

10 Statement of Overriding Considerations

Pursuant to PRC Section 21081(b) and CEQA Guidelines Section 15093(a) and (b), SCRRA is required to balance, as applicable, the economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of the Project against its unavoidable environmental risks when determining whether to approve the Project.

For the foregoing reasons, SCRRA finds that the unavoidable significant environmental impacts pertaining to temporary nighttime construction noise are outweighed by these considerable benefits because Project as implemented under Alternative 1 would:

- Fulfill the SCORE Program need for substantial investments in rail infrastructure in the Southern California region to upgrade the Metrolink system and meet current and future needs of the traveling public
- Provide capacity enhancements to accommodate the forecasted increase in train movements and associated passenger volumes
- Generate employment opportunities during the construction and operation phase of the Project, which would create both short-term and long-term jobs for the City, as well as help lower the current rates of unemployment
- Compliment planned development in the Project study area consistent with the City's General Plan, which encourages transit-oriented development in the City
- Facilitate the forecasted increase in multi-modal transportation needs throughout the region
- Increase passenger capacity at the existing Simi Valley Station and transit experience
- Expand access to jobs and destinations
- Improve regional connectivity to key destinations in Southern California
- Enhance passenger rail service reliability and frequency would be distributed equitability across all populations
- Improve pedestrian and cycling safety with enhanced mobility options and safety features
- Improve regional and local roadways by reducing single-occupancy vehicle use
- Provide long-term noise reduction benefits through the implementation of quiet zones along the railroad corridor
- Indirect contribution to cumulative benefits for the region, including a reduction of GHG emissions by removing vehicle miles traveled in the region
- Minimize the placement of new rail infrastructure within FEMA designated flood areas

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