In addition, specific economic, legal, social, technological, or other considerations, including considerations identified in Section XI (Statement of Overriding Considerations), make infeasible additional mitigation measures or project alternatives identified in the Draft EIR.

e) Reference

For a complete discussion of impacts associated with localized construction emissions, see Section 3.12, pp. 3-56 to 59 of the Draft EIR.

B. NOISE

1. Haul Truck Noise

a) Significant Environmental Effects

As stated in Section 3.11 Noise of the Draft EIR, significant impacts were identified related to haul truck noise specifically along residential streets such as Main Street. Haul truck activity would intermittently increase ambient noise levels by approximately 7 dBA, which would be a noticeable change. There is not feasible mitigation to avoid occasional haul truck activity on these residential streets. As such, haul truck noise would result in an avoidable significant impact.

b) Mitigation Measures

No feasible mitigation measures exist to avoid occasional haul truck activity on residential streets.

c) Finding

Based on the foregoing, the ACE finds that the proposed project would have significant and unavoidable impacts related to haul truck noise. Significant haul truck noise impacts would remain for truck travel along residential streets such as Main Street. These impacts are considered significant and unavoidable because no feasible mitigation measures exist to avoid or reduce intermittent noise increases that would occur as haul trucks travel to and from the project site. In addition, specific economic, legal, social, technological, or other considerations, including considerations identified in Section XI (Statement of Overriding Considerations), make infeasible additional mitigation measures or project alternatives identified in the Draft EIR.

e) Reference

For a complete discussion of impacts associated with haul truck noise, see Section 3.11, pp. 3-48 to 52 of the Draft EIR.

VIII. ALTERNATIVES TO THE PROJECT

In addition to the proposed project alternatives, the Draft EIR evaluated one alternative, the No Project alternative.

1. No Project Alternative

a) Description of Alternative

CEQA requires that environmental evaluations address, for comparative purposes, the No Project Alternative. The No Build Alternative would consist of all existing and programmed transportation improvements in the project area, without the proposed San Gabriel Trench Grade Separation Project. The crossings at Ramona Street, Mission Road, Del Mar Avenue and San Gabriel Boulevard would remain at-grade. Existing facilities at this location, included programmed rail arms and warning signs, would also remain.

Under the No Build Alternative, existing conditions would persist at the project site and existing safety issues would not be improved. With increased traffic due to population growth and the potential for

increased train traffic due to growth in the goods movement sector, it is anticipated that additional vehicle-train collisions would occur. Also, under the No Build Alternative, air quality would continue to deteriorate in the project vicinity due to increased traffic and queuing at crossings.

b) Impact Summary for Alternative

The No Build Alternative is evaluated throughout the Draft EIR document. As stated, most of the project-related impacts described throughout the EIR would not occur. Traffic would be the exception.

Traffic impacts under the No Build Alternative would be greater than the proposed project because existing conditions would continue to persist. As traffic on local roadways increases (as population increases and as development occurs), congestion at the four crossings would continue to deteriorate. As such, continued impacts associated with increased traffic volumes and congestion are anticipated for the No Build Alternative.

c) Finding/Rationale

Based on the foregoing, ACE finds that this alternative is infeasible and less desirable than the proposed project and rejects this alternative for the reasons stated above. With this alternative, a new permanent environmental impact is projected to occur that would be avoided with proposed project would be avoided. From a strictly environmental standpoint (excluding project objectives), the No Project Alternative is environmentally superior to the proposed project because it would not result in construction related impacts, as would occur under the proposed project. However, it is found pursuant to Public Resources Code 21081 (a)(3), that specific economic, legal, social and technological, or other considerations, including considerations identified in Section XI of these Findings (Statement of Overriding Considerations), make infeasible the No Build Alternative described in the EIR. The No Build Alternative would not meet a single proposed project objective. Specifically, it would not provide much-needed congestion relief and improve the flow of traffic through the City of San Gabriel. Further, unlike the proposed project, the No Build Alternative would not improve the safety of four intersections, reduce air pollution emissions or contribute to the overall regional economy through goods movement initiatives. Therefore, ACE finds that this alternative is infeasible and less desirable than the proposed project and rejects this alternative for the reasons stated above.

