

## Appendix J COMMENTS AND COORDINATION

The following documents are included in Appendix J:

1. Notice of Availability Federal Register publication (Vol. 77, Issue No. 124. June 27, 2012. Federal Register)
2. Notice of Availability (Letter dated June 29, 2012)
3. Notice of Availability (English language text)
4. Notice of Availability (Spanish language text)
5. Notice of Availability Comment Period Extension Letter (Letter dated August 8, 2012)
6. Notice of Future Recirculation of the environmental document (RDEIR/SDEIS) (Notice dated March 15, 2013)
7. Caltrans Response to EPA regarding April 16, 2014 Teleconference (Caltrans response dated May 13, 2014)
8. Air Quality, Greenhouse Gas, and Health Risk Assessment (AQ/GHG/HRA) Revised Protocol for the RDEIR/SDEIS (dated October 2015)
9. Letters submitted by Caltrans to cooperating and participating agencies requesting review of the project (Caltrans' letters dated June 16, 2015)
10. Los Angeles County Department of Public Works response to Caltrans June 16, 2015 Letter (Los Angeles County Department of Public Works response dated July 15, 2015)
11. Los Angeles Sanitation Districts responses to Caltrans June 16, 2015 Letter (Los Angeles Sanitation Districts responses dated July 27, 2015)
12. Environmental Protection Agency (EPA) response to Caltrans June 16, 2015 Letter (EPA's response dated July 29, 2015)
13. South Coast Air Quality Management District (SCAQMD) response to Caltrans October 2015 Draft AQ/HRA Revised Protocol (SCAQMD's response dated November 13, 2015)
14. EPA response to Caltrans October 2015 Draft AQ/HRA Revised Protocol (EPA's response dated November 13, 2015)

15. EPA Response to Caltrans Response to Comments dated February 5, 2016 (EPA response dated April 18, 2016).
16. Caltrans' Response to EPA's Letters dated November 13, 2015 and April 18, 2016, responding to comments received on the draft AQ/HRA Revised Protocol (Caltrans' response dated May 19, 2016).
17. National Marine Fisheries Service Species List for I-710 Corridor Project dated June 12, 2017.
18. SHPO Determination of Eligibility for the Proposed Interstate 710 Corridor Project between Ocean Boulevard and the State Route 60 Interchange, Los Angeles County, CA dated June 1, 2017.
19. United States Fish and Wildlife Service Species List for I-710 Corridor Project dated June 6, 2017.

comment on the request to release property at the Raleigh County Memorial Airport, Beckley, WV. Under the provisions of AIR 21 (49 U.S.C. 47108(h)(2)).

The Raleigh County Memorial Airport is proposing the release of approximately 549.6 acres of a 'surface rights only' release to be sold and land then placed in a Conservation Easement with restriction of no future development. The release and sale of this property will allow the Sponsor to take advantage of un-useable land and use the proceeds for that sale, for the future development of the airport.

Issued in Beckley, West Virginia on May 3, 2012.

**Matthew P. DiGiulian,**

*Manager, Beckley Airport Field Office, Eastern Region.*

[FR Doc. 2012-15616 Filed 6-26-12; 8:45 am]

**BILLING CODE P**

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Notice of Availability of the Draft Environmental Impact Statement: Los Angeles County, CA

**AGENCY:** Federal Highway Administration (FHWA).

**ACTION:** Notice of Availability of the Draft Environmental Impact Statement.

**SUMMARY:** The FHWA, on behalf of the California Department of Transportation (Caltrans), announces the availability of the Draft Environmental Impact Statement for a proposed highway project in Los Angeles County, California.

**DATES:** Public hearings for the Draft Environmental Impact Statement will be held at the dates and locations provided below:

- Tuesday, August 7, 2012 (6:00 p.m. to 9:00 p.m.)—Progress Park, 15500 Downey Ave., Paramount, California 90723
- Wednesday, August 8, 2012 (6:00 p.m. to 9:00 p.m.)—Silverado Park Community Center, 1545 W. 31st St., Long Beach, CA 90810
- Thursday, August 9, 2012 (4:00 p.m. to 8:00 p.m.)—Rosewood Park, 5600 Harbor St., Commerce, CA 90040

**ADDRESSES:** The Draft Environmental Impact Statement is available for review at the following locations:

- California Department of Transportation (Caltrans) District 7 Office, 100 South Main Street, Los Angeles, CA 90012 on weekdays from 9 a.m. to 3 p.m.

- Metro—Dorothy Peyton Grey Transportation Library, One Gateway Plaza, Los Angeles, CA 90012, Monday–Thursday 9 a.m. to 4 p.m., or Friday by appointment.

- Gateway Cities Council of Governments, 16401 Paramount Blvd., Paramount, CA 90723 on weekdays from 9 a.m. to 4pm.

- City of Commerce Public Library—Bristow Park Branch—1466 S.

- County of Los Angeles Public Library—Hollydale Library—12000 S. Garfield Ave., South Gate, CA 90280

- County of Los Angeles Public Library—East Rancho Dominguez Library—4205 E. Compton Blvd., Compton CA 90221

- Long Beach Public Library—Main Library—101 Pacific Ave., Long Beach, CA 90822

- Long Beach Public Library Bret Harte Library—1595 W. Willow St., Long Beach, CA 90810

The Draft Environmental Impact Statement is also available at <http://www.dot.ca.gov/dist07/resources/envdocs/docs/710corridor/>

#### FOR FURTHER INFORMATION CONTACT:

Ronald Kosinski, Deputy District Director, Environmental Planning, Caltrans, District 7, 100 South Main Street, Los Angeles, California, 90012, (213) 897-0703.

**SUPPLEMENTARY INFORMATION:** Effective July 1, 2007, the FHWA assigned and Caltrans assumed environmental responsibilities for this project pursuant to 23 U.S.C. 327. Caltrans as the delegated National Environmental Policy Act (NEPA) agency has prepared a Draft EIS on a proposal for a highway improvement project on Interstate 710 in Los Angeles County, California. The Interstate 710 Corridor Project proposes to improve Interstate 710 (I-710) in Los Angeles County. The I-710 Corridor Project proposes to widen existing I-710 from Ocean Boulevard in the City of Long Beach to State Route 60 (SR-60) in the City of Los Angeles, a distance of approximately 18 miles. The proposed project also includes improvements to the interchanges of I-710 with I-405, SR-91, and I-5, as well as the I-710 interchanges with local arterial streets throughout the project limits.

The alternatives evaluated in the Draft Environmental Impact Statement are four Build Alternatives and a No Build Alternative. Alternative 5A proposes to widen the I-710 mainline from six or eight general purpose lanes to ten general purpose lanes. This alternative will modernize the design at the I-405, SR-91 and a portion of the I-5 interchanges, modernize and

reconfigure local arterial interchanges throughout the I-710 corridor, modify freeway access at various locations, and shift the I-710 centerline at various locations to reduce right-of-way impacts. In addition to improvements to the I-710 mainline and the interchanges, Alternative 5A also includes TSM/TDM, Transit, and Intelligent Transportation Systems (ITS) improvements; improvements to 42 local arterial intersections within the I-710 Corridor; aesthetic enhancements; and, drainage and water quality improvement design features. Alternative 6A includes all the components of Alternative 5A described above. In addition, this alternative includes a separated four-lane freight corridor from Ocean Boulevard northerly to its terminus near the intermodal rail yards in the city of Commerce, with limited access near I-405 and at SR-91. The freight corridor would be built to Caltrans highway design standards and would be restricted to the exclusive use of heavy-duty trucks (5+ axles). Alternative 6B includes all the components of Alternative 6A as described above, but would restrict the use of the freight corridor to zero-emission trucks rather than conventional trucks. Alternative 6C includes all the components of Alternative 6B as described above, but would toll trucks using the freight corridor. Alternative 1 (No Build) would maintain the current configuration and capacity of the existing I-710 freeway. The Notice of Intent was published in the **Federal Register** on August 20, 2008. Anticipated federal approvals include: Modified Access Report to the Interstate System, Air Quality Conformity, Section 7 consultation for Threatened and Endangered Species, and a Section 404 permit.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on: June 21, 2012.

**Matthew Schmitz,**

*Director, State Programs, Federal Highway Administration, Sacramento, California.*

[FR Doc. 2012-15641 Filed 6-26-12; 8:45 am]

**BILLING CODE 4910-22-P**

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7, Division of Environmental Planning  
100 South Main Street, Suite 100  
LOS ANGELES, CA 90012-3606  
PHONE (213) 897-0703  
TTY (213) 897-4937



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June 29, 2012

Agencies, Organizations, and  
Individuals Interested in the  
Interstate 710 Corridor Project

File: 07-LA-710-PM  
4.9/24.9  
I-710 Corridor Project

**Notice of Public Hearings and Availability of Environmental Impact Report/Statement**

The California Department of Transportation, in cooperation with the Los Angeles County Metropolitan Transportation Authority, the Gateway Cities Council of Governments, the Southern California Association of Governments, the Ports of Los Angeles and Long Beach, and the I-5 Joint Powers Authority have completed the Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the I-710 Corridor Project. The proposed project would improve I-710, also referred to as the Long Beach Freeway, in Los Angeles County between Ocean Blvd. and State Route 60 (SR-60).

Three public hearings will be held to provide you an opportunity to obtain first-hand project information and to express your comments and concerns about the proposed project. The public hearings are scheduled on August 7, 8, and 9, 2012 at the following locations:

- August 7 (6:00 p.m. to 9:00 p.m.) - Progress Park, 15500 Downey Ave., Paramount, CA 90723
- August 8 (6:00 p.m. to 9:00 p.m.) – Silverado Park Community Center, 1545 W. 31st St., Long Beach, CA 90810
- August 9 (4:00 p.m. to 8:00 p.m.) – Rosewood Park, 5600 Harbor St., Commerce, CA 90040

These meetings will start with an open house for review of project exhibits where project team members will be available to answer individual questions. The open house will be followed by a brief presentation and then an opportunity will be provided for individuals to speak and provide formal comments.

In an effort to save paper, the Draft EIR/EIS is being sent to you on CD. A hard copy of the entire document may also be viewed at the following locations:

- California Department of Transportation (Caltrans) District 7 Office - 100 South Main St., Los Angeles, CA 90012 on weekdays from 9 am to 3 pm.
- Metro - Dorothy Peyton Grey Transportation Library – One Gateway Plaza, Los Angeles, CA 90012, Monday – Thursday 9 am to 4 pm, or Friday by appointment.

- Gateway Cities Council of Governments - 16401 Paramount Blvd., Paramount, California 90723, on weekdays from 9 am to 4 pm.
- City of Commerce Public Library – Bristow Park Branch - 1466 S. McDonnell Ave., Commerce, CA 90040
- County of Los Angeles Public Library - Hollydale Library – 12000 S. Garfield Ave., South Gate, CA 90280
- County of Los Angeles Public Library - East Rancho Dominguez Library – 4205 E. Compton Blvd., Compton CA 90221
- Long Beach Public Library – Main Library - 101 Pacific Ave., Long Beach, CA 90822
- Long Beach Public Library – Bret Harte Library – 1595 W. Willow St., Long Beach, CA 90810

The Draft EIR/EIS may also be viewed on the following website:  
<http://www.dot.ca.gov/dist07/resources/envdocs/docs/710corridor/>

It may be helpful for you to view the project plans that will be on display at the Public Hearings to clarify any questions you may have about the alternatives. Written comments on the Draft EIR/EIS must be submitted by August 29, 2012.

Please send your comments to:

Ronald Kosinski  
Caltrans District 7, Division of Environmental Planning  
100 South Main Street, MS 16A  
Los Angeles, CA 90012

If you have any questions, please contact Garrett Damrath at (213) 897-9016. Thank you for your interest in this important transportation study.

Sincerely,



RONALD KOSINSKI  
Deputy District Director, Environmental Planning  
Caltrans District 7

Enclosure



## PUBLIC NOTICE

### Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) Available for the Interstate-710 (I-710) Corridor Project Announcement of Public Hearings

#### WHAT IS BEING PLANNED?

The California Department of Transportation (Caltrans), in cooperation with the Los Angeles County Metropolitan Transportation Authority (Metro), the Gateway Cities Council of Governments, the Southern California Association of Governments, the Ports of Los Angeles and Long Beach, and the Interstate 5 Joint Powers Authority, are proposing to improve Interstate 710 (I-710) in Los Angeles County between Ocean Blvd. and State Route 60 (SR-60). Major features include widening I-710 up to ten general purpose lanes (five lanes in each direction), modernize and reconfigure the I-405, SR-91 and a portion of the I-5 interchanges with I-710, modernize and reconfigure most local arterial interchanges along I-710, and provision of a separated four-lane freight corridor to be used by conventional or zero-emission trucks.

#### WHY THIS NOTICE?

Caltrans has studied the potential effects this project may have on the environment. The study that explains these findings is called a Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) which has recently been approved for public circulation.

#### YOU ARE INVITED

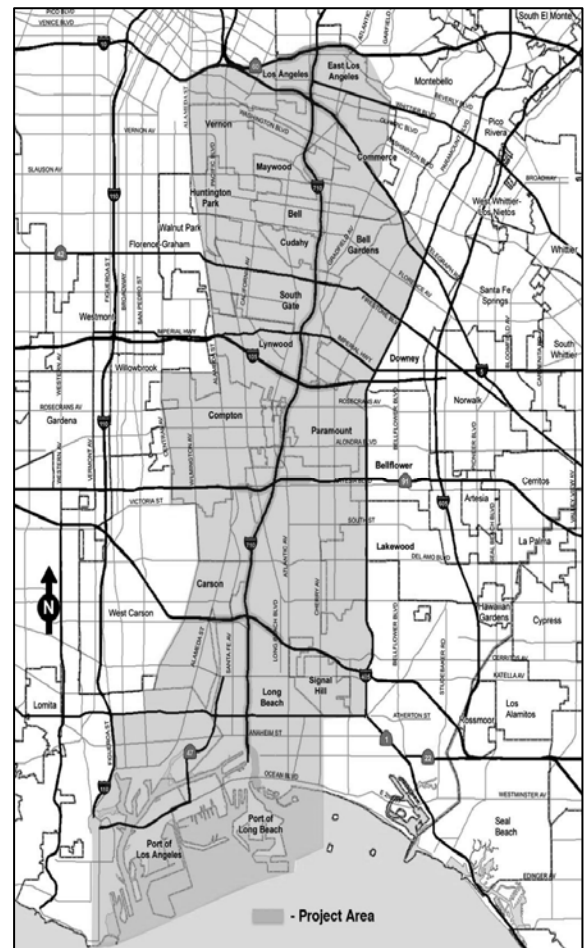
Public hearings will be held at the dates and locations provided below

- Tuesday August 7, 2012 (6:00 p.m. to 9:00 p.m.) – Progress Park, 15500 Downey Ave., Paramount, CA 90723
- Wednesday August 8, 2012 (6:00 p.m. to 9:00 p.m.) – Silverado Park Community Center, 1545 W. 31<sup>st</sup> St., Long Beach, CA 90810
- Thursday August 9, 2012 (4:00 p.m. to 8:00 p.m.) – Rosewood Park, 5600 Harbor St., Commerce, CA 90040

#### WHAT IS AVAILABLE?

Copies of the Draft EIR/EIS are available for review at the following locations:

- Caltrans District 7 Office, 100 South Main Street, Los Angeles, CA 90012 on weekdays from 9 am to 3 pm.
- Metro – Dorothy Peyton Grey Transportation Library, One Gateway Plaza, Los Angeles, CA 90012, Monday – Thursday 9 am to 4pm, or Friday by appointment.
- Gateway Cities Council of Governments, 16401 Paramount Blvd., Paramount, CA 90723 on weekdays from 9 am to 4 pm.
- City of Commerce Public Library – Bristow Park Branch – 1466 S. McDonnell Ave., Commerce, CA 90040
- County of Los Angeles Public Library – Hollydale Library – 12000 S. Garfield Ave., South Gate, CA 90280
- County of Los Angeles Public Library – East Rancho Dominguez Library – 4205 E. Compton Blvd., Compton CA 90221
- Long Beach Public Library – Main Library – 101 Pacific Ave., Long Beach, CA 90822
- Long Beach Public Library – Bret Harte Library – 1595 W. Willow St., Long Beach, CA 90810



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## I-710 Corridor Project EIR/EIS

metro.net

Electronic versions of the Draft EIR/EIS on compact discs are available for review at public libraries throughout the I-710 Corridor. The Draft EIR/EIS may also be viewed online at: <http://www.dot.ca.gov/dist07/resources/envdocs/docs/710corridor/>

### WHERE YOU COME IN

Have the potential impacts been addressed? Do you have information that should be included? If you wish to make a comment on the Draft EIR/EIS, you may submit your written comments until **August 29, 2012** to:

Ronald Kosinski  
Caltrans District 7, Division of Environmental Planning  
100 South Main Street, MS 16A  
Los Angeles, CA 90012

or send an e-mail through the project website at

<http://www.dot.ca.gov/dist07/resources/envdocs/docs/710corridor/>

### CONTACT/SPECIAL ACCOMMODATIONS

Individuals who require special accommodation (American Sign Language interpreter, accessible seating, documentation in alternate formats, etc.) are requested to contact Caltrans District 7, Attn: Garrett Damrath at (213) 897-9016 at least 21 days prior to the scheduled public hearings. TDD users may contact the California Relay Service TTY line at 711.



