

Draft Environmental Assessment Rosecrans/Marquardt Grade Separation Project

Issued by: Federal Railroad Administration (FRA)
Pursuant to 42 USC § 4332, 49 USC § 303, and 64 FR 28545



For more information on the Environmental Assessment, please contact:

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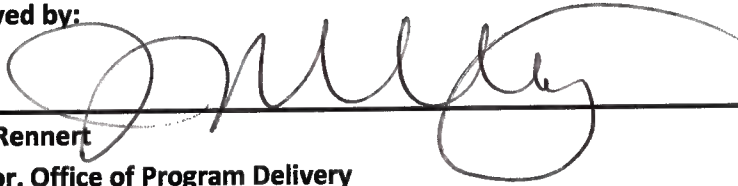
April 2018

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Approved by:



5/2/2018

Jamie Rennert
Director, Office of Program Delivery
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Date

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ACRONYMS AND TERMS

ADL	Aerially Deposited Lead
APE	Area of Potential Effect
ARPA	Archaeological Resources Protection Act
ASR	Archaeological Survey Report
BACT	Best Available Control Technology
BMP	Best Management Practice
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CHSRA	California High-Speed Rail Authority
CIA	Community Impact Assessment
CIH	certified industrial hygienist
CO	carbon monoxide
CTC	California Transportation Commission
CWA	Clean Water Act
CZMA	Coastal Zone Management Act of 1972
DOGGR	Division of Oil, Gas and Geothermal Resources
DTSC	Department of Toxic Substances Control
EA	Environmental Assessment
EAP	Emergency Action Plan
EO	Executive Order
FCAA	Federal Clean Air Act
FEMA	Federal Emergency Management Agency
FIP	Federal Implementation Plan
FRA	Federal Railroad Administration
FTIP	Federal Transportation Improvement Program
GCP	Green Construction Policy
GPR	ground penetrating radar
ISA	Initial Site Assessment
LACM	Natural History Museum of Los Angeles County
LACSD	Los Angeles County Sanitation District

LARWQCB	Los Angeles Regional Water Quality Control Board
LBP	Lead Based Paint
LCP	Lead Compliance Plan
LEDPA	Least Environmentally Damaging Practicable Alternative
LOS	Level of Service
LOSSAN	Los Angeles-San Diego-San Luis Obispo
Metro	Metropolitan Transportation Authority
MS4	Municipal Separate Storm Sewer
MVF	Motor Vehicle Fuels
NAAQS	National Ambient Air Quality Standards
NAGPRA	Native American Graves Protection and Repatriation Act
NAHC	Native American Heritage Commission
NEPA	National Environmental Policy Act
NHL	National Historic Landmark
NO ₂	Nitrogen Dioxide
NPDES	National Pollutant Discharge Elimination System
NPMS	National Pipeline Mapping System
O ₃	Ozone
PHMSA	Pipeline and Hazardous Materials Safety Administration
PM ₁₀ and PM _{2.5}	Particulate Matter
PRC	CA Public Resources Code
PSR	Paleontological Resources Phase I Assessment
RAP	Relocation Assistance Program
RCP	Regional Comprehensive Plan
RMS	Root mean square
RON	Resolution of Necessity
ROW	Right of Way
RTP	Regional Transportation Plan
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RWQCB	Regional Water Quality Control Board
SCAG	Southern California Association of Governments



SI	Site investigation
SIP	State Implementation Plan
SLR	Sea Level Rise
SoCalGas	Southern California Gas
STLC	soluble threshold limit concentration
SWMP	Statewide Storm Water Management Plan
SWRCB	State Water Resources Control Board
TCE	Temporary Construction Easement
TSCA	Toxic Substance Control Act
TTLC	Total Threshold Limit Concentration
U.S.	United States
U.S. EPA	United States Environmental Protection Agency
UPRR	Union Pacific Railroad
USACE	U.S. Army Corps of Engineers
USC	United States Code
USDOT	United States Department of Transportation
VdB	Root mean square vertical vibration velocity in decibels
WP	Work Plan

EXECUTIVE SUMMARY

The Los Angeles County Metropolitan Transportation Authority (Metro) is partnering with the Federal Railroad Administration (FRA), BNSF Railway (BNSF), and the City of Santa Fe Springs (City) to construct an overpass at the intersection of Rosecrans Avenue, Marquardt Avenue, and the BNSF right of way (ROW) in the City of Santa Fe Springs (Project). The project area is bordered by Foster Road to the north, Interstate 5 (I-5) to the south, Carmenita Road to the west, and Valley View Avenue to the east.

The Rosecrans/Marquardt Grade Separation Environmental Assessment (EA) was prepared in compliance with the National Environmental Policy Act (NEPA), FRA's Procedures for Considering Environmental Impacts (FRA Procedures), and the Council on Environmental Quality (CEQ) NEPA implementing regulations. The purpose of this Environmental Assessment (EA) is to assess the potential direct, indirect, and cumulative impacts on the human and natural environment resulting from the Project. As the NEPA Lead Agency, FRA has the primary responsibility for preparing the EA.

The Project has been selected for federal funding through the 2016 Transportation Investment Generating Economic Recovery (TIGER) competitive grant program. The FRA is administering TIGER grant funds for the construction of the Project. Other funding sources for the Project include Proposition 1A, Measure R, State's Section 190 program, and the BNSF Railway Railroad Share.