IX. FINDINGS REGARDING OTHER CEQA CONSIDERATIONS

1. CUMULATIVE IMPACTS

In certain instances, a proposed project may have possible environmental effects, which are individually limited, but cumulatively considerable. In accordance with Section 15130 of the CEQA Guidelines, the Draft EIR analyzed the cumulative impacts that could occur with the proposed project. Cumulative impacts, (i.e., two or more individual effects which, when considered together, compound or increase the environmental impact of a proposed project) can result from individually minor but collectively significant projects taking place over a period of time. These cumulative impacts are summarized below.

Land Use. The proposed project would not result in any changes in existing land use patterns or long-term land use patterns. Consequently, the proposed project and related developments are not expected to result in substantial unplanned changes in the long-term pattern of land use. No substantial cumulative land use impacts are anticipated with implementation of the proposed project.

Population. The trench would have the same capacity as the existing tracks and would not directly or indirectly induce growth; consequently, it would not contribute to cumulative population, housing, or employment impacts.

Water Supply. Construction of the trench would require minimal amounts of water on a daily basis. Since the incremental increase in water consumption would be short-term and water supplies in the near future are expected to be adequate to meet the demand generated by existing and proposed development in the service area, construction of the trench would not contribute to cumulatively considerable impacts to water resources.

Solid Waste. Planned and pending development in the City would cumulatively increase the amount of solid waste sent to area landfills. It is anticipated that project excavation and demolition will generate approximately 874,500 cubic yards of debris and soil, all of the debris and soil would be hauled off-site by the contractor. It is anticipated that the haul trucks will deliver the debris and soil to the local landfill sites, including Sunshine Canyon Landfill and Puente Hills Landfill. Sunshine Canyon and Puente Hills anticipate having adequate capacity to accommodate cumulative solid waste generation in the near term. In accordance with State regulations, a minimum of 50 percent of the total amount of solid waste resulting from construction of the proposed project would be diverted. Both landfills would have sufficient capacity to dispose of the remaining debris. Thus, no impacts to solid waste disposal facilities would occur. Consequently, construction of the proposed project would not substantially contribute to an adverse impact on solid waste.

Water. Cumulative development in the project area could increase the amount of impervious surfaces, which would result in additional stormwater runoff. However, the trench would not substantially increase the amount of stormwater at the project site and the flows for Alhambra and Rubio Washes would be maintained. The proposed project's contribution to cumulative drainage impacts would not be substantial, and would not exceed storm drain capacity.

Emergency Services. Construction of the proposed trench would require the alternate closing of streets as the grade separations are completed. If related projects required closure of streets in the area, as well a cumulative impact could occur. However, the largest project that could require partial closure of a street is located one-quarter mile north of the project site on Mission Drive. This project is a development of residential and retail/hotel and is unlikely to require street closures. There are no other related projects in the vicinity of the proposed project that require the closure of any of the streets in the project area and, therefore, would not result in cumulative effects to police and fire access, school bus routes, or park access.

Traffic (Construction). Project construction would require the alternate closing of streets as the grade separations are completed, requiring local traffic to take alternative detour routes. The increased traffic on those alternative routes due to closures and resulting increased delay or congestion could be compounded by other construction projects occurring simultaneously in the immediate project vicinity, particularly if those other projects would result in lane or road closure during construction. One project, 261 Mission Drive, has the potential to undergo construction at the same time as the proposed project. However, this project is a hotel/retail center and is not likely to require street closures. Adverse impacts would not be expected to occur. Nonetheless, the following measures shall be implemented.

CM1 ACE shall coordinate with the Cities of San Gabriel, Alhambra and Rosemead to obtain construction schedules for major projects in the project area. In addition, ACE shall furnish each city with anticipated construction schedules and notify the cities as changes occur.

CM2 ACE shall prepare and implement a Transportation Management Plan during construction that identifies street closures and detour routes.

Traffic (Operation). The proposed project alternatives would not result in any operational impacts; thus, the proposed project would not contribute to cumulatively considerable operational traffic impacts.

Aesthetics/Visual. The study area for the cumulative visual impact analysis would consist of the general area in the immediate vicinity of the trench, including those areas that can be viewed from, or have views of the project site. Fourteen related projects are listed within approximately a one-mile radius of the proposed project. A majority of the projects are relatively small in scale and scope and do not have design features that have the potential to result in significant adverse visual impacts. Consequently, the related projects are unlikely to result in the cumulative degradation of the area, specifically the San Gabriel Mission District.