## AVISO AL PÚBLICO

### Borrador del Reporte del Impacto Ambiental /Declaración de Impacto Ambiental (EIR/EIS) Disponibles al Público para el Proyecto del Corredor Interestatal-710 (I-710) Anuncio de las Audiencias Públicas

#### ¿CUÁL ES EL PLAN?

El Departamento de Transporte de California (Caltrans), en cooperación con la Autoridad Metropolitana de Transporte del Condado de Los Angeles (Metro), el Consejo de Gobiernos de Ciudades Gateway (GCCOG), la Asociación de Gobiernos del Sur de California, los Puertos de Los Angeles y Long Beach, y la Autoridad de Poderes Conjuntos de la Interestatal 5, tienen una propuesta para mejorar la Interestatal 710 (I-710) en el Condado de Los Angeles entre Ocean Blvd. y la Ruta Estatal 60 (SR-60). Las características principales del proyecto incluyen la ampliación de la I-710 hasta 10 carriles de uso general (cinco carriles en cada sentido), modernizar y reconfigurar los intercambios del I-405, SR-91 y I-5 (una sección) con la I-710, modernizar y reconfigurar la mayoría de los intercambios con las vías arteriales locales a lo largo de la I-710, y proveer un corredor de cuatro carriles separado para transportes de carga que sería usado por camiones convencionales o de cero-emisiones.

#### ¿EL POR QUÉ DE ESTE AVISO?

Caltrans ha estudiado los efectos potenciales que este proyecto pudiese tener en el medio ambiente. El informe que explica los resultados del estudio se llama Informe Preliminar del Impacto Ambiental/ Declaración del Impacto Ambiental (EIR/EIS por sus siglas en inglés) el cual ha sido aprobado recientemente para darse a conocer públicamente.

#### ESTA USTED INVITADO

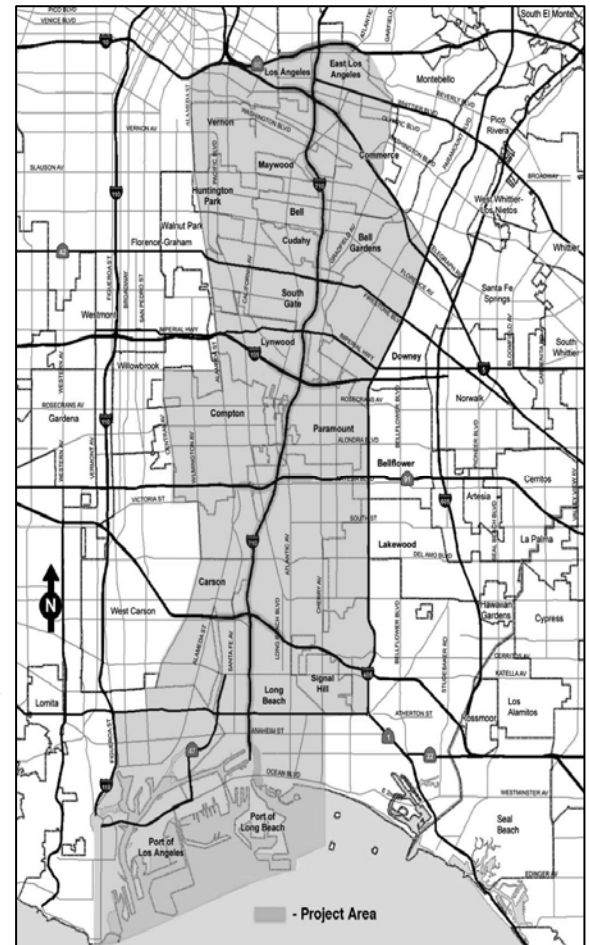
Las Audiencias Públicas se llevarán a cabo en las fechas y en los sitios mencionados a continuación

- Martes 7 de agosto de 2012 (6:00 p.m. a 9:00 p.m.) – Progress Park, 1550 Downey Ave., Paramount, CA 90723
- Miércoles 8 de agosto de 2012 (6:00 p.m. a 9:00 p.m.) – Silverado Park Community Center, 1545 W. 31<sup>st</sup> St., Long Beach, CA 90810
- Jueves 9 de agosto de 2012 (4:00 p.m. a 8:00 p.m.) – Rosewood Park, 5600 Harbor St., Commerce, CA 90040

#### ¿QUÉ TIPO DE INFORMACION ESTA DISPONIBLE?

Copias del Borrador del EIR/EIS estarán disponibles para que las revise el público en los sitios que se mencionan a continuación:

- Caltrans District 7 Office, 100 South Main Street, Los Angeles, CA 90012 entre semana de 9 am a 3 pm.
- Metro – Biblioteca de la Transportación Dorothy Peyton Grey, One Gateway Plaza, Los Angeles, CA 90012. Lunes – Jueves 9 am a 4pm, o los viernes haciendo cita.
- Consejo de Gobiernos de Gateway Cities, 16401 Paramount Blvd., Paramount, CA 90723 entre semana de 9 am a 4 pm.
- Biblioteca Pública de la Ciudad de Commerce – Sucursal Bristow Park – 1466 S. McDonnell Ave., Commerce, CA 90040
- Biblioteca Pública del Condado de Los Angeles – Hollydale Library – 12000 S. Garfield Ave., South Gate, CA 90280
- Biblioteca Pública del Condado de Los Angeles – Biblioteca East Rancho Dominguez – 4205 E. Compton Blvd., Compton CA 90221
- Biblioteca Pública Principal de Long Beach – 101 Pacific Ave., Long Beach, CA 90822
- Biblioteca Pública de Long Beach – Biblioteca Bret Harte – 1595 W. Willow St., Long Beach, CA 90810





## El EIR/EIS del Proyecto del Corredor I-710

Las versiones electrónicas del Informe preliminar EIR/EIS se encuentran disponibles en discos compactos en las bibliotecas públicas a lo largo del corredor I-710. Este informe preliminar también se puede obtener en línea (internet) en la siguiente dirección:

<http://www.dot.ca.gov/dist07/resources/envdocs/docs/710corridor/>

### ¿CUÁL ES SU PAPEL?

¿Se han cubierto todos los posibles impactos al medio? ¿Tiene usted alguna información que debió tomarse en cuenta? Si desea hacer un comentario sobre el informe preliminar EIR/EIS, tiene hasta el **29 de agosto de 2012** para presentar sus comentarios por escrito a:

Ronald Kosinski  
Caltrans District 7, Division of Environmental Planning  
100 South Main Street, MS 16A  
Los Angeles, CA 90012

O por e-mail a través del sitio web del proyecto:

<http://www.dot.ca.gov/dist07/resources/envdocs/docs/710corridor/>

### CONTACTO PARA NECESIDADES ESPECIALES

Las personas con necesidades especiales como (Intérprete para sordo-mudos de habla inglesa o American Sign Language, acceso a los asientos, formatos alternativos de los documentos, etc.) se les pide comunicarse con Garrett Damrath de Caltrans District 7, al (213) 897-9016, por lo menos 21 días antes de la audiencia pública a la que piensen asistir. Los usuarios de TDD pueden comunicarse con la línea California Relay Service TTY llamando al 711.



Metro



**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7, Division of Environmental Planning  
100 South Main Street, Suite 100  
LOS ANGELES, CA 90012-3606  
PHONE (213) 897-0703  
FAX (213) 897-0685  
TTY (213) 897-4937



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August 8, 2012

Agencies, Organizations, and  
Individuals Interested in the  
Interstate 710 Corridor Project

File: 07-LA-710-PM 4.9/24.89  
I-710 Corridor Project

**Notice of Availability of Environmental Impact Report/Statement**

Due to the complexity of I-710 Corridor Project, the California Department of Transportation, in cooperation with the Los Angeles County Metropolitan Transportation Authority, the Gateway Cities Council of Governments, the Southern California Association of Governments, the Ports of Los Angeles and Long Beach, and the I-5 Joint Powers Authority have extended the comment period for an additional 30 days.

The Draft Environmental Impact Report/Statement may be viewed on the following website:  
<http://www.dot.ca.gov/dist07/resources/envdocs/docs/710corridor/>

Written comments on the Draft Environmental Impact Report/Statement must be submitted by  
**September 28, 2012.**

Please send your comments to:

Ronald Kosinski  
Caltrans District 7, Division of Environmental Planning  
100 South Main Street, MS 16A  
Los Angeles, CA 90012

If you have any questions, please contact Garrett Damrath at (213) 897-9016. Thank you for your interest in this important transportation study.

Sincerely,

A handwritten signature in black ink that reads "Ronald Kosinski".

RONALD KOSINSKI

Deputy District Director, Environmental Planning  
Caltrans District 7

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7, Division of Environmental Planning  
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LOS ANGELES, CA 90012-3606  
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March 15, 2013

Agencies, Organizations and Individuals  
Interested in the Interstate 710 Corridor  
Project

File: 07-LA-710  
4.9/24.9  
I-710 Corridor Project

**Subject: Notice of Future Recirculation of the Interstate 710 Environmental Document**

The public agency funding partners involved in the Interstate 710 Corridor Project (from Ocean Boulevard to State Route 60) have carefully evaluated the comments received during the 2012 public circulation period. You are receiving this letter because you submitted comments on the Draft Environmental Impact Report/Environmental Impact Statement (DEIR/DEIS). During the public comment period, we received over 300 letters or statements containing nearly 3,000 individual comments on the project.

After taking this feedback into account, we have decided to move forward with a Recirculated DEIR/Supplemental DEIS. This focused RDEIR/SDEIS will update the draft environmental document for the no-build alternative and two or three build alternatives, all of which include a zero-emission truck freight corridor: Alternative 6C, which was analyzed in the DEIR/DEIS, Alternative 6D, a hybrid alternative that is currently being designed by the project team and possibly Alternative 7, which is a community proposed plan. In addition to a zero-emission truck freight corridor, this Alternative includes, some local interchange and safety improvements, transit upgrades and enhanced community mitigation measures. Alternative 6D incorporates many of the elements of Alternative 7.

Upon its completion, the RDEIR/SDEIS will be circulated for public and agency review, and the preferred alternative would then be chosen and identified in the Final EIR/EIS. The project team has decided to not move directly forward into the Final EIR/EIS phase of the project so we can address the issues that are summarized in the enclosed Attachment. The proposed schedule of major future activities is also provided on this Attachment.

The community-based approach to this project continues. Thank you for your continued involvement, collaboration and participation in the development of the Interstate 710 Corridor Project.

Sincerely,

A handwritten signature in black ink that reads "Ronald Kosinski".

RONALD KOSINSKI  
Deputy District Director, Environmental Planning  
Caltrans, District 7

## Attachment

### What Has Changed on the I-710 Corridor Project Since the completion of the Draft EIR/EIS in June 2012

- Southern California Association of Governments (SCAG) 2012 Regional Transportation Plan (RTP) completed and adopted (updated model forecasts now available)
- Southern California International Gateway (SCIG) Rail Yard DEIR was circulated in 2012 and the Final EIR was recently approved
- International Container Transfer Facility (ICTF) expansion DEIR being prepared
- Planning for various transportation improvements have progressed
  - Gateway Cities studies on Goods Movement, Commuter Rail & other modes
  - Proposed improvements to Interstate 405 in Orange County
  - Gerald Desmond Bridge design refinements
  - Interstate 605 Hot Spot identification
  - Revisions or possible removal of the proposed Patata Interchange
  - Revisions or possible removal of the proposed Slauson Avenue Interchange
  - Increased emphasis on the area Bicycle/Pedestrian Master Plan
- Completed Utility Studies for the I-710 Corridor Improvement Project identify more detail and issues
- Additional 20 arterial intersections were identified in the Draft EIR/EIS that will need to be evaluated with the implementation of the build alternatives
- Los Angeles River avoidance efforts
- North End geometric refinements

### Interstate 710 Corridor Improvement Project Proposed Schedule

- |                                       |  |
|---------------------------------------|--|
| • Revised alternatives geometrics     | <i>Start</i> January 2013/ <i>End</i> July 2013    |
| • Revised traffic modeling & analysis | <i>Start</i> July 2013/ <i>End</i> November 2013   |
| • Updated technical reports           | <i>Start</i> March 2013/ <i>End</i> January 2014   |
| • Revised Air/Health studies          | <i>Start</i> October 2013/ <i>End</i> January 2014 |
| • Public circulation of RDEIR/SDEIS   | September 2014                                     |
| • Final EIR/EIS approved              | February 2016                                      |

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7, Division of Environmental Planning  
100 South Main Street, Suite 100  
LOS ANGELES, CA 90012-3606  
PHONE (213) 897-0703  
FAX (213) 897-0685  
TTY (213) 897-4937



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May 13, 2014

Connell Dunning  
Environmental Protection Agency, Region IX  
75 Hawthorne Street, ENF-4-2  
San Francisco, CA 94105

Subject: I-710 Corridor Project RDEIR/SDEIS follow-up

Dear Ms. Dunning,

We are writing to provide you a response to questions posed as a follow-up to the April 16<sup>th</sup> presentation/teleconference on the I-710 Corridor project fleet mix and associated assumptions.