The purpose of the Project is to:

- 1) Improve safety;
- 2) Maintain access to the railroad for emergency responders;
- 3) Maintain existing railroad facilities and operations; and
- 4) Accommodate future High-Speed Rail (HSR) in the corridor.

The Rosecrans/Marquardt Avenue and BNSF railroad tracks intersection experiences an average of 45,000 vehicles and 112 trains traveling through the intersection within each 24-hour period, as estimated using Los Angeles County Department of Public Works traffic data from 2011 (Los Angeles County Department of Public Works, 2015). The BNSF line serves approximately 55 long distance and local freight trains, as well as up to 57 passenger trains for both Metrolink commuter and Amtrak within a 24-hour time period (Los Angeles County Metropolitan Transportation Authority, 2016). The existing BNSF railroad tracks and roadway are at the same grade. This causes a high volume of vehicle conflicts at the intersection. In addition, the railroad crossing traverses the intersection diagonally, which results in poor sight distance between roadway and railroad vehicles.

The combination of these factors has caused the intersection to experience a higher proportion of traffic incidents than average, including fatalities. The ongoing danger has prompted the California Public Utilities Commission (CPUC) under Section 190 to rate this intersection as the most hazardous at-grade railroad crossing in the state. The completion of this Project would alleviate the existing vehicle conflicts and safety hazards at the intersection.

Motorist, cyclist, bus, and emergency vehicle access will need to be provided at all times during construction of the Project. In addition, train volume in the BNSF corridor is anticipated to increase in the future. Additionally, a third BNSF track is planned for this corridor. The Project would facilitate continued access to and around the project area, including access to the railroad.

The intersection of railroad and roadway infrastructure poses competing interests, which lead to collisions and accidents in the project area. To accommodate existing and planned railroad facilities and operations, the Project would elevate Rosecrans Avenue to an overpass, which would allow critical improvements along the roadway and BNSF ROW to occur.

The BNSF corridor has been identified as the proposed corridor for the Los Angeles to Anaheim segment of the California High Speed Rail (HSR) system. FRA's Record of Decision (ROD) for the California High-Speed Train System Tier I EIR/EIS identified the BNSF corridor (identified as the "LOSSAN Corridor" in the ROD) as the preferred alignment for the high-speed rail system. The project area does not currently accommodate for future HSR planned in the BNSF railroad corridor. The Project would be designed to accommodate and not preclude future HSR infrastructure, if after completing the necessary project-level environmental reviews, FRA selects a build alternative using the BNSF railroad corridor. This will minimize time and costs between both projects.

This EA includes a discussion of Alternative 1 (No Build Alternative), which serves as a baseline for comparing potential impacts resulting from the Project. The No Build Alternative includes only regular maintenance and repair activities necessary to keep the roadways and railroad tracks operational at existing service. Under this alternative, the current configuration of the Rosecrans/Marquardt Avenue and BNSF railroad tracks intersection would be maintained. This alternative would not achieve the desired safety or circulation improvements, and would therefore, not meet the Project purpose and need.

Under Alternative 2 (Build Alternative), Rosecrans Avenue would be re-aligned to the south, and an overpass would be constructed over the BNSF railroad tracks. The southern leg of Marquardt Avenue would be extended under the overpass and connected to Rosecrans Avenue. The northern leg of Marquardt Avenue would be connected to Stage Road. A frontage road would also be constructed to connect Anson Avenue to the northern leg of Marquardt Avenue and Stage Road. Traffic signals would be installed on Rosecrans Avenue: one at the intersection with Marquardt Avenue to the west, and one to the east of the overpass structure at the intersection with Iseli Road. **Table S-1-1** below identifies impacts anticipated to result from the Project.

Table S-1-1. Impact Summary

Environmental Topic	Alternative 2: Offset Overpass with Connector Road
Air Quality	No impact with avoidance and minimization measures
Animal Species	No Impact
Coastal Zone	No Impact
Consistency with Regional and Local Plans and Programs	No impact with avoidance and minimization measures
Community Character and Cohesion	No impact with avoidance and minimization measures
Cultural Resources	No impact with avoidance and minimization measures
Environmental Justice	No Impact
Existing and Future Land Use	No impact with avoidance and minimization measures
Farmlands/Timberlands	No Impact
Geology/Soils/Seismicity	No Impact
Population Growth	No Impact
Hazardous Waste	No impact with avoidance and minimization measures
Hydrology & Floodplain	No Impact
Invasive Species	No Impact
Existing and Future Land Use	No impact with avoidance and minimization measures
Noise & Groundborne Vibrations	No impact with avoidance and minimization measures
Parks & Recreational Facilities	No Impact
Plant Species	No Impact
Relocations and Real Property Acquisition	No impact with avoidance and minimization measures
Threatened & Endangered Species	No Impact



Environmental Topic	Alternative 2: Offset Overpass with Connector Road
Traffic & Transportation	No impact with avoidance and minimization measures
Utilities/Emergency Services	No impact with avoidance and minimization measures
Visual/Aesthetics	No impact with avoidance and minimization measures
Water Quality & Storm Water	No impact with avoidance and minimization measures
Wetlands & Other Waters	No Impact
Wild & Scenic Rivers	No Impact