Water Quality. The project site and the surrounding areas are already developed with low density uses, the potential of future development in the project area to increase impervious surfaces and increase runoff is negligible. Hence, the proposed project would not contribute to any cumulative adverse effects on local surface waters.

Geology. There are no unique geological features that would be affected by related projects or the proposed project. Seismic hazards are mitigated on an individual project basis through sound engineering and adherence to geotechnical construction and operation standards. Consequently, the proposed project would not contribute to adverse cumulative impacts on unique geologic features, and it would not contribute to a cumulative increase in the risks posed by seismic hazards.

Hazards. The related projects are not expected to generate, individually or cumulatively, substantial amounts of hazardous materials. The potential for substantial cumulative impacts is further reduced if related projects are constructed and operated in accordance with applicable hazardous materials laws, statutes, and regulations. Additionally, known existing sources of contamination in the project area are located far enough away from the project site that they are not expected to pose an environmental concern to the proposed project. Given that fact, as well as the information and analyses in the Phase I site assessment documenting the low probability of encountering substantial quantities of hazardous materials during construction and implementation of the proposed mitigation measures, construction of the proposed project would not contribute to an adverse cumulative hazardous materials impact. Operation of the proposed project would not require the use of hazardous materials, although the trench itself would permit the transport of hazardous materials. State and federal law would govern the movement of hazardous materials. Consequently, the incremental effects of the proposed project combined with the effects of other related projects would not contribute to an adverse cumulative hazardous materials impact.

Air Quality. The SCAQMD has indicated that a proposed project would contribute to a cumulative air quality impact if it would exceed the operational significance thresholds. The proposed project would reduce operational regional emissions by reducing idling and increasing average vehicle speeds at the existing railroad crossings. As a result, the proposed project would not contribute to any cumulative adverse air quality impact.

Climate Change. While climate change has been a concern since at least 1988, as evidenced by the establishment of the United Nations and World Meteorological Organization's Intergovernmental Panel on Climate Change (IPCC), the efforts devoted to greenhouse gas (GHG) emissions reduction and climate

change research and policy have increased dramatically in recent years.¹ In 2002, with the passage of Assembly Bill 1493 (AB 1493), California launched an innovative and pro-active approach to dealing with GHG emissions and climate change at the State level. AB 1493 requires the California Air Resources Board (CARB) to develop and implement regulations to reduce automobile and light truck GHG emissions; these regulations apply to automobiles and light trucks beginning with the 2009 model year.

On June 1, 2005, Governor Arnold Schwarzenegger signed Executive Order S-3-05. The goal of this Executive Order is to reduce California's GHG emissions to: 1) 2000 levels by 2010, 2) 1990 levels by the 2020 and 3) 80 percent below the 1990 levels by the year 2050. In 2006, this goal was further reinforced with the passage of Assembly Bill 32 (AB 32), the Global Warming Solutions Act of 2006. AB 32 sets the same overall GHG emissions reduction goals while further mandating that the CARB create a plan, which includes market mechanisms, and implement rules to achieve "real, quantifiable, cost-effective reductions of greenhouse gases." Executive Order S-20-06 further directs State agencies to begin implementing AB 32, including the recommendations made by the State's Climate Action Team. With Executive Order S-01-07, Governor Schwarzenegger set forth the low carbon fuel standard for California. Under this executive order, the carbon intensity of California's transportation fuels is to be reduced by at least ten percent by 2020.

Climate change and GHG reduction is also a concern at the federal level; at this time, no legislation or regulations have been enacted specifically addressing GHG emissions reductions and climate change. However, California, in conjunction with several environmental organizations and several other states, sued to force the United States Environmental Protection Agency (USEPA) to regulate GHGs as a pollutant under the Clean Air Act (*Massachusetts vs. Environmental Protection Agency et al.*, U.S. Supreme Court No. 05-1120, 549 U.S. Argued November 29, 2006—Decided April 2, 2007). The court ruled that GHGs do fit within the Clean Air Act's definition of a pollutant, and that the USEPA does have the authority to regulate GHGs. Despite the Supreme Court ruling, there are no promulgated federal regulations to date limiting GHG emissions.