At this point in time, the consultant team has not prepared any additional written information on the air quality-related portion of the development of the alternatives to be analyzed in the RDEIR/SDEIS beyond what was presented to you on April 16<sup>th</sup>. We are seeking broad feedback and, if possible, specific input on the issues highlighted on slides 16 and 17. Your general feedback will assist us with formulating more specific information and the development of the technical protocol and methodology. Your feedback on these issues by May 20<sup>th</sup> would be greatly appreciated.

We are currently working with your agency, CARB, and AQMD to provide a more detailed presentation on the current status of the project, including more information about the alternatives currently under consideration and development and how and why they differ from the alternatives that were analyzed in the first draft EIR/EIS. Currently, the conceptual alternatives are being presented to the various committees for feedback, with the Project Committee ultimately recommending the suite of alternatives carried forward into the environmental document. As it is developed over the next few months, more detailed information on the alternatives, including footprints and plans, will be made available to you.

As noted on April 16<sup>th</sup>, the consultant team is seeking feedback and input from the air agencies, yours included, on the general approach that was presented. This includes representation of the SIP commitment for ZE/NZE heavy-duty trucks, proposed EMFAC2011 modifications, and the 2035 paved road dust emissions, among others. The general feedback and input you provide will not interfere with your ability to comment on the specifics in the draft AQ/HRA Protocol Addendum. The consultant team anticipates that the Addendum will be prepared in June of this year so that the discussions and recommendations that occur through the air agency, technical advisory, community advisory, and project committees can be appropriately reflected in the draft Addendum. All cooperating and participating agencies will receive a copy of the draft Protocol Addendum for their review and comment, per the 23 USC 139 Efficient Environmental Review process, before air quality analysis of the alternatives carried forward into the RDEIR/SDEIS begins.

We thank you for your agency's continued input and look forward to your future involvement.

Sincerely,

A handwritten signature in black ink that reads "Ronald Kosinski".

RONALD KOSINSKI  
Deputy District Director  
Division of Environmental Planning  
Caltrans District 7



October 12, 2015

Dear Sir/Madam:

As you are aware, the Los Angeles County Metropolitan Transportation Authority (Metro) and six other project funding partners are in the process of preparing Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS) to analyze the range of possible improvement alternatives for the I-710 corridor. The I-710 Corridor Project RDEIR/SDEIS will study 18 miles of the I-710 freeway between the Ports of Long Beach and Los Angeles and the Pomona Freeway (SR-60). For additional information, you may visit the project web site at <http://www.metro.net/projects/i-710-corridor-project/>.

AECOM (formerly URS Corporation) is the lead engineering consultant for the I-710 Corridor Project RDEIR/SDEIS. LSA Associates, Inc. (LSA) is preparing the RDEIR/SDEIS. Ramboll Environ US Corporation (formerly ENVIRON International Corporation, referred hereinafter as "Ramboll ENVIRON") is leading the Air Quality/Health Risk Assessment (AQ/HRA) for the RDEIR/SDEIS. Your agency was a member of the Agency Air Technical Working Group (AATWG) for the draft EIR/EIS (DEIR/DEIS), and provided comments to the January 2009 DEIR/DEIS AQ/HRA Protocol. We would like again to seek agency input and consensus on the technical issues, approaches, and tools for assessing air quality and health risk impacts for the RDEIR/SDEIS. Specifically, the AATWG is asked to review and comment on the Revised AQ/HRA Protocol for the I-710 RDEIR/SDEIS.

Members of the previous AATWG, updated as necessary, are listed in the attachment; however, the listed candidates are welcome to involve or substitute other agency staff members, especially when dealing with topics in which a staff member has specific expertise. In addition, all funding partners for this project are invited to participate in the AATWG.

Ramboll ENVIRON, on behalf of Metro, will email the draft Revised AQ/HRA Protocol to the AATWG on / about October 12, 2015. In general, the Revised AQ/HRA Protocol reflects changes based on the latest agency guidance, agency comments on the DEIR/DEIS AQ/HRA, etc. In particular:

- Base year is 2012 (was 2008)
- RDEIR/RDEIS Project Alternatives: Alternative 5C and Alternative 7
- Mobile source emissions from EMFAC2014; EMFAC2011 for conformity analyses
  - Emission comparisons between DEIR/DEIS and RDEIR/SDEIS included for the 2008 or 2012 base years and the 2035 No-Build Alternative
- Future entrained road dust emissions calculated per centreline mileage growth and vehicle miles travelled
- Emissions for zero-emission and near-zero-emission trucks calculated conservatively assuming a 90% reduction in NOx emissions (i.e., 0.02 g/bhp-hr NOx)



- Latest approved regulatory versions of AERMOD and related programs/inputs
- I-710 freeway-following receptor grid spacing at 50m near the mainline (was 100m)
- FHWA 2012 interim guidance on priority mobile source air toxics
- Carbon Monoxide (CO) conformity “hot-spots” protocol (Appendix A)
  - Particulate Matter (PM) conformity “hot-spots” protocol to be developed separately

Please contact Ramboll ENVIRON directly with questions, confirmation of your agency’s participation of the AATWG, and names of the representatives (if different from those listed above).

***We would like any written comments to be sent by November 13<sup>th</sup>, 2015.***

Ramboll ENVIRON’s contact information is shown below:

Dr. Julia C. Lester  
Principal-in-Charge  
(213) 943-6329 [jlester@ramboll.com](mailto:jlester@ramboll.com)

Ms. Yi Tian  
Project Manager  
(949) 798-3624 [ytian@ramboll.com](mailto:ytian@ramboll.com)

Metro and the I-710 Corridor Project REIR/SEIS team appreciate your participation and contribution to this project.

Sincerely,

/s/

Ernesto Chaves  
Metro, I-710 Corridor Project

cc: AECOM, LSA, and Ramboll ENVIRON



### Air Agency Technical Working Group (AATWG) Members

Agency or Funding Partner	Representative(s) and Contact information
U.S. Environmental Protection Agency (USEPA)	Karina O'Connor ( <a href="mailto:Oconnor.Karina@epa.gov">Oconnor.Karina@epa.gov</a> ) Thomas Plenys ( <a href="mailto:Plenys.Thomas@epa.gov">Plenys.Thomas@epa.gov</a> ) Mathew Lakin ( <a href="mailto:Lakin.Mathew@epa.gov">Lakin.Mathew@epa.gov</a> )
Federal Highway Administration (FHWA)	Joseph Vaughn ( <a href="mailto:Joseph.Vaughn@fhwa.dot.gov">Joseph.Vaughn@fhwa.dot.gov</a> )
Army Corps of Engineers (USACE)	Spencer MacNeil ( <a href="mailto:Spencer.D.Macneil@usace.army.mil">Spencer.D.Macneil@usace.army.mil</a> )
South Coast AQMD	Ian MacMillan ( <a href="mailto:imacmillan@aqmd.gov">imacmillan@aqmd.gov</a> )
California Air Resources Board (CARB)	Cynthia Marvin ( <a href="mailto:cmarvin@arb.ca.gov">cmarvin@arb.ca.gov</a> )
Office of Environmental Health Hazard Assessment (OEHHA)	Melanie Marty ( <a href="mailto:mmarty@oehha.ca.gov">mmarty@oehha.ca.gov</a> ) Albert Wang ( <a href="mailto:awang@oehha.ca.gov">awang@oehha.ca.gov</a> ) Daryn Dodge ( <a href="mailto:ddodge@oehha.ca.gov">ddodge@oehha.ca.gov</a> ) Bob Blaisdell ( <a href="mailto:bblaisdell@oehha.ca.gov">bblaisdell@oehha.ca.gov</a> )
CA Department of Justice, Public Rights Division, Environment Section (representing California Attorney General's office)	Janill Richards ( <a href="mailto:janill.richards@doj.ca.gov">janill.richards@doj.ca.gov</a> )
Metropolitan Transportation Authority	Gerardo (Gerry) Alvarez ( <a href="mailto:alvarezg@metro.net">alvarezg@metro.net</a> )
Caltrans Headquarters	Yoojoong Choi ( <a href="mailto:yoojoong.choi@dot.ca.gov">yoojoong.choi@dot.ca.gov</a> ) Marilee Mortenson ( <a href="mailto:Marilee.mortenson@dot.ca.gov">Marilee.mortenson@dot.ca.gov</a> )
Caltrans District 7	Andrew Yoon ( <a href="mailto:andrew.yoon@dot.ca.gov">andrew.yoon@dot.ca.gov</a> )
SCAG	Rongsheng Luo ( <a href="mailto:luo@scag.ca.gov">luo@scag.ca.gov</a> )
Port of Long Beach	Theresa Dau-Ngo ( <a href="mailto:theresa.dau-ngo@polb.com">theresa.dau-ngo@polb.com</a> )
Port of Los Angeles	Kerry Cartwright ( <a href="mailto:kcartwright@portla.org">kcartwright@portla.org</a> )
Gateway Cities COG	Karen Heit ( <a href="mailto:kheit@gatewaycog.org">kheit@gatewaycog.org</a> )

**DEPARTMENT OF TRANSPORTATION**

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*Serious drought.  
Help save water!*

June 16, 2015

John Jarvis, Regional Director  
United States Department of the Interior  
National Park Service  
Pacific West Region  
1111 Jackson Street, Suite 700  
Oakland, CA 94607

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear Mr. Jarvis:

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

In addressing the comments received during circulation of the Draft EIR/EIS in June – September 2012, the California Department of Transportation (Caltrans), Los Angeles County Metropolitan Transportation Authority (Metro), and the Gateway Cities Council of Governments (GCCOG) have been working with the affected communities in developing a revised set of alternatives to be studied in the RDEIR/SDEIS. This revised set of build alternatives include Alternatives 5C and 7 which provide components such as transit service expansions that would be funded as part of the I-710 Corridor Project that are above and beyond measures that would occur with the No Build improvements (please see Attachment A). Brief descriptions of the revised alternatives to be considered in the RDEIR/SDEIS for the I-710 Corridor Project are as follows:

- **No Build Alternative:** The No Build Alternative would maintain the current configuration of the existing I-710 Corridor. There would be no capacity-increasing improvements to the I-710 mainline; only approved and planned projects included in SCAG's 2012 Regional Transportation Plan (RTP) and 2012 Federal Transportation Improvement Program (FTIP) are considered part of the No Build Alternative. The No Build Alternative provides a baseline for comparing the impacts associated with the Build Alternatives.
- **Alternative 5C: Freeway Widening up to 10 General Purpose Lanes:** Alternative 5C focuses on making improvements to the I-710 mainline freeway similar to the concepts previously defined and analyzed in the June 2012 Draft EIR/EIS as Alternative 5A (10-GP Lanes). In this case, Alternative 5C would add general purpose lane capacity to I-710 as well

as geometric design improvements needed to modernize the freeway in order to improve traffic safety and operations. Alternative 5C improves upon this prior design concept by adding design features at key locations to separate cars and trucks and by adding programmatic air quality measures such as funding contributions to zero emission/near zero emission truck deployment programs. It includes full “Safety Modernization” features and it incorporates selected community elements such as bicycle and pedestrian linkages. Physically, Alternative 5C is different from Alternative 7 in that it does not include a Zero Emission/Near Zero Emission (ZE/NZE) freight corridor.

- **Alternative 7: Community Alternative:** Alternative 7 starts with the previously defined concept of a zero emission freight corridor that was analyzed as part of Alternatives 6B and 6C in the June 2012 Draft EIR/EIS. The design concept for this alternative has been refocused to feature the I-710 build components described in “Community Alternative 7.” Specifically, Alternative 7 includes a four-lane ZE/NZE freight corridor, but does not propose adding GP through lane capacity to the mainline of I-710. However, proposed geometric modifications to I-710 will incorporate “Safety Modernization” operational elements to improve traffic safety and operations.

Caltrans, Metro, and the I-710 project team are continuing to refine the Build Alternatives and preparing updates to previously completed environmental technical studies. We are currently seeking input from Cooperating and Participating Agencies on the design scope of the Build Alternatives. If your agency has any comments or questions about the revised set of Build Alternatives, please advise us in writing within 30 days or your receipt of this letter. Public circulation of the RDEIR/SDEIS is anticipated in late 2016.

If you have any questions, please contact Allison Morrow at (213) 897-3247 or [Allison.Morrow@dot.ca.gov](mailto:Allison.Morrow@dot.ca.gov).

Sincerely,

RON KOSINSKI  
Deputy District Director  
Division of Environmental Planning

Attachment: Attachment A– Description of Build Alternatives 5C and 7

**DEPARTMENT OF TRANSPORTATION**

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*Serious drought.  
Help save water!*

June 16, 2015

Richard Bruckner  
Director of Planning  
Los Angeles County Department of Regional Planning  
320 West Temple Street  
Los Angeles, CA 90012

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear Mr. Bruckner:

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

In addressing the comments received during circulation of the Draft EIR/EIS in June – September 2012, the California Department of Transportation (Caltrans), Los Angeles County Metropolitan Transportation Authority (Metro), and the Gateway Cities Council of Governments (GCCOG) have been working with the affected communities in developing a revised set of alternatives to be studied in the RDEIR/SDEIS. This revised set of build alternatives include Alternatives 5C and 7 which provide components such as transit service expansions that would be funded as part of the I-710 Corridor Project that are above and beyond measures that would occur with the No Build improvements (please see Attachment A). Brief descriptions of the revised alternatives to be considered in the RDEIR/SDEIS for the I-710 Corridor Project are as follows:

- **No Build Alternative:** The No Build Alternative would maintain the current configuration of the existing I-710 Corridor. There would be no capacity-increasing improvements to the I-710 mainline; only approved and planned projects included in SCAG's 2012 Regional Transportation Plan (RTP) and 2012 Federal Transportation Improvement Program (FTIP) are considered part of the No Build Alternative. The No Build Alternative provides a baseline for comparing the impacts associated with the Build Alternatives.
- **Alternative 5C: Freeway Widening up to 10 General Purpose Lanes:** Alternative 5C focuses on making improvements to the I-710 mainline freeway similar to the concepts previously defined and analyzed in the June 2012 Draft EIR/EIS as Alternative 5A (10-GP Lanes). In this case, Alternative 5C would add general purpose lane capacity to I-710 as well

as geometric design improvements needed to modernize the freeway in order to improve traffic safety and operations. Alternative 5C improves upon this prior design concept by adding design features at key locations to separate cars and trucks and by adding programmatic air quality measures such as funding contributions to zero emission/near zero emission truck deployment programs. It includes full “Safety Modernization” features and it incorporates selected community elements such as bicycle and pedestrian linkages. Physically, Alternative 5C is different from Alternative 7 in that it does not include a Zero Emission/Near Zero Emission (ZE/NZE) freight corridor.

- **Alternative 7: Community Alternative:** Alternative 7 starts with the previously defined concept of a zero emission freight corridor that was analyzed as part of Alternatives 6B and 6C in the June 2012 Draft EIR/EIS. The design concept for this alternative has been refocused to feature the I-710 build components described in “Community Alternative 7.” Specifically, Alternative 7 includes a four-lane ZE/NZE freight corridor, but does not propose adding GP through lane capacity to the mainline of I-710. However, proposed geometric modifications to I-710 will incorporate “Safety Modernization” operational elements to improve traffic safety and operations.