According to a recent white paper by the Association of Environmental Professionals, "an individual project does not generate enough greenhouse gas emissions to significantly influence global climate change."² Global climate change is a cumulative impact; a project participates in this potential impact through its incremental contribution combined with the cumulative increase of all other sources of GHG. Caltrans and its parent agency, the Business, Transportation, and Housing Agency, have taken an active role in addressing GHG emission reduction and climate change. Recognizing that 98 percent of California's GHG emissions are from the burning of fossil fuels and 40 percent of all human made GHG emissions are from transportation, Caltrans has created and is implementing the *Climate Action Program at Caltrans*. Transportation's contribution to GHG emissions is dependent on three factors: the types of vehicles on the road, the type of fuel the vehicles use, and the time/distance the vehicles travel.

Caltrans is actively involved on the Governor's Climate Action Team as the CARB works to implement AB 1493 and AB 32. As part of the *Climate Action Program at Caltrans*, Caltrans is supporting efforts to reduce vehicle miles traveled by planning and implementing smart land use strategies: job/housing proximity, developing transit-oriented communities, and high density housing along transit corridors. Caltrans is working closely with local jurisdictions on planning activities; however, Caltrans does not have local land use planning authority. Caltrans is also supporting efforts to improve the energy

¹ Greenhouse gases related to human activity, as identified in AB 32, include: carbon dioxide, methane, nitrous oxide, tetrafluoromethane, hexafluoroethane, sulfur hexafluoride, HFC-23, HFC-134, and HFC-152.

² Hendrix, Micheal and Wilson, Cori. *Recommendations by the Association of Environmental Professionals (AEP) on How to Analyze Greenhouse Gas Emissions and Global Climate Change in CEQA Documents*, March 5, 2007.

efficiency of the transportation sector by increasing vehicle fuel economy in new cars, light and heavy-duty trucks. However it is important to note that the control of the fuel economy standards is held by the USEPA and the CARB. Lastly, the use of alternative fuels is also being considered; Caltrans is participating in funding for alternative fuel research at the University of California, Davis.

One of the main strategies in the Caltrans' Climate Action Program to reduce GHG emissions is to make California's transportation system more efficient. The highest levels of carbon dioxide from mobile sources, such as automobiles, occur at stop-and-go speeds (0 to 25 miles per hour) and speeds over 55 mph; the most severe emissions occur from 0 to 25 miles per hour. Relieving congestion by enhancing operations and improving travel times in high congestion travel corridors will lead to an overall reduction in GHG emissions.

The proposed project would not increase vehicle trips but would improve traffic flow by eliminating existing grade crossings. The improvement in overall average vehicle speed was assumed to be ten miles per hour (mph), from 15 to 25 mph. Regional emissions were calculated using the VMT and CARB EMFAC2007 emission factors at the improved average vehicle speed. Based on these assumptions, Alternative 1 would reduce regional GHG emissions by approximately 900 tons per year.³ The reduction in GHG emissions would result in a beneficial climate change impact.

Noise. The proposed project would result in the substantial reduction of noise exposure near the tracks due to trains. The L_{dn} would be 15 to 20 dBA lower than existing noise levels at sensitive land uses closest to the railroad tracks. The reduced noise levels would be a combined result of the acoustic shielding provided by the trench and eliminating the requirement to sound train horns prior to the grade crossing.

Removal of the grade crossings would increase the average vehicle speed along the segments immediately adjacent to the tracks for automobiles associated with related projects. In addition, the noise associated with increased speeds near the grade crossing would be offset by decreased noise levels associated with engine noise as the project would eliminate the need for vehicles to accelerate from a stopped position at the completion of train crossings. As a result, similar mobile noise levels as existing conditions would characterize the project area. The proposed project would not contribute to any cumulative adverse noise impact.

Growth Inducing Impacts. The proposed project would not be growth inducing. The project does not include the addition of any new housing and is an improvement to existing infrastructure. Therefore the proposed project would not remove any barrier to growth and would not induce growth either directly or indirectly.