Caltrans, Metro, and the I-710 project team are continuing to refine the Build Alternatives and preparing updates to previously completed environmental technical studies. We are currently seeking input from Cooperating and Participating Agencies on the design scope of the Build Alternatives. If your agency has any comments or questions about the revised set of Build Alternatives, please advise us in writing within 30 days or your receipt of this letter. Public circulation of the RDEIR/SDEIS is anticipated in late 2016.

If you have any questions, please contact Allison Morrow at (213) 897-3247 or [Allison.Morrow@dot.ca.gov](mailto:Allison.Morrow@dot.ca.gov).

Sincerely,

RON KOSINSKI  
Deputy District Director  
Division of Environmental Planning

Attachment: Attachment A– Description of Build Alternatives 5C and 7

**DEPARTMENT OF TRANSPORTATION**

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*Serious drought.  
Help save water!*

June 16, 2015

Grace Robinson Hyde  
Chief Engineer and General Manager  
Los Angeles County Sanitation Department  
1955 Workman Mill Road  
P.O. Box 4998  
Whittier, California 90601

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear Ms. Hyde:

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

In addressing the comments received during circulation of the Draft EIR/EIS in June – September 2012, the California Department of Transportation (Caltrans), Los Angeles County Metropolitan Transportation Authority (Metro), and the Gateway Cities Council of Governments (GCCOG) have been working with the affected communities in developing a revised set of alternatives to be studied in the RDEIR/SDEIS. This revised set of build alternatives include Alternatives 5C and 7 which provide components such as transit service expansions that would be funded as part of the I-710 Corridor Project that are above and beyond measures that would occur with the No Build improvements (please see Attachment A). Brief descriptions of the revised alternatives to be considered in the RDEIR/SDEIS for the I-710 Corridor Project are as follows:

- **No Build Alternative:** The No Build Alternative would maintain the current configuration of the existing I-710 Corridor. There would be no capacity-increasing improvements to the I-710 mainline; only approved and planned projects included in SCAG's 2012 Regional Transportation Plan (RTP) and 2012 Federal Transportation Improvement Program (FTIP) are considered part of the No Build Alternative. The No Build Alternative provides a baseline for comparing the impacts associated with the Build Alternatives.
- **Alternative 5C: Freeway Widening up to 10 General Purpose Lanes:** Alternative 5C focuses on making improvements to the I-710 mainline freeway similar to the concepts previously defined and analyzed in the June 2012 Draft EIR/EIS as Alternative 5A (10-GP Lanes). In this case, Alternative 5C would add general purpose lane capacity to I-710 as well

as geometric design improvements needed to modernize the freeway in order to improve traffic safety and operations. Alternative 5C improves upon this prior design concept by adding design features at key locations to separate cars and trucks and by adding programmatic air quality measures such as funding contributions to zero emission/near zero emission truck deployment programs. It includes full “Safety Modernization” features and it incorporates selected community elements such as bicycle and pedestrian linkages. Physically, Alternative 5C is different from Alternative 7 in that it does not include a Zero Emission/Near Zero Emission (ZE/NZE) freight corridor.

- **Alternative 7: Community Alternative:** Alternative 7 starts with the previously defined concept of a zero emission freight corridor that was analyzed as part of Alternatives 6B and 6C in the June 2012 Draft EIR/EIS. The design concept for this alternative has been refocused to feature the I-710 build components described in “Community Alternative 7.” Specifically, Alternative 7 includes a four-lane ZE/NZE freight corridor, but does not propose adding GP through lane capacity to the mainline of I-710. However, proposed geometric modifications to I-710 will incorporate “Safety Modernization” operational elements to improve traffic safety and operations.

Caltrans, Metro, and the I-710 project team are continuing to refine the Build Alternatives and preparing updates to previously completed environmental technical studies. We are currently seeking input from Cooperating and Participating Agencies on the design scope of the Build Alternatives. If your agency has any comments or questions about the revised set of Build Alternatives, please advise us in writing within 30 days or your receipt of this letter. Public circulation of the RDEIR/SDEIS is anticipated in late 2016.

If you have any questions, please contact Allison Morrow at (213) 897-3247 or [Allison.Morrow@dot.ca.gov](mailto:Allison.Morrow@dot.ca.gov).

Sincerely,

RON KOSINSKI  
Deputy District Director  
Division of Environmental Planning

Attachment: Attachment A– Description of Build Alternatives 5C and 7

**DEPARTMENT OF TRANSPORTATION**

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June 16, 2015

Richard Powers  
Executive Director  
Gateway Cities Council of Governments (GCCOG)  
16401 Paramount Boulevard  
Paramount, CA 90723

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear Mr. Powers:

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

In addressing the comments received during circulation of the Draft EIR/EIS in June – September 2012, the California Department of Transportation (Caltrans), Los Angeles County Metropolitan Transportation Authority (Metro), and the Gateway Cities Council of Governments (GCCOG) have been working with the affected communities in developing a revised set of alternatives to be studied in the RDEIR/SDEIS. This revised set of build alternatives include Alternatives 5C and 7 which provide components such as transit service expansions that would be funded as part of the I-710 Corridor Project that are above and beyond measures that would occur with the No Build improvements (please see Attachment A). Brief descriptions of the revised alternatives to be considered in the RDEIR/SDEIS for the I-710 Corridor Project are as follows:

- **No Build Alternative:** The No Build Alternative would maintain the current configuration of the existing I-710 Corridor. There would be no capacity-increasing improvements to the I-710 mainline; only approved and planned projects included in SCAG's 2012 Regional Transportation Plan (RTP) and 2012 Federal Transportation Improvement Program (FTIP) are considered part of the No Build Alternative. The No Build Alternative provides a baseline for comparing the impacts associated with the Build Alternatives.
- **Alternative 5C: Freeway Widening up to 10 General Purpose Lanes:** Alternative 5C focuses on making improvements to the I-710 mainline freeway similar to the concepts previously defined and analyzed in the June 2012 Draft EIR/EIS as Alternative 5A (10-GP Lanes). In this case, Alternative 5C would add general purpose lane capacity to I-710 as well

as geometric design improvements needed to modernize the freeway in order to improve traffic safety and operations. Alternative 5C improves upon this prior design concept by adding design features at key locations to separate cars and trucks and by adding programmatic air quality measures such as funding contributions to zero emission/near zero emission truck deployment programs. It includes full “Safety Modernization” features and it incorporates selected community elements such as bicycle and pedestrian linkages. Physically, Alternative 5C is different from Alternative 7 in that it does not include a Zero Emission/Near Zero Emission (ZE/NZE) freight corridor.

- **Alternative 7: Community Alternative:** Alternative 7 starts with the previously defined concept of a zero emission freight corridor that was analyzed as part of Alternatives 6B and 6C in the June 2012 Draft EIR/EIS. The design concept for this alternative has been refocused to feature the I-710 build components described in “Community Alternative 7.” Specifically, Alternative 7 includes a four-lane ZE/NZE freight corridor, but does not propose adding GP through lane capacity to the mainline of I-710. However, proposed geometric modifications to I-710 will incorporate “Safety Modernization” operational elements to improve traffic safety and operations.

Caltrans, Metro, and the I-710 project team are continuing to refine the Build Alternatives and preparing updates to previously completed environmental technical studies. We are currently seeking input from Cooperating and Participating Agencies on the design scope of the Build Alternatives. If your agency has any comments or questions about the revised set of Build Alternatives, please advise us in writing within 30 days or your receipt of this letter. Public circulation of the RDEIR/SDEIS is anticipated in late 2016.

If you have any questions, please contact Allison Morrow at (213) 897-3247 or [Allison.Morrow@dot.ca.gov](mailto:Allison.Morrow@dot.ca.gov).

Sincerely,

RON KOSINSKI  
Deputy District Director  
Division of Environmental Planning

Attachment: Attachment A– Description of Build Alternatives 5C and 7

**DEPARTMENT OF TRANSPORTATION**

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June 16, 2015

Naresh Amatya  
Corridors Program Manager  
Southern California Association of Governments  
818 W. Seventh Street, 12th Floor  
Los Angeles, CA 90017

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear Mr. Amatya:

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

In addressing the comments received during circulation of the Draft EIR/EIS in June – September 2012, the California Department of Transportation (Caltrans), Los Angeles County Metropolitan Transportation Authority (Metro), and the Gateway Cities Council of Governments (GCCOG) have been working with the affected communities in developing a revised set of alternatives to be studied in the RDEIR/SDEIS. This revised set of build alternatives include Alternatives 5C and 7 which provide components such as transit service expansions that would be funded as part of the I-710 Corridor Project that are above and beyond measures that would occur with the No Build improvements (please see Attachment A). Brief descriptions of the revised alternatives to be considered in the RDEIR/SDEIS for the I-710 Corridor Project are as follows:

- **No Build Alternative:** The No Build Alternative would maintain the current configuration of the existing I-710 Corridor. There would be no capacity-increasing improvements to the I-710 mainline; only approved and planned projects included in SCAG's 2012 Regional Transportation Plan (RTP) and 2012 Federal Transportation Improvement Program (FTIP) are considered part of the No Build Alternative. The No Build Alternative provides a baseline for comparing the impacts associated with the Build Alternatives.
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If you have any questions, please contact Allison Morrow at (213) 897-3247 or [Allison.Morrow@dot.ca.gov](mailto:Allison.Morrow@dot.ca.gov).

Sincerely,

RON KOSINSKI  
Deputy District Director  
Division of Environmental Planning

Attachment: Attachment A– Description of Build Alternatives 5C and 7

**DEPARTMENT OF TRANSPORTATION**

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June 16, 2015

Barry R. Wallerstein  
Executive Officer  
South Coast Air Quality Management District  
21865 Copley Drive  
Diamond Bar, CA 91765

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear Mr. Wallerstein:

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

In addressing the comments received during circulation of the Draft EIR/EIS in June – September 2012, the California Department of Transportation (Caltrans), Los Angeles County Metropolitan Transportation Authority (Metro), and the Gateway Cities Council of Governments (GCCOG) have been working with the affected communities in developing a revised set of alternatives to be studied in the RDEIR/SDEIS. This revised set of build alternatives include Alternatives 5C and 7 which provide components such as transit service expansions that would be funded as part of the I-710 Corridor Project that are above and beyond measures that would occur with the No Build improvements (please see Attachment A). Brief descriptions of the revised alternatives to be considered in the RDEIR/SDEIS for the I-710 Corridor Project are as follows:

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- **Alternative 5C: Freeway Widening up to 10 General Purpose Lanes:** Alternative 5C focuses on making improvements to the I-710 mainline freeway similar to the concepts previously defined and analyzed in the June 2012 Draft EIR/EIS as Alternative 5A (10-GP Lanes). In this case, Alternative 5C would add general purpose lane capacity to I-710 as well

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- **Alternative 7: Community Alternative:** Alternative 7 starts with the previously defined concept of a zero emission freight corridor that was analyzed as part of Alternatives 6B and 6C in the June 2012 Draft EIR/EIS. The design concept for this alternative has been refocused to feature the I-710 build components described in “Community Alternative 7.” Specifically, Alternative 7 includes a four-lane ZE/NZE freight corridor, but does not propose adding GP through lane capacity to the mainline of I-710. However, proposed geometric modifications to I-710 will incorporate “Safety Modernization” operational elements to improve traffic safety and operations.

Caltrans, Metro, and the I-710 project team are continuing to refine the Build Alternatives and preparing updates to previously completed environmental technical studies. We are currently seeking input from Cooperating and Participating Agencies on the design scope of the Build Alternatives. If your agency has any comments or questions about the revised set of Build Alternatives, please advise us in writing within 30 days or your receipt of this letter. Public circulation of the RDEIR/SDEIS is anticipated in late 2016.

If you have any questions, please contact Allison Morrow at (213) 897-3247 or [Allison.Morrow@dot.ca.gov](mailto:Allison.Morrow@dot.ca.gov).

Sincerely,

RON KOSINSKI  
Deputy District Director  
Division of Environmental Planning

Attachment: Attachment A– Description of Build Alternatives 5C and 7

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7, Division of Environmental Planning  
100 South Main Street, Suite 100  
LOS ANGELES, CA 90012-3606  
PHONE (213) 897-0703  
FAX (213) 897-0685  
TTY (213) 897-4937



*Serious drought.  
Help save water!*

June 16, 2015

Kerry Cartwright  
Director of Goods Movement  
Port of Los Angeles  
425 South Palos Verdes Street  
San Pedro, CA 90731

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear Kerry Cartwright:

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

In addressing the comments received during circulation of the Draft EIR/EIS in June – September 2012, the California Department of Transportation (Caltrans), Los Angeles County Metropolitan Transportation Authority (Metro), and the Gateway Cities Council of Governments (GCCOG) have been working with the affected communities in developing a revised set of alternatives to be studied in the RDEIR/SDEIS. This revised set of build alternatives include Alternatives 5C and 7 which provide components such as transit service expansions that would be funded as part of the I-710 Corridor Project that are above and beyond measures that would occur with the No Build improvements (please see Attachment A). Brief descriptions of the revised alternatives to be considered in the RDEIR/SDEIS for the I-710 Corridor Project are as follows:

- **No Build Alternative:** The No Build Alternative would maintain the current configuration of the existing I-710 Corridor. There would be no capacity-increasing improvements to the I-710 mainline; only approved and planned projects included in SCAG's 2012 Regional Transportation Plan (RTP) and 2012 Federal Transportation Improvement Program (FTIP) are considered part of the No Build Alternative. The No Build Alternative provides a baseline for comparing the impacts associated with the Build Alternatives.
- **Alternative 5C: Freeway Widening up to 10 General Purpose Lanes:** Alternative 5C focuses on making improvements to the I-710 mainline freeway similar to the concepts previously defined and analyzed in the June 2012 Draft EIR/EIS as Alternative 5A (10-GP Lanes). In this case, Alternative 5C would add general purpose lane capacity to I-710 as well

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Caltrans, Metro, and the I-710 project team are continuing to refine the Build Alternatives and preparing updates to previously completed environmental technical studies. We are currently seeking input from Cooperating and Participating Agencies on the design scope of the Build Alternatives. If your agency has any comments or questions about the revised set of Build Alternatives, please advise us in writing within 30 days or your receipt of this letter. Public circulation of the RDEIR/SDEIS is anticipated in late 2016.

If you have any questions, please contact Allison Morrow at (213) 897-3247 or [Allison.Morrow@dot.ca.gov](mailto:Allison.Morrow@dot.ca.gov).

Sincerely,

RON KOSINSKI  
Deputy District Director  
Division of Environmental Planning

Attachment: Attachment A– Description of Build Alternatives 5C and 7

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7, Division of Environmental Planning  
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TTY (213) 897-4937



*Serious drought.  
Help save water!*

June 16, 2015

Eric Shen  
Director of Transportation Planning  
Port of Long Beach  
925 Harbor Plaza  
Long Beach, CA 90802

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear Mr. Shen:

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

In addressing the comments received during circulation of the Draft EIR/EIS in June – September 2012, the California Department of Transportation (Caltrans), Los Angeles County Metropolitan Transportation Authority (Metro), and the Gateway Cities Council of Governments (GCCOG) have been working with the affected communities in developing a revised set of alternatives to be studied in the RDEIR/SDEIS. This revised set of build alternatives include Alternatives 5C and 7 which provide components such as transit service expansions that would be funded as part of the I-710 Corridor Project that are above and beyond measures that would occur with the No Build improvements (please see Attachment A). Brief descriptions of the revised alternatives to be considered in the RDEIR/SDEIS for the I-710 Corridor Project are as follows:

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Sincerely,

RON KOSINSKI  
Deputy District Director  
Division of Environmental Planning

Attachment: Attachment A– Description of Build Alternatives 5C and 7

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7, Division of Environmental Planning  
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*Serious drought.  
Help save water!*

June 16, 2015

Kenneth McDonald  
President  
Long Beach Transit  
P.O. Box 731  
Long Beach, CA 90801

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear Mr. McDonald:

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

In addressing the comments received during circulation of the Draft EIR/EIS in June – September 2012, the California Department of Transportation (Caltrans), Los Angeles County Metropolitan Transportation Authority (Metro), and the Gateway Cities Council of Governments (GCCOG) have been working with the affected communities in developing a revised set of alternatives to be studied in the RDEIR/SDEIS. This revised set of build alternatives include Alternatives 5C and 7 which provide components such as transit service expansions that would be funded as part of the I-710 Corridor Project that are above and beyond measures that would occur with the No Build improvements (please see Attachment A). Brief descriptions of the revised alternatives to be considered in the RDEIR/SDEIS for the I-710 Corridor Project are as follows:

- **No Build Alternative:** The No Build Alternative would maintain the current configuration of the existing I-710 Corridor. There would be no capacity-increasing improvements to the I-710 mainline; only approved and planned projects included in SCAG's 2012 Regional Transportation Plan (RTP) and 2012 Federal Transportation Improvement Program (FTIP) are considered part of the No Build Alternative. The No Build Alternative provides a baseline for comparing the impacts associated with the Build Alternatives.
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Caltrans, Metro, and the I-710 project team are continuing to refine the Build Alternatives and preparing updates to previously completed environmental technical studies. We are currently seeking input from Cooperating and Participating Agencies on the design scope of the Build Alternatives. If your agency has any comments or questions about the revised set of Build Alternatives, please advise us in writing within 30 days or your receipt of this letter. Public circulation of the RDEIR/SDEIS is anticipated in late 2016.

If you have any questions, please contact Allison Morrow at (213) 897-3247 or [Allison.Morrow@dot.ca.gov](mailto:Allison.Morrow@dot.ca.gov).

Sincerely,

RON KOSINSKI  
Deputy District Director  
Division of Environmental Planning

Attachment: Attachment A– Description of Build Alternatives 5C and 7

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7, Division of Environmental Planning  
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TTY (213) 897-4937



*Serious drought.  
Help save water!*

June 16, 2015

Gail Farber  
Public Works Director  
County of Los Angeles  
900 S. Fremont Avenue  
Alhambra, CA 91803

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear Ms. Farber:

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

In addressing the comments received during circulation of the Draft EIR/EIS in June – September 2012, the California Department of Transportation (Caltrans), Los Angeles County Metropolitan Transportation Authority (Metro), and the Gateway Cities Council of Governments (GCCOG) have been working with the affected communities in developing a revised set of alternatives to be studied in the RDEIR/SDEIS. This revised set of build alternatives include Alternatives 5C and 7 which provide components such as transit service expansions that would be funded as part of the I-710 Corridor Project that are above and beyond measures that would occur with the No Build improvements (please see Attachment A). Brief descriptions of the revised alternatives to be considered in the RDEIR/SDEIS for the I-710 Corridor Project are as follows:

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If you have any questions, please contact Allison Morrow at (213) 897-3247 or [Allison.Morrow@dot.ca.gov](mailto:Allison.Morrow@dot.ca.gov).

Sincerely,

RON KOSINSKI  
Deputy District Director  
Division of Environmental Planning

Attachment: Attachment A– Description of Build Alternatives 5C and 7

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7, Division of Environmental Planning  
100 South Main Street, Suite 100  
LOS ANGELES, CA 90012-3606  
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TTY (213) 897-4937



*Serious drought.  
Help save water!*

June 16, 2015

Jerry Groomes  
City Manager  
City of Bell  
6330 Pine Avenue  
Bell, CA 90201

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear Mr. Groomes:

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

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If you have any questions, please contact Allison Morrow at (213) 897-3247 or [Allison.Morrow@dot.ca.gov](mailto:Allison.Morrow@dot.ca.gov).

Sincerely,

RON KOSINSKI  
Deputy District Director  
Division of Environmental Planning

Attachment: Attachment A– Description of Build Alternatives 5C and 7

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7, Division of Environmental Planning  
100 South Main Street, Suite 100  
LOS ANGELES, CA 90012-3606  
PHONE (213) 897-0703  
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TTY (213) 897-4937



*Serious drought.  
Help save water!*

June 16, 2015

Philip Wagner  
City Manager  
City of Bell Gardens  
7100 S. Garfield Avenue  
Bell Gardens, CA 90201

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear Mr. Wagner:

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

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If you have any questions, please contact Allison Morrow at (213) 897-3247 or [Allison.Morrow@dot.ca.gov](mailto:Allison.Morrow@dot.ca.gov).

Sincerely,

RON KOSINSKI  
Deputy District Director  
Division of Environmental Planning

Attachment: Attachment A– Description of Build Alternatives 5C and 7

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7, Division of Environmental Planning  
100 South Main Street, Suite 100  
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TTY (213) 897-4937



*Serious drought.  
Help save water!*

June 16, 2015

Cecil W. Rhambo, Jr.  
City Manager  
City of Carson  
701 E. Carson Street  
Carson, CA 90745

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear Mr. Rhambo:

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

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If you have any questions, please contact Allison Morrow at (213) 897-3247 or [Allison.Morrow@dot.ca.gov](mailto:Allison.Morrow@dot.ca.gov).

Sincerely,

RON KOSINSKI  
Deputy District Director  
Division of Environmental Planning

Attachment: Attachment A– Description of Build Alternatives 5C and 7

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7, Division of Environmental Planning  
100 South Main Street, Suite 100  
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June 16, 2015

Jorge Rifa  
City Administrator  
City of Commerce  
2535 Commerce Way  
Commerce, CA 90040

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear Mr. Rifa:

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

In addressing the comments received during circulation of the Draft EIR/EIS in June – September 2012, the California Department of Transportation (Caltrans), Los Angeles County Metropolitan Transportation Authority (Metro), and the Gateway Cities Council of Governments (GCCOG) have been working with the affected communities in developing a revised set of alternatives to be studied in the RDEIR/SDEIS. This revised set of build alternatives include Alternatives 5C and 7 which provide components such as transit service expansions that would be funded as part of the I-710 Corridor Project that are above and beyond measures that would occur with the No Build improvements (please see Attachment A). Brief descriptions of the revised alternatives to be considered in the RDEIR/SDEIS for the I-710 Corridor Project are as follows:

- **No Build Alternative:** The No Build Alternative would maintain the current configuration of the existing I-710 Corridor. There would be no capacity-increasing improvements to the I-710 mainline; only approved and planned projects included in SCAG's 2012 Regional Transportation Plan (RTP) and 2012 Federal Transportation Improvement Program (FTIP) are considered part of the No Build Alternative. The No Build Alternative provides a baseline for comparing the impacts associated with the Build Alternatives.
- **Alternative 5C: Freeway Widening up to 10 General Purpose Lanes:** Alternative 5C focuses on making improvements to the I-710 mainline freeway similar to the concepts previously defined and analyzed in the June 2012 Draft EIR/EIS as Alternative 5A (10-GP Lanes). In this case, Alternative 5C would add general purpose lane capacity to I-710 as well

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- **Alternative 7: Community Alternative:** Alternative 7 starts with the previously defined concept of a zero emission freight corridor that was analyzed as part of Alternatives 6B and 6C in the June 2012 Draft EIR/EIS. The design concept for this alternative has been refocused to feature the I-710 build components described in “Community Alternative 7.” Specifically, Alternative 7 includes a four-lane ZE/NZE freight corridor, but does not propose adding GP through lane capacity to the mainline of I-710. However, proposed geometric modifications to I-710 will incorporate “Safety Modernization” operational elements to improve traffic safety and operations.

Caltrans, Metro, and the I-710 project team are continuing to refine the Build Alternatives and preparing updates to previously completed environmental technical studies. We are currently seeking input from Cooperating and Participating Agencies on the design scope of the Build Alternatives. If your agency has any comments or questions about the revised set of Build Alternatives, please advise us in writing within 30 days or your receipt of this letter. Public circulation of the RDEIR/SDEIS is anticipated in late 2016.

If you have any questions, please contact Allison Morrow at (213) 897-3247 or [Allison.Morrow@dot.ca.gov](mailto:Allison.Morrow@dot.ca.gov).

Sincerely,

RON KOSINSKI  
Deputy District Director  
Division of Environmental Planning

Attachment: Attachment A– Description of Build Alternatives 5C and 7

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7, Division of Environmental Planning  
100 South Main Street, Suite 100  
LOS ANGELES, CA 90012-3606  
PHONE (213) 897-0703  
FAX (213) 897-0685  
TTY (213) 897-4937



*Serious drought.  
Help save water!*

June 16, 2015

Johnny Ford  
City Manager  
City of Compton  
205 S. Willowbrook Avenue  
Compton, California 90220

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear Mr. Ford:

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

In addressing the comments received during circulation of the Draft EIR/EIS in June – September 2012, the California Department of Transportation (Caltrans), Los Angeles County Metropolitan Transportation Authority (Metro), and the Gateway Cities Council of Governments (GCCOG) have been working with the affected communities in developing a revised set of alternatives to be studied in the RDEIR/SDEIS. This revised set of build alternatives include Alternatives 5C and 7 which provide components such as transit service expansions that would be funded as part of the I-710 Corridor Project that are above and beyond measures that would occur with the No Build improvements (please see Attachment A). Brief descriptions of the revised alternatives to be considered in the RDEIR/SDEIS for the I-710 Corridor Project are as follows:

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Caltrans, Metro, and the I-710 project team are continuing to refine the Build Alternatives and preparing updates to previously completed environmental technical studies. We are currently seeking input from Cooperating and Participating Agencies on the design scope of the Build Alternatives. If your agency has any comments or questions about the revised set of Build Alternatives, please advise us in writing within 30 days or your receipt of this letter. Public circulation of the RDEIR/SDEIS is anticipated in late 2016.

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Sincerely,

RON KOSINSKI  
Deputy District Director  
Division of Environmental Planning

Attachment: Attachment A– Description of Build Alternatives 5C and 7

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7, Division of Environmental Planning  
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TTY (213) 897-4937



*Serious drought.  
Help save water!*

June 16, 2015

Jose E. Pulido  
City Manager  
City of Cudahy  
5220 Santa Ana Street  
Cudahy, CA 90201

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear Mr. Pulido:

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

In addressing the comments received during circulation of the Draft EIR/EIS in June – September 2012, the California Department of Transportation (Caltrans), Los Angeles County Metropolitan Transportation Authority (Metro), and the Gateway Cities Council of Governments (GCCOG) have been working with the affected communities in developing a revised set of alternatives to be studied in the RDEIR/SDEIS. This revised set of build alternatives include Alternatives 5C and 7 which provide components such as transit service expansions that would be funded as part of the I-710 Corridor Project that are above and beyond measures that would occur with the No Build improvements (please see Attachment A). Brief descriptions of the revised alternatives to be considered in the RDEIR/SDEIS for the I-710 Corridor Project are as follows:

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Sincerely,

RON KOSINSKI  
Deputy District Director  
Division of Environmental Planning

Attachment: Attachment A– Description of Build Alternatives 5C and 7

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7, Division of Environmental Planning  
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TTY (213) 897-4937



*Serious drought.  
Help save water!*

June 16, 2015

Gilbert A. Livas  
City Manager  
City of Downey  
11111 Brookshire Avenue  
Downey, CA 90241

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear Mr. Livas:

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

In addressing the comments received during circulation of the Draft EIR/EIS in June – September 2012, the California Department of Transportation (Caltrans), Los Angeles County Metropolitan Transportation Authority (Metro), and the Gateway Cities Council of Governments (GCCOG) have been working with the affected communities in developing a revised set of alternatives to be studied in the RDEIR/SDEIS. This revised set of build alternatives include Alternatives 5C and 7 which provide components such as transit service expansions that would be funded as part of the I-710 Corridor Project that are above and beyond measures that would occur with the No Build improvements (please see Attachment A). Brief descriptions of the revised alternatives to be considered in the RDEIR/SDEIS for the I-710 Corridor Project are as follows:

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Sincerely,

RON KOSINSKI  
Deputy District Director  
Division of Environmental Planning

Attachment: Attachment A– Description of Build Alternatives 5C and 7

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7, Division of Environmental Planning  
100 South Main Street, Suite 100  
LOS ANGELES, CA 90012-3606  
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TTY (213) 897-4937



*Serious drought.  
Help save water!*

June 16, 2015

John A. Ornelas  
City Manager  
City of Huntington Park  
6550 Miles Avenue  
Huntington Park, CA 90255

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear Mr. Ornelas:

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

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Sincerely,

RON KOSINSKI  
Deputy District Director  
Division of Environmental Planning

Attachment: Attachment A– Description of Build Alternatives 5C and 7

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7, Division of Environmental Planning  
100 South Main Street, Suite 100  
LOS ANGELES, CA 90012-3606  
PHONE (213) 897-0703  
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TTY (213) 897-4937



*Serious drought.  
Help save water!*

June 16, 2015

Howard L. Chambers  
City Manager  
City of Lakewood  
5050 Clark Avenue  
Lakewood, CA 90712

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear Mr. Chambers:

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

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Sincerely,

RON KOSINSKI  
Deputy District Director  
Division of Environmental Planning

Attachment: Attachment A– Description of Build Alternatives 5C and 7

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7, Division of Environmental Planning  
100 South Main Street, Suite 100  
LOS ANGELES, CA 90012-3606  
PHONE (213) 897-0703  
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TTY (213) 897-4937



*Serious drought.  
Help save water!*

June 16, 2015

Patrick H. West  
City Manager  
City of Long Beach  
333 W. Ocean Blvd  
Long Beach, CA 90802

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear Mr. West:

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

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Sincerely,

RON KOSINSKI  
Deputy District Director  
Division of Environmental Planning

Attachment: Attachment A– Description of Build Alternatives 5C and 7

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7, Division of Environmental Planning  
100 South Main Street, Suite 100  
LOS ANGELES, CA 90012-3606  
PHONE (213) 897-0703  
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TTY (213) 897-4937



*Serious drought.  
Help save water!*

June 16, 2015

Kevin James  
President, Board of Public Works  
City of Los Angeles  
200 North Spring St., Rm 361  
Los Angeles, CA 90012  
Mail Stop 464

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear Mr. James:

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

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If you have any questions, please contact Allison Morrow at (213) 897-3247 or [Allison.Morrow@dot.ca.gov](mailto:Allison.Morrow@dot.ca.gov).

Sincerely,

RON KOSINSKI  
Deputy District Director  
Division of Environmental Planning

Attachment: Attachment A– Description of Build Alternatives 5C and 7

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7, Division of Environmental Planning  
100 South Main Street, Suite 100  
LOS ANGELES, CA 90012-3606  
PHONE (213) 897-0703  
FAX (213) 897-0685  
TTY (213) 897-4937



*Serious drought.  
Help save water!*

June 16, 2015

J. Arnaldo Beltran  
City Manager  
City of Lynwood  
11330 Bullis Road  
Lynwood, CA 90262

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear Mr. Beltran:

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

In addressing the comments received during circulation of the Draft EIR/EIS in June – September 2012, the California Department of Transportation (Caltrans), Los Angeles County Metropolitan Transportation Authority (Metro), and the Gateway Cities Council of Governments (GCCOG) have been working with the affected communities in developing a revised set of alternatives to be studied in the RDEIR/SDEIS. This revised set of build alternatives include Alternatives 5C and 7 which provide components such as transit service expansions that would be funded as part of the I-710 Corridor Project that are above and beyond measures that would occur with the No Build improvements (please see Attachment A). Brief descriptions of the revised alternatives to be considered in the RDEIR/SDEIS for the I-710 Corridor Project are as follows:

- **No Build Alternative:** The No Build Alternative would maintain the current configuration of the existing I-710 Corridor. There would be no capacity-increasing improvements to the I-710 mainline; only approved and planned projects included in SCAG's 2012 Regional Transportation Plan (RTP) and 2012 Federal Transportation Improvement Program (FTIP) are considered part of the No Build Alternative. The No Build Alternative provides a baseline for comparing the impacts associated with the Build Alternatives.
- **Alternative 5C: Freeway Widening up to 10 General Purpose Lanes:** Alternative 5C focuses on making improvements to the I-710 mainline freeway similar to the concepts previously defined and analyzed in the June 2012 Draft EIR/EIS as Alternative 5A (10-GP Lanes). In this case, Alternative 5C would add general purpose lane capacity to I-710 as well

as geometric design improvements needed to modernize the freeway in order to improve traffic safety and operations. Alternative 5C improves upon this prior design concept by adding design features at key locations to separate cars and trucks and by adding programmatic air quality measures such as funding contributions to zero emission/near zero emission truck deployment programs. It includes full “Safety Modernization” features and it incorporates selected community elements such as bicycle and pedestrian linkages. Physically, Alternative 5C is different from Alternative 7 in that it does not include a Zero Emission/Near Zero Emission (ZE/NZE) freight corridor.

- **Alternative 7: Community Alternative:** Alternative 7 starts with the previously defined concept of a zero emission freight corridor that was analyzed as part of Alternatives 6B and 6C in the June 2012 Draft EIR/EIS. The design concept for this alternative has been refocused to feature the I-710 build components described in “Community Alternative 7.” Specifically, Alternative 7 includes a four-lane ZE/NZE freight corridor, but does not propose adding GP through lane capacity to the mainline of I-710. However, proposed geometric modifications to I-710 will incorporate “Safety Modernization” operational elements to improve traffic safety and operations.

Caltrans, Metro, and the I-710 project team are continuing to refine the Build Alternatives and preparing updates to previously completed environmental technical studies. We are currently seeking input from Cooperating and Participating Agencies on the design scope of the Build Alternatives. If your agency has any comments or questions about the revised set of Build Alternatives, please advise us in writing within 30 days or your receipt of this letter. Public circulation of the RDEIR/SDEIS is anticipated in late 2016.

If you have any questions, please contact Allison Morrow at (213) 897-3247 or [Allison.Morrow@dot.ca.gov](mailto:Allison.Morrow@dot.ca.gov).

Sincerely,

RON KOSINSKI  
Deputy District Director  
Division of Environmental Planning

Attachment: Attachment A– Description of Build Alternatives 5C and 7

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7, Division of Environmental Planning  
100 South Main Street, Suite 100  
LOS ANGELES, CA 90012-3606  
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FAX (213) 897-0685  
TTY (213) 897-4937



*Serious drought.  
Help save water!*

June 16, 2015

Lilian Myers  
City Manager  
City of Maywood  
4319 E. Slauson Ave  
Maywood, CA. 90270

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear Ms. Myers:

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

In addressing the comments received during circulation of the Draft EIR/EIS in June – September 2012, the California Department of Transportation (Caltrans), Los Angeles County Metropolitan Transportation Authority (Metro), and the Gateway Cities Council of Governments (GCCOG) have been working with the affected communities in developing a revised set of alternatives to be studied in the RDEIR/SDEIS. This revised set of build alternatives include Alternatives 5C and 7 which provide components such as transit service expansions that would be funded as part of the I-710 Corridor Project that are above and beyond measures that would occur with the No Build improvements (please see Attachment A). Brief descriptions of the revised alternatives to be considered in the RDEIR/SDEIS for the I-710 Corridor Project are as follows:

- **No Build Alternative:** The No Build Alternative would maintain the current configuration of the existing I-710 Corridor. There would be no capacity-increasing improvements to the I-710 mainline; only approved and planned projects included in SCAG's 2012 Regional Transportation Plan (RTP) and 2012 Federal Transportation Improvement Program (FTIP) are considered part of the No Build Alternative. The No Build Alternative provides a baseline for comparing the impacts associated with the Build Alternatives.
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Caltrans, Metro, and the I-710 project team are continuing to refine the Build Alternatives and preparing updates to previously completed environmental technical studies. We are currently seeking input from Cooperating and Participating Agencies on the design scope of the Build Alternatives. If your agency has any comments or questions about the revised set of Build Alternatives, please advise us in writing within 30 days or your receipt of this letter. Public circulation of the RDEIR/SDEIS is anticipated in late 2016.

If you have any questions, please contact Allison Morrow at (213) 897-3247 or [Allison.Morrow@dot.ca.gov](mailto:Allison.Morrow@dot.ca.gov).

Sincerely,

RON KOSINSKI  
Deputy District Director  
Division of Environmental Planning

Attachment: Attachment A– Description of Build Alternatives 5C and 7

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7, Division of Environmental Planning  
100 South Main Street, Suite 100  
LOS ANGELES, CA 90012-3606  
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FAX (213) 897-0685  
TTY (213) 897-4937



*Serious drought.  
Help save water!*

June 16, 2015

Linda Benedetti-Leal  
City Manager  
City of Paramount  
16400 Colorado Ave  
Paramount, CA 90723

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear Ms. Benedetti-Leal:

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

In addressing the comments received during circulation of the Draft EIR/EIS in June – September 2012, the California Department of Transportation (Caltrans), Los Angeles County Metropolitan Transportation Authority (Metro), and the Gateway Cities Council of Governments (GCCOG) have been working with the affected communities in developing a revised set of alternatives to be studied in the RDEIR/SDEIS. This revised set of build alternatives include Alternatives 5C and 7 which provide components such as transit service expansions that would be funded as part of the I-710 Corridor Project that are above and beyond measures that would occur with the No Build improvements (please see Attachment A). Brief descriptions of the revised alternatives to be considered in the RDEIR/SDEIS for the I-710 Corridor Project are as follows:

- **No Build Alternative:** The No Build Alternative would maintain the current configuration of the existing I-710 Corridor. There would be no capacity-increasing improvements to the I-710 mainline; only approved and planned projects included in SCAG's 2012 Regional Transportation Plan (RTP) and 2012 Federal Transportation Improvement Program (FTIP) are considered part of the No Build Alternative. The No Build Alternative provides a baseline for comparing the impacts associated with the Build Alternatives.
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Caltrans, Metro, and the I-710 project team are continuing to refine the Build Alternatives and preparing updates to previously completed environmental technical studies. We are currently seeking input from Cooperating and Participating Agencies on the design scope of the Build Alternatives. If your agency has any comments or questions about the revised set of Build Alternatives, please advise us in writing within 30 days or your receipt of this letter. Public circulation of the RDEIR/SDEIS is anticipated in late 2016.

If you have any questions, please contact Allison Morrow at (213) 897-3247 or [Allison.Morrow@dot.ca.gov](mailto:Allison.Morrow@dot.ca.gov).

Sincerely,

RON KOSINSKI  
Deputy District Director  
Division of Environmental Planning

Attachment: Attachment A– Description of Build Alternatives 5C and 7

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7, Division of Environmental Planning  
100 South Main Street, Suite 100  
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TTY (213) 897-4937



*Serious drought.  
Help save water!*

June 16, 2015

Kenneth C. Farfsing  
City Manager  
City of Signal Hill  
2175 Cherry Avenue  
Signal Hill, CA 90755

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear Mr. Farfsing

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

In addressing the comments received during circulation of the Draft EIR/EIS in June – September 2012, the California Department of Transportation (Caltrans), Los Angeles County Metropolitan Transportation Authority (Metro), and the Gateway Cities Council of Governments (GCCOG) have been working with the affected communities in developing a revised set of alternatives to be studied in the RDEIR/SDEIS. This revised set of build alternatives include Alternatives 5C and 7 which provide components such as transit service expansions that would be funded as part of the I-710 Corridor Project that are above and beyond measures that would occur with the No Build improvements (please see Attachment A). Brief descriptions of the revised alternatives to be considered in the RDEIR/SDEIS for the I-710 Corridor Project are as follows:

- **No Build Alternative:** The No Build Alternative would maintain the current configuration of the existing I-710 Corridor. There would be no capacity-increasing improvements to the I-710 mainline; only approved and planned projects included in SCAG's 2012 Regional Transportation Plan (RTP) and 2012 Federal Transportation Improvement Program (FTIP) are considered part of the No Build Alternative. The No Build Alternative provides a baseline for comparing the impacts associated with the Build Alternatives.
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Sincerely,

RON KOSINSKI  
Deputy District Director  
Division of Environmental Planning

Attachment: Attachment A– Description of Build Alternatives 5C and 7

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7, Division of Environmental Planning  
100 South Main Street, Suite 100  
LOS ANGELES, CA 90012-3606  
PHONE (213) 897-0703  
FAX (213) 897-0685  
TTY (213) 897-4937



*Serious drought.  
Help save water!*

June 16, 2015

Michael S. Flad  
City Manager  
City of South Gate  
8650 California Avenue  
South Gate, CA 90280

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear Mr. Flad

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

In addressing the comments received during circulation of the Draft EIR/EIS in June – September 2012, the California Department of Transportation (Caltrans), Los Angeles County Metropolitan Transportation Authority (Metro), and the Gateway Cities Council of Governments (GCCOG) have been working with the affected communities in developing a revised set of alternatives to be studied in the RDEIR/SDEIS. This revised set of build alternatives include Alternatives 5C and 7 which provide components such as transit service expansions that would be funded as part of the I-710 Corridor Project that are above and beyond measures that would occur with the No Build improvements (please see Attachment A). Brief descriptions of the revised alternatives to be considered in the RDEIR/SDEIS for the I-710 Corridor Project are as follows:

- **No Build Alternative:** The No Build Alternative would maintain the current configuration of the existing I-710 Corridor. There would be no capacity-increasing improvements to the I-710 mainline; only approved and planned projects included in SCAG's 2012 Regional Transportation Plan (RTP) and 2012 Federal Transportation Improvement Program (FTIP) are considered part of the No Build Alternative. The No Build Alternative provides a baseline for comparing the impacts associated with the Build Alternatives.
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If you have any questions, please contact Allison Morrow at (213) 897-3247 or [Allison.Morrow@dot.ca.gov](mailto:Allison.Morrow@dot.ca.gov).

Sincerely,

RON KOSINSKI  
Deputy District Director  
Division of Environmental Planning

Attachment: Attachment A– Description of Build Alternatives 5C and 7

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7, Division of Environmental Planning  
100 South Main Street, Suite 100  
LOS ANGELES, CA 90012-3606  
PHONE (213) 897-0703  
FAX (213) 897-0685  
TTY (213) 897-4937



*Serious drought.  
Help save water!*

June 16, 2015

City Administrator  
City of Vernon  
4305 Santa Fe Avenue  
Vernon, CA 90058

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear City Administrator

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

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- **Alternative 5C: Freeway Widening up to 10 General Purpose Lanes:** Alternative 5C focuses on making improvements to the I-710 mainline freeway similar to the concepts previously defined and analyzed in the June 2012 Draft EIR/EIS as Alternative 5A (10-GP Lanes). In this case, Alternative 5C would add general purpose lane capacity to I-710 as well

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If you have any questions, please contact Allison Morrow at (213) 897-3247 or [Allison.Morrow@dot.ca.gov](mailto:Allison.Morrow@dot.ca.gov).

Sincerely,

RON KOSINSKI  
Deputy District Director  
Division of Environmental Planning

Attachment: Attachment A– Description of Build Alternatives 5C and 7

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7, Division of Environmental Planning  
100 South Main Street, Suite 100  
LOS ANGELES, CA 90012-3606  
PHONE (213) 897-0703  
FAX (213) 897-0685  
TTY (213) 897-4937



*Serious drought.  
Help save water!*

June 16, 2015

Matthew P. Lyons  
Director of Planning and Conservation  
City of Long Beach Water Department  
1800 E. Wardlow Road  
Long Beach, CA 90807

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear Mr. Lyons

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

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- **Alternative 5C: Freeway Widening up to 10 General Purpose Lanes:** Alternative 5C focuses on making improvements to the I-710 mainline freeway similar to the concepts previously defined and analyzed in the June 2012 Draft EIR/EIS as Alternative 5A (10-GP Lanes). In this case, Alternative 5C would add general purpose lane capacity to I-710 as well

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If you have any questions, please contact Allison Morrow at (213) 897-3247 or [Allison.Morrow@dot.ca.gov](mailto:Allison.Morrow@dot.ca.gov).

Sincerely,

RON KOSINSKI  
Deputy District Director  
Division of Environmental Planning

Attachment: Attachment A– Description of Build Alternatives 5C and 7

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7, Division of Environmental Planning  
100 South Main Street, Suite 100  
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TTY (213) 897-4937



*Serious drought.  
Help save water!*

June 16, 2015

John T. Doherty  
Chief Executive Officer  
Alameda Corridor Transportation Authority  
3760 Kilroy Airport Way, Suite 200  
Long Beach, CA 90806

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear Mr. Doherty

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

In addressing the comments received during circulation of the Draft EIR/EIS in June – September 2012, the California Department of Transportation (Caltrans), Los Angeles County Metropolitan Transportation Authority (Metro), and the Gateway Cities Council of Governments (GCCOG) have been working with the affected communities in developing a revised set of alternatives to be studied in the RDEIR/SDEIS. This revised set of build alternatives include Alternatives 5C and 7 which provide components such as transit service expansions that would be funded as part of the I-710 Corridor Project that are above and beyond measures that would occur with the No Build improvements (please see Attachment A). Brief descriptions of the revised alternatives to be considered in the RDEIR/SDEIS for the I-710 Corridor Project are as follows:

- **No Build Alternative:** The No Build Alternative would maintain the current configuration of the existing I-710 Corridor. There would be no capacity-increasing improvements to the I-710 mainline; only approved and planned projects included in SCAG's 2012 Regional Transportation Plan (RTP) and 2012 Federal Transportation Improvement Program (FTIP) are considered part of the No Build Alternative. The No Build Alternative provides a baseline for comparing the impacts associated with the Build Alternatives.
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- **Alternative 7: Community Alternative:** Alternative 7 starts with the previously defined concept of a zero emission freight corridor that was analyzed as part of Alternatives 6B and 6C in the June 2012 Draft EIR/EIS. The design concept for this alternative has been refocused to feature the I-710 build components described in “Community Alternative 7.” Specifically, Alternative 7 includes a four-lane ZE/NZE freight corridor, but does not propose adding GP through lane capacity to the mainline of I-710. However, proposed geometric modifications to I-710 will incorporate “Safety Modernization” operational elements to improve traffic safety and operations.

Caltrans, Metro, and the I-710 project team are continuing to refine the Build Alternatives and preparing updates to previously completed environmental technical studies. We are currently seeking input from Cooperating and Participating Agencies on the design scope of the Build Alternatives. If your agency has any comments or questions about the revised set of Build Alternatives, please advise us in writing within 30 days or your receipt of this letter. Public circulation of the RDEIR/SDEIS is anticipated in late 2016.

If you have any questions, please contact Allison Morrow at (213) 897-3247 or [Allison.Morrow@dot.ca.gov](mailto:Allison.Morrow@dot.ca.gov).

Sincerely,

RON KOSINSKI  
Deputy District Director  
Division of Environmental Planning

Attachment: Attachment A– Description of Build Alternatives 5C and 7

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7, Division of Environmental Planning  
100 South Main Street, Suite 100  
LOS ANGELES, CA 90012-3606  
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FAX (213) 897-0685  
TTY (213) 897-4937



*Serious drought.  
Help save water!*

June 16, 2015

Yvette Kirrin  
Executive Director  
I-5 Joint Powers Authority  
919 Appalachian  
Claremont, CA 91711

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear Ms. Kirrin

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

In addressing the comments received during circulation of the Draft EIR/EIS in June – September 2012, the California Department of Transportation (Caltrans), Los Angeles County Metropolitan Transportation Authority (Metro), and the Gateway Cities Council of Governments (GCCOG) have been working with the affected communities in developing a revised set of alternatives to be studied in the RDEIR/SDEIS. This revised set of build alternatives include Alternatives 5C and 7 which provide components such as transit service expansions that would be funded as part of the I-710 Corridor Project that are above and beyond measures that would occur with the No Build improvements (please see Attachment A). Brief descriptions of the revised alternatives to be considered in the RDEIR/SDEIS for the I-710 Corridor Project are as follows:

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Caltrans, Metro, and the I-710 project team are continuing to refine the Build Alternatives and preparing updates to previously completed environmental technical studies. We are currently seeking input from Cooperating and Participating Agencies on the design scope of the Build Alternatives. If your agency has any comments or questions about the revised set of Build Alternatives, please advise us in writing within 30 days or your receipt of this letter. Public circulation of the RDEIR/SDEIS is anticipated in late 2016.

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Sincerely,

RON KOSINSKI  
Deputy District Director  
Division of Environmental Planning

Attachment: Attachment A– Description of Build Alternatives 5C and 7

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7, Division of Environmental Planning  
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*Serious drought.  
Help save water!*

June 16, 2015

Cynthia Gomez  
Executive Secretary  
California Native American Heritage Commission  
1550 Harbor Blvd, Suite 100  
West Sacramento, CA 95691

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear Ms. Gomez:

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

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Sincerely,

RON KOSINSKI  
Deputy District Director  
Division of Environmental Planning

Attachment: Attachment A– Description of Build Alternatives 5C and 7

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7, Division of Environmental Planning  
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Help save water!*

June 16, 2015

Nesamani Kalandiyur  
Transportation Planning - Analysis  
California Air Resources Board  
P.O. Box 2815  
Sacramento, CA 95812

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear Mr. Kalandiyur:

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

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Sincerely,

RON KOSINSKI  
Deputy District Director  
Division of Environmental Planning

Attachment: Attachment A– Description of Build Alternatives 5C and 7

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DISTRICT 7, Division of Environmental Planning  
100 South Main Street, Suite 100  
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TTY (213) 897-4937



*Serious drought.  
Help save water!*

June 16, 2015

Claude McFerguson  
Director  
Commerce Municipal Bus Lines  
5555 Jillson Street  
Commerce, CA 90040

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear Mr. McFerguson:

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

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Sincerely,

RON KOSINSKI  
Deputy District Director  
Division of Environmental Planning

Attachment: Attachment A– Description of Build Alternatives 5C and 7

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7, Division of Environmental Planning  
100 South Main Street, Suite 100  
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TTY (213) 897-4937



*Serious drought.  
Help save water!*

June 16, 2015

Allison Morrow  
Senior Env. Planner  
California Dept. of Transportation  
100 South Main Street  
Suite 100, MS 16A  
Los Angeles, CA 90012

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear Ms. Morrow:

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

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Sincerely,

RON KOSINSKI  
Deputy District Director  
Division of Environmental Planning

Attachment: Attachment A– Description of Build Alternatives 5C and 7

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7, Division of Environmental Planning  
100 South Main Street, Suite 100  
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*Serious drought.  
Help save water!*

June 16, 2015

Chris Dellith  
Sr. Biologist  
U.S. Fish and Wildlife Service Ventura Office  
2493 Portola Road, Suite B  
Ventura, CA 93003

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear Mr. Dellith:

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

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Sincerely,

RON KOSINSKI  
Deputy District Director  
Division of Environmental Planning

Attachment: Attachment A– Description of Build Alternatives 5C and 7

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7, Division of Environmental Planning  
100 South Main Street, Suite 100  
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*Serious drought.  
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June 16, 2015

David Castanon  
Chief  
U.S. Army Corps of Engineers Regulatory Division  
Los Angeles District  
911 Wilshire Boulevard, P.O. Box 2711  
Los Angeles, CA 90053-2325

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear Mr. Castanon:

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

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Caltrans, Metro, and the I-710 project team are continuing to refine the Build Alternatives and preparing updates to previously completed environmental technical studies. We are currently seeking input from Cooperating and Participating Agencies on the design scope of the Build Alternatives. If your agency has any comments or questions about the revised set of Build Alternatives, please advise us in writing within 30 days or your receipt of this letter. Public circulation of the RDEIR/SDEIS is anticipated in late 2016.

If you have any questions, please contact Allison Morrow at (213) 897-3247 or [Allison.Morrow@dot.ca.gov](mailto:Allison.Morrow@dot.ca.gov).

Sincerely,

RON KOSINSKI  
Deputy District Director  
Division of Environmental Planning

Attachment: Attachment A– Description of Build Alternatives 5C and 7

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7, Division of Environmental Planning  
100 South Main Street, Suite 100  
LOS ANGELES, CA 90012-3606  
PHONE (213) 897-0703  
FAX (213) 897-0685  
TTY (213) 897-4937



*Serious drought.  
Help save water!*

June 16, 2015

Galen Tromble  
Division Chief  
National Oceanic and Atmospheric Administration  
Office of Sustainable Fisheries  
1315 East West Highway  
Silver Spring, MD 20910

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear Mr. Tromble:

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

In addressing the comments received during circulation of the Draft EIR/EIS in June – September 2012, the California Department of Transportation (Caltrans), Los Angeles County Metropolitan Transportation Authority (Metro), and the Gateway Cities Council of Governments (GCCOG) have been working with the affected communities in developing a revised set of alternatives to be studied in the RDEIR/SDEIS. This revised set of build alternatives include Alternatives 5C and 7 which provide components such as transit service expansions that would be funded as part of the I-710 Corridor Project that are above and beyond measures that would occur with the No Build improvements (please see Attachment A). Brief descriptions of the revised alternatives to be considered in the RDEIR/SDEIS for the I-710 Corridor Project are as follows:

- **No Build Alternative:** The No Build Alternative would maintain the current configuration of the existing I-710 Corridor. There would be no capacity-increasing improvements to the I-710 mainline; only approved and planned projects included in SCAG's 2012 Regional Transportation Plan (RTP) and 2012 Federal Transportation Improvement Program (FTIP) are considered part of the No Build Alternative. The No Build Alternative provides a baseline for comparing the impacts associated with the Build Alternatives.
- **Alternative 5C: Freeway Widening up to 10 General Purpose Lanes:** Alternative 5C focuses on making improvements to the I-710 mainline freeway similar to the concepts previously defined and analyzed in the June 2012 Draft EIR/EIS as Alternative 5A (10-GP Lanes). In this case, Alternative 5C would add general purpose lane capacity to I-710 as well

as geometric design improvements needed to modernize the freeway in order to improve traffic safety and operations. Alternative 5C improves upon this prior design concept by adding design features at key locations to separate cars and trucks and by adding programmatic air quality measures such as funding contributions to zero emission/near zero emission truck deployment programs. It includes full “Safety Modernization” features and it incorporates selected community elements such as bicycle and pedestrian linkages. Physically, Alternative 5C is different from Alternative 7 in that it does not include a Zero Emission/Near Zero Emission (ZE/NZE) freight corridor.

- **Alternative 7: Community Alternative:** Alternative 7 starts with the previously defined concept of a zero emission freight corridor that was analyzed as part of Alternatives 6B and 6C in the June 2012 Draft EIR/EIS. The design concept for this alternative has been refocused to feature the I-710 build components described in “Community Alternative 7.” Specifically, Alternative 7 includes a four-lane ZE/NZE freight corridor, but does not propose adding GP through lane capacity to the mainline of I-710. However, proposed geometric modifications to I-710 will incorporate “Safety Modernization” operational elements to improve traffic safety and operations.

Caltrans, Metro, and the I-710 project team are continuing to refine the Build Alternatives and preparing updates to previously completed environmental technical studies. We are currently seeking input from Cooperating and Participating Agencies on the design scope of the Build Alternatives. If your agency has any comments or questions about the revised set of Build Alternatives, please advise us in writing within 30 days or your receipt of this letter. Public circulation of the RDEIR/SDEIS is anticipated in late 2016.

If you have any questions, please contact Allison Morrow at (213) 897-3247 or [Allison.Morrow@dot.ca.gov](mailto:Allison.Morrow@dot.ca.gov).

Sincerely,

RON KOSINSKI  
Deputy District Director  
Division of Environmental Planning

Attachment: Attachment A– Description of Build Alternatives 5C and 7

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7, Division of Environmental Planning  
100 South Main Street, Suite 100  
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TTY (213) 897-4937



*Serious drought.  
Help save water!*

June 16, 2015

Patricia Port  
Reg'l Env. Officer  
Office of Env. Policy and Compliance  
U.S. Dept. of the Interior San Francisco Reg.  
333 Bush Street, Suite 515  
San Francisco , CA 94104

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear Ms. Port:

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

In addressing the comments received during circulation of the Draft EIR/EIS in June – September 2012, the California Department of Transportation (Caltrans), Los Angeles County Metropolitan Transportation Authority (Metro), and the Gateway Cities Council of Governments (GCCOG) have been working with the affected communities in developing a revised set of alternatives to be studied in the RDEIR/SDEIS. This revised set of build alternatives include Alternatives 5C and 7 which provide components such as transit service expansions that would be funded as part of the I-710 Corridor Project that are above and beyond measures that would occur with the No Build improvements (please see Attachment A). Brief descriptions of the revised alternatives to be considered in the RDEIR/SDEIS for the I-710 Corridor Project are as follows:

- **No Build Alternative:** The No Build Alternative would maintain the current configuration of the existing I-710 Corridor. There would be no capacity-increasing improvements to the I-710 mainline; only approved and planned projects included in SCAG's 2012 Regional Transportation Plan (RTP) and 2012 Federal Transportation Improvement Program (FTIP) are considered part of the No Build Alternative. The No Build Alternative provides a baseline for comparing the impacts associated with the Build Alternatives.
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- **Alternative 7: Community Alternative:** Alternative 7 starts with the previously defined concept of a zero emission freight corridor that was analyzed as part of Alternatives 6B and 6C in the June 2012 Draft EIR/EIS. The design concept for this alternative has been refocused to feature the I-710 build components described in “Community Alternative 7.” Specifically, Alternative 7 includes a four-lane ZE/NZE freight corridor, but does not propose adding GP through lane capacity to the mainline of I-710. However, proposed geometric modifications to I-710 will incorporate “Safety Modernization” operational elements to improve traffic safety and operations.

Caltrans, Metro, and the I-710 project team are continuing to refine the Build Alternatives and preparing updates to previously completed environmental technical studies. We are currently seeking input from Cooperating and Participating Agencies on the design scope of the Build Alternatives. If your agency has any comments or questions about the revised set of Build Alternatives, please advise us in writing within 30 days or your receipt of this letter. Public circulation of the RDEIR/SDEIS is anticipated in late 2016.

If you have any questions, please contact Allison Morrow at (213) 897-3247 or [Allison.Morrow@dot.ca.gov](mailto:Allison.Morrow@dot.ca.gov).

Sincerely,

RON KOSINSKI  
Deputy District Director  
Division of Environmental Planning

Attachment: Attachment A– Description of Build Alternatives 5C and 7

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7, Division of Environmental Planning  
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*Serious drought.  
Help save water!*

June 16, 2015

Susan Sturges  
U.S. Env. Protection Agency Env. Review Office, Region 9  
75 Hawthorne Street  
San Francisco, CA 94105

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear Ms. Sturges:

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

In addressing the comments received during circulation of the Draft EIR/EIS in June – September 2012, the California Department of Transportation (Caltrans), Los Angeles County Metropolitan Transportation Authority (Metro), and the Gateway Cities Council of Governments (GCCOG) have been working with the affected communities in developing a revised set of alternatives to be studied in the RDEIR/SDEIS. This revised set of build alternatives include Alternatives 5C and 7 which provide components such as transit service expansions that would be funded as part of the I-710 Corridor Project that are above and beyond measures that would occur with the No Build improvements (please see Attachment A). Brief descriptions of the revised alternatives to be considered in the RDEIR/SDEIS for the I-710 Corridor Project are as follows:

- **No Build Alternative:** The No Build Alternative would maintain the current configuration of the existing I-710 Corridor. There would be no capacity-increasing improvements to the I-710 mainline; only approved and planned projects included in SCAG's 2012 Regional Transportation Plan (RTP) and 2012 Federal Transportation Improvement Program (FTIP) are considered part of the No Build Alternative. The No Build Alternative provides a baseline for comparing the impacts associated with the Build Alternatives.
- **Alternative 5C: Freeway Widening up to 10 General Purpose Lanes:** Alternative 5C focuses on making improvements to the I-710 mainline freeway similar to the concepts previously defined and analyzed in the June 2012 Draft EIR/EIS as Alternative 5A (10-GP Lanes). In this case, Alternative 5C would add general purpose lane capacity to I-710 as well

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Caltrans, Metro, and the I-710 project team are continuing to refine the Build Alternatives and preparing updates to previously completed environmental technical studies. We are currently seeking input from Cooperating and Participating Agencies on the design scope of the Build Alternatives. If your agency has any comments or questions about the revised set of Build Alternatives, please advise us in writing within 30 days or your receipt of this letter. Public circulation of the RDEIR/SDEIS is anticipated in late 2016.

If you have any questions, please contact Allison Morrow at (213) 897-3247 or [Allison.Morrow@dot.ca.gov](mailto:Allison.Morrow@dot.ca.gov).