X. OTHER CEQA CONSIDERATIONS

1. ACE is the "Lead Agency" for the project evaluated in the EIR. However, the ACE Board (The Board) has the authority to perform discretionary actions related to the proposed project. The Board finds that the EIR was prepared in compliance with CEQA and the CEQA Guidelines (Pub Resources Code § 21000 et seq.; 14 Cal. Code Regs. § 15000 et seq.). The Board finds that it has independently reviewed and analyzed the EIR for the project, that the Draft EIR which was circulated for public review reflected its independent judgment and that the Final EIR reflects the independent judgment of The Board.

³ GHG emissions do not account for fuel mix, rate of acceleration, and the aerodynamics and efficiency of the vehicles.

2. The Board finds that the EIR provides objective information to assist the decision-makers and the public at large in their consideration of the environmental consequences of the project. The public review period provided all interested jurisdictions, agencies, private organizations, and individuals the opportunity to submit comments regarding the Draft EIR. The Final EIR was prepared after the review period and responds to comments made during the public review period.
3. ACE evaluated comments on environmental issues received from persons who reviewed the Draft EIR. In accordance with CEQA, ACE prepared written responses describing the disposition of significant environmental issues raised. The Final EIR provides adequate, good faith and reasoned responses to the comments. ACE reviewed the comments received and responses thereto and has determined that neither the comments received nor the responses to such comments add significant new information regarding environmental impacts to the Draft EIR. The Board, with recommendations from ACE, has based its actions on full appraisal of all viewpoints, including all comments received up to the date of adoption of these findings, concerning the environmental impacts identified and analyzed in the EIR.
4. The EIR evaluated the following environmental potential project and cumulative impacts: Aesthetics; Air Quality; Biological Resources; Cultural Resources; Geology, Soils and Seismicity, Hazards and Hazardous Materials; Land Use and Planning; Noise and Vibration; Population, Housing, and Employment; Public Services; Traffic and Parking; and Utilities and Service Systems. Additionally, the EIR considered the Growth Inducing Impacts of the Project. The significant environmental impacts of the project and the alternatives were identified in the text and summary of the EIR.
5. While experts may disagree pursuant to CEQA Guidelines section 15151, substantial evidence in the record supports ACE's conclusions in the EIR, including but not limited to the areas of Air Quality, Cultural Resources, Noise, Transportation and Traffic.
6. The mitigation measures which have been identified for the proposed project were identified in the text and summary of the EIR. The final mitigation measures are described in the Mitigation Monitoring and Reporting Program ("MMRP") (Attachment A). Each of the mitigation measures identified in the MMRP, and contained in the Final EIR, is incorporated into the proposed project. The Board finds that the impacts of the proposed project have been mitigated to the extent feasible by the Mitigation Measures identified in the MMRP, and contained in the Final EIR.
7. Textual refinements and errata were compiled and presented as part of the Final EIR to the decision-makers for review and consideration. ACE staff has made every effort to notify the decision-makers and the interested public/agencies of each textual change in the various documents associated with the project review. These textual refinements arose for a variety of reasons. First, it is inevitable that draft documents will contain errors and will require clarifications and corrections. Second, textual clarifications were necessitated in order to describe refinements suggested as part of the public participation process.
8. The responses to the comments on the Draft EIR, which are contained in the Final EIR, clarify and amplify the analysis in the Draft EIR.
9. Having reviewed the information contained in the EIR and in the administrative record, as well as the requirements of CEQA and the CEQA Guidelines regarding recirculation of Draft EIRs, the Board finds that there is no significant new information in the Final EIR such that recirculation of the Draft EIR, pursuant to the requirements outlined in Section 15088.5 of the CEQA Guidelines, would be required.

10. CEQA requires the lead agency approving a project to adopt an MMRP for the changes to the project which it has adopted or made a condition of project approval in order to ensure compliance with project implementation. The mitigation measures included in the EIR as certified by the Board and included in MMRP as adopted by the Board serves that function. The MMRP includes all of the mitigation measures identified in the EIR and has been designed to ensure compliance during implementation of the Project. In accordance with CEQA, the MMRP provides the means to ensure that the mitigation measures are fully enforceable. In accordance with the requirements of Public Resources Code §21081.6, the Board hereby adopts the Mitigation Monitoring and Reporting Program.
11. In accordance with the requirements of Public Resources Code §21081.6, the Board hereby adopts each of the mitigation measures expressly set forth herein as conditions of approval for the proposed project.
12. The custodian of the documents or other material which constitute the record of proceedings upon which the Board's decision is based is located at the ACE offices at 4900 Rivergrade Road, Ste. A120 Irwindale, CA 91709.
13. The Board finds and declares that substantial evidence for each and every finding made herein is contained in the EIR, which is incorporated herein by this reference, or is in the record of proceedings in the matter.
14. The Board is certifying an EIR for, and is approving and adopting Findings for, the entirety of the actions described in these Findings and in the EIR as comprising the project. It is contemplated that there may be a variety of actions undertaken by other State and local agencies (who might be referred to as "responsible agencies" under CEQA). Because ACE is the lead agency for the project (with the Board possessing the discretionary approval power), the EIR is intended to be the basis of compliance with CEQA for each of the possible discretionary actions by other State and local agencies to carry out the project.
15. The EIR is a Project EIR for purposes of environmental analysis of the project. A Project EIR examines the environmental effects of a specific project. This EIR serves as the primary environmental compliance document for entitlement decisions regarding the project by ACE and the other regulatory jurisdictions.

XI. STATEMENT OF OVERRIDING CONSIDERATIONS

The Draft EIR has identified unavoidable significant impacts that will result from implementation of the proposed project. Section 15093(b) of the CEQA Guidelines provides that when the decision of the public agency allows the occurrence of significant impacts that are identified in the EIR but are not at least substantially mitigated, the agency must state in writing the reasons to support its action based on the completed EIR and/or other information in the record.

The following impacts were not mitigated to a less-than-significant level:

- Regional Air Quality Construction Emissions (NO_x),
- Localized Construction Air Quality Emissions (NO_x, PM_{2.5}, PM₁₀)
- Construction Noise (haul trucks)

Furthermore, the No Project Alternative is feasible, but would not achieve any of the project objectives

Accordingly, the Board adopts the following Statement of Overriding Considerations. The Board recognizes that significant and unavoidable impacts will result from implementation of the proposed project. Having (i) adopted all feasible mitigation measures, (ii) rejected as infeasible alternatives to the proposed project discussed above, (iii) recognized all significant, unavoidable impacts, and (iv) balanced the benefits of the proposed project against the proposed project's significant and unavoidable impacts, the Board hereby finds that the benefits outweigh and override the significant unavoidable impacts for the reasons stated below.