Sincerely,

RON KOSINSKI  
Deputy District Director  
Division of Environmental Planning

Attachment: Attachment A– Description of Build Alternatives 5C and 7

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7, Division of Environmental Planning  
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*Serious drought.  
Help save water!*

June 16, 2015

Patricia Neubacher  
Regional Director  
National Park Service U.S. Dept. of the Interior Pacific West Region  
333 Bush Street, Suite 515  
San Francisco , CA 94104

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear Ms. Neubacher:

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

In addressing the comments received during circulation of the Draft EIR/EIS in June – September 2012, the California Department of Transportation (Caltrans), Los Angeles County Metropolitan Transportation Authority (Metro), and the Gateway Cities Council of Governments (GCCOG) have been working with the affected communities in developing a revised set of alternatives to be studied in the RDEIR/SDEIS. This revised set of build alternatives include Alternatives 5C and 7 which provide components such as transit service expansions that would be funded as part of the I-710 Corridor Project that are above and beyond measures that would occur with the No Build improvements (please see Attachment A). Brief descriptions of the revised alternatives to be considered in the RDEIR/SDEIS for the I-710 Corridor Project are as follows:

- **No Build Alternative:** The No Build Alternative would maintain the current configuration of the existing I-710 Corridor. There would be no capacity-increasing improvements to the I-710 mainline; only approved and planned projects included in SCAG's 2012 Regional Transportation Plan (RTP) and 2012 Federal Transportation Improvement Program (FTIP) are considered part of the No Build Alternative. The No Build Alternative provides a baseline for comparing the impacts associated with the Build Alternatives.
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Caltrans, Metro, and the I-710 project team are continuing to refine the Build Alternatives and preparing updates to previously completed environmental technical studies. We are currently seeking input from Cooperating and Participating Agencies on the design scope of the Build Alternatives. If your agency has any comments or questions about the revised set of Build Alternatives, please advise us in writing within 30 days or your receipt of this letter. Public circulation of the RDEIR/SDEIS is anticipated in late 2016.

If you have any questions, please contact Allison Morrow at (213) 897-3247 or [Allison.Morrow@dot.ca.gov](mailto:Allison.Morrow@dot.ca.gov).

Sincerely,

RON KOSINSKI  
Deputy District Director  
Division of Environmental Planning

Attachment: Attachment A– Description of Build Alternatives 5C and 7

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7, Division of Environmental Planning  
100 South Main Street, Suite 100  
LOS ANGELES, CA 90012-3606  
PHONE (213) 897-0703  
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*Serious drought.  
Help save water!*

June 16, 2015

Edward Curtis  
Regional Engineer  
Federal Emergency Management Agency, Region IX  
1111 Broadway, Suite 1200  
Oakland, CA 94607-7027

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear Mr. Curtis:

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

In addressing the comments received during circulation of the Draft EIR/EIS in June – September 2012, the California Department of Transportation (Caltrans), Los Angeles County Metropolitan Transportation Authority (Metro), and the Gateway Cities Council of Governments (GCCOG) have been working with the affected communities in developing a revised set of alternatives to be studied in the RDEIR/SDEIS. This revised set of build alternatives include Alternatives 5C and 7 which provide components such as transit service expansions that would be funded as part of the I-710 Corridor Project that are above and beyond measures that would occur with the No Build improvements (please see Attachment A). Brief descriptions of the revised alternatives to be considered in the RDEIR/SDEIS for the I-710 Corridor Project are as follows:

- **No Build Alternative:** The No Build Alternative would maintain the current configuration of the existing I-710 Corridor. There would be no capacity-increasing improvements to the I-710 mainline; only approved and planned projects included in SCAG's 2012 Regional Transportation Plan (RTP) and 2012 Federal Transportation Improvement Program (FTIP) are considered part of the No Build Alternative. The No Build Alternative provides a baseline for comparing the impacts associated with the Build Alternatives.
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If you have any questions, please contact Allison Morrow at (213) 897-3247 or [Allison.Morrow@dot.ca.gov](mailto:Allison.Morrow@dot.ca.gov).

Sincerely,

RON KOSINSKI  
Deputy District Director  
Division of Environmental Planning

Attachment: Attachment A– Description of Build Alternatives 5C and 7

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7, Division of Environmental Planning  
100 South Main Street, Suite 100  
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PHONE (213) 897-0703  
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TTY (213) 897-4937



*Serious drought.  
Help save water!*

June 16, 2015

Ernesto Chaves  
Project Manager  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza, MS 99-22-4  
Los Angeles, CA 90012

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear Mr. Chaves:

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

In addressing the comments received during circulation of the Draft EIR/EIS in June – September 2012, the California Department of Transportation (Caltrans), Los Angeles County Metropolitan Transportation Authority (Metro), and the Gateway Cities Council of Governments (GCCOG) have been working with the affected communities in developing a revised set of alternatives to be studied in the RDEIR/SDEIS. This revised set of build alternatives include Alternatives 5C and 7 which provide components such as transit service expansions that would be funded as part of the I-710 Corridor Project that are above and beyond measures that would occur with the No Build improvements (please see Attachment A). Brief descriptions of the revised alternatives to be considered in the RDEIR/SDEIS for the I-710 Corridor Project are as follows:

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If you have any questions, please contact Allison Morrow at (213) 897-3247 or [Allison.Morrow@dot.ca.gov](mailto:Allison.Morrow@dot.ca.gov).

Sincerely,

RON KOSINSKI  
Deputy District Director  
Division of Environmental Planning

Attachment: Attachment A– Description of Build Alternatives 5C and 7

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7, Division of Environmental Planning  
100 South Main Street, Suite 100  
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PHONE (213) 897-0703  
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TTY (213) 897-4937



*Serious drought.  
Help save water!*

June 16, 2015

D.W. Bower  
Chief  
California Highway Patrol  
411 N. Central Avenue, Suite 410  
Glendale, CA 91203

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear Mr. Bower:

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

In addressing the comments received during circulation of the Draft EIR/EIS in June – September 2012, the California Department of Transportation (Caltrans), Los Angeles County Metropolitan Transportation Authority (Metro), and the Gateway Cities Council of Governments (GCCOG) have been working with the affected communities in developing a revised set of alternatives to be studied in the RDEIR/SDEIS. This revised set of build alternatives include Alternatives 5C and 7 which provide components such as transit service expansions that would be funded as part of the I-710 Corridor Project that are above and beyond measures that would occur with the No Build improvements (please see Attachment A). Brief descriptions of the revised alternatives to be considered in the RDEIR/SDEIS for the I-710 Corridor Project are as follows:

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If you have any questions, please contact Allison Morrow at (213) 897-3247 or [Allison.Morrow@dot.ca.gov](mailto:Allison.Morrow@dot.ca.gov).

Sincerely,

RON KOSINSKI  
Deputy District Director  
Division of Environmental Planning

Attachment: Attachment A– Description of Build Alternatives 5C and 7

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7, Division of Environmental Planning  
100 South Main Street, Suite 100  
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TTY (213) 897-4937



*Serious drought.  
Help save water!*

June 16, 2015

Ed Pert  
Regional Manager  
California Dept. of Fish and Wildlife  
3883 Ruffin Road  
San Diego, CA 92123

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear Mr. Pert:

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

In addressing the comments received during circulation of the Draft EIR/EIS in June – September 2012, the California Department of Transportation (Caltrans), Los Angeles County Metropolitan Transportation Authority (Metro), and the Gateway Cities Council of Governments (GCCOG) have been working with the affected communities in developing a revised set of alternatives to be studied in the RDEIR/SDEIS. This revised set of build alternatives include Alternatives 5C and 7 which provide components such as transit service expansions that would be funded as part of the I-710 Corridor Project that are above and beyond measures that would occur with the No Build improvements (please see Attachment A). Brief descriptions of the revised alternatives to be considered in the RDEIR/SDEIS for the I-710 Corridor Project are as follows:

- **No Build Alternative:** The No Build Alternative would maintain the current configuration of the existing I-710 Corridor. There would be no capacity-increasing improvements to the I-710 mainline; only approved and planned projects included in SCAG's 2012 Regional Transportation Plan (RTP) and 2012 Federal Transportation Improvement Program (FTIP) are considered part of the No Build Alternative. The No Build Alternative provides a baseline for comparing the impacts associated with the Build Alternatives.
- **Alternative 5C: Freeway Widening up to 10 General Purpose Lanes:** Alternative 5C focuses on making improvements to the I-710 mainline freeway similar to the concepts previously defined and analyzed in the June 2012 Draft EIR/EIS as Alternative 5A (10-GP Lanes). In this case, Alternative 5C would add general purpose lane capacity to I-710 as well

as geometric design improvements needed to modernize the freeway in order to improve traffic safety and operations. Alternative 5C improves upon this prior design concept by adding design features at key locations to separate cars and trucks and by adding programmatic air quality measures such as funding contributions to zero emission/near zero emission truck deployment programs. It includes full “Safety Modernization” features and it incorporates selected community elements such as bicycle and pedestrian linkages. Physically, Alternative 5C is different from Alternative 7 in that it does not include a Zero Emission/Near Zero Emission (ZE/NZE) freight corridor.

- **Alternative 7: Community Alternative:** Alternative 7 starts with the previously defined concept of a zero emission freight corridor that was analyzed as part of Alternatives 6B and 6C in the June 2012 Draft EIR/EIS. The design concept for this alternative has been refocused to feature the I-710 build components described in “Community Alternative 7.” Specifically, Alternative 7 includes a four-lane ZE/NZE freight corridor, but does not propose adding GP through lane capacity to the mainline of I-710. However, proposed geometric modifications to I-710 will incorporate “Safety Modernization” operational elements to improve traffic safety and operations.

Caltrans, Metro, and the I-710 project team are continuing to refine the Build Alternatives and preparing updates to previously completed environmental technical studies. We are currently seeking input from Cooperating and Participating Agencies on the design scope of the Build Alternatives. If your agency has any comments or questions about the revised set of Build Alternatives, please advise us in writing within 30 days or your receipt of this letter. Public circulation of the RDEIR/SDEIS is anticipated in late 2016.

If you have any questions, please contact Allison Morrow at (213) 897-3247 or [Allison.Morrow@dot.ca.gov](mailto:Allison.Morrow@dot.ca.gov).

Sincerely,

RON KOSINSKI  
Deputy District Director  
Division of Environmental Planning

Attachment: Attachment A– Description of Build Alternatives 5C and 7

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7, Division of Environmental Planning  
100 South Main Street, Suite 100  
LOS ANGELES, CA 90012-3606  
PHONE (213) 897-0703  
FAX (213) 897-0685  
TTY (213) 897-4937



*Serious drought.  
Help save water!*

June 16, 2015

John (Jack) Ainsworth  
Deputy Director  
California Coastal Commission South Coast District Office  
200 Oceangate, 10th Floor  
Long Beach, CA 90802-4416

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear Mr. Ainsworth:

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

In addressing the comments received during circulation of the Draft EIR/EIS in June – September 2012, the California Department of Transportation (Caltrans), Los Angeles County Metropolitan Transportation Authority (Metro), and the Gateway Cities Council of Governments (GCCOG) have been working with the affected communities in developing a revised set of alternatives to be studied in the RDEIR/SDEIS. This revised set of build alternatives include Alternatives 5C and 7 which provide components such as transit service expansions that would be funded as part of the I-710 Corridor Project that are above and beyond measures that would occur with the No Build improvements (please see Attachment A). Brief descriptions of the revised alternatives to be considered in the RDEIR/SDEIS for the I-710 Corridor Project are as follows:

- **No Build Alternative:** The No Build Alternative would maintain the current configuration of the existing I-710 Corridor. There would be no capacity-increasing improvements to the I-710 mainline; only approved and planned projects included in SCAG's 2012 Regional Transportation Plan (RTP) and 2012 Federal Transportation Improvement Program (FTIP) are considered part of the No Build Alternative. The No Build Alternative provides a baseline for comparing the impacts associated with the Build Alternatives.
- **Alternative 5C: Freeway Widening up to 10 General Purpose Lanes:** Alternative 5C focuses on making improvements to the I-710 mainline freeway similar to the concepts previously defined and analyzed in the June 2012 Draft EIR/EIS as Alternative 5A (10-GP Lanes). In this case, Alternative 5C would add general purpose lane capacity to I-710 as well

as geometric design improvements needed to modernize the freeway in order to improve traffic safety and operations. Alternative 5C improves upon this prior design concept by adding design features at key locations to separate cars and trucks and by adding programmatic air quality measures such as funding contributions to zero emission/near zero emission truck deployment programs. It includes full “Safety Modernization” features and it incorporates selected community elements such as bicycle and pedestrian linkages. Physically, Alternative 5C is different from Alternative 7 in that it does not include a Zero Emission/Near Zero Emission (ZE/NZE) freight corridor.

- **Alternative 7: Community Alternative:** Alternative 7 starts with the previously defined concept of a zero emission freight corridor that was analyzed as part of Alternatives 6B and 6C in the June 2012 Draft EIR/EIS. The design concept for this alternative has been refocused to feature the I-710 build components described in “Community Alternative 7.” Specifically, Alternative 7 includes a four-lane ZE/NZE freight corridor, but does not propose adding GP through lane capacity to the mainline of I-710. However, proposed geometric modifications to I-710 will incorporate “Safety Modernization” operational elements to improve traffic safety and operations.

Caltrans, Metro, and the I-710 project team are continuing to refine the Build Alternatives and preparing updates to previously completed environmental technical studies. We are currently seeking input from Cooperating and Participating Agencies on the design scope of the Build Alternatives. If your agency has any comments or questions about the revised set of Build Alternatives, please advise us in writing within 30 days or your receipt of this letter. Public circulation of the RDEIR/SDEIS is anticipated in late 2016.

If you have any questions, please contact Allison Morrow at (213) 897-3247 or [Allison.Morrow@dot.ca.gov](mailto:Allison.Morrow@dot.ca.gov).

Sincerely,

RON KOSINSKI  
Deputy District Director  
Division of Environmental Planning

Attachment: Attachment A– Description of Build Alternatives 5C and 7

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7, Division of Environmental Planning  
100 South Main Street, Suite 100  
LOS ANGELES, CA 90012-3606  
PHONE (213) 897-0703  
FAX (213) 897-0685  
TTY (213) 897-4937



*Serious drought.  
Help save water!*

June 16, 2015

Los Angeles Regional Water Quality Control Board  
Albert E. Novak  
Permit Coordinator  
320 W. 4th Street, Suite 200  
Los Angeles, CA 90013

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear Mr. Novak:

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

In addressing the comments received during circulation of the Draft EIR/EIS in June – September 2012, the California Department of Transportation (Caltrans), Los Angeles County Metropolitan Transportation Authority (Metro), and the Gateway Cities Council of Governments (GCCOG) have been working with the affected communities in developing a revised set of alternatives to be studied in the RDEIR/SDEIS. This revised set of build alternatives include Alternatives 5C and 7 which provide components such as transit service expansions that would be funded as part of the I-710 Corridor Project that are above and beyond measures that would occur with the No Build improvements (please see Attachment A). Brief descriptions of the revised alternatives to be considered in the RDEIR/SDEIS for the I-710 Corridor Project are as follows:

- **No Build Alternative:** The No Build Alternative would maintain the current configuration of the existing I-710 Corridor. There would be no capacity-increasing improvements to the I-710 mainline; only approved and planned projects included in SCAG's 2012 Regional Transportation Plan (RTP) and 2012 Federal Transportation Improvement Program (FTIP) are considered part of the No Build Alternative. The No Build Alternative provides a baseline for comparing the impacts associated with the Build Alternatives.
- **Alternative 5C: Freeway