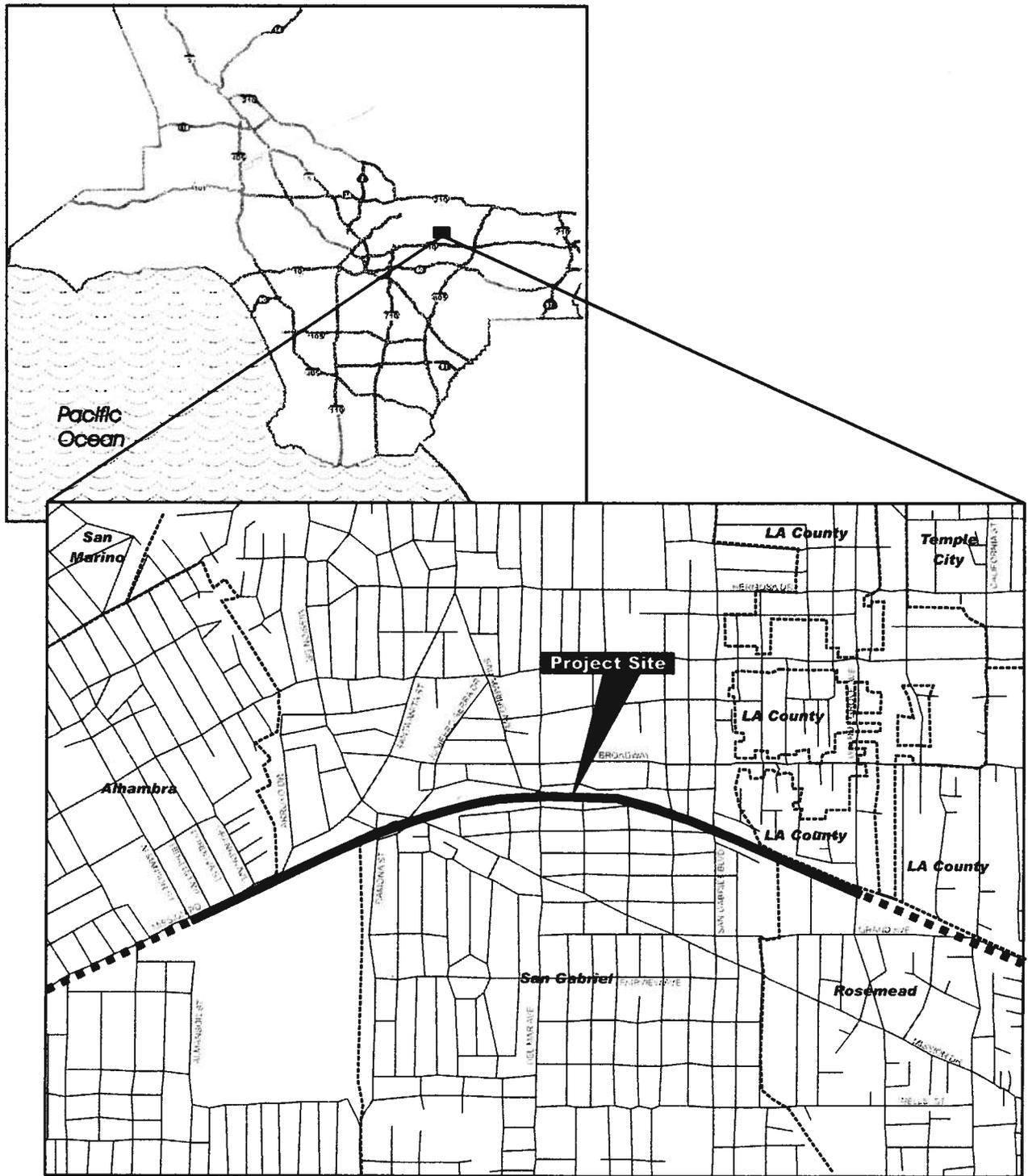
The reasons stated below summarize the benefits, goals, and objectives of the proposed project and provide the rationale for the benefits of the project. These overriding considerations of economic, social, aesthetic, and environmental benefits for the proposed project justify adoption of the proposed project and certification of the completed Final EIR. Many of these overriding considerations individually would be sufficient to outweigh the adverse environmental impacts of the proposed project.

1. Implementation of the proposed project would provide congestion relief improve traffic flow through the Cities of San Gabriel, Alhambra and Rosemead by eliminating four at-grade crossings. The new crossing would allow traffic to flow freely through the area without the frequent delay of waiting for a passing train.
2. Implementation of the proposed project would improve the safety of four intersections for vehicle travel in the City of San Gabriel. By lowering the track and grade separating the train from crossing vehicles, the risk of vehicle/train interactions would be eliminated. Safety would also be improved for the UPRR and train engineers.
3. Implementation of the proposed project would reduce air pollution emissions (regionally and locally). The proposed project would reduce vehicle delay through the City of San Gabriel and as a result air pollution emissions would be reduced.
4. Implementation of the proposed project would contribute to the overall regional economy by enhancing the region's ability to handle the dramatic growth in goods movement that is anticipated to occur.
5. Implementation of the proposed project will promote and facilitate employment opportunities for the local community by offering residents immediate employment in the form of construction jobs and the long-term potential for jobs associated with growth in the goods movement sector.
6. Implementation of the proposed project will increase safety for pedestrians by creating an improved pedestrian environment with less risk of potential train/pedestrian accidents.

XII. MITIGATION MONITORING AND REPORTING PROGRAM

The Mitigation Monitoring and Reporting Program (MMRP) was prepared for the proposed project, and was approved by ACE by the same resolution that has adopted these findings. (See Pub. Resources Code, § 21081.6, subd. (a)(1); CEQA Guidelines, § 15097.) ACE will use the MMRP to track compliance with project mitigation measures. The MMRP will remain available for public review during the compliance period. The MMRP is located below in Attachment A.

INSERT "ATTACHMENT A" MMRP



LEGEND:

- Project Site
- - - -** Union Pacific Railroad - Alhambra Subdivision
- City/Community Boundary

SOURCE: TAHA, 2009.



**San Gabriel Trench Grade Separation Project
Environmental Impact Report/Environmental Assessment**

FIGURE S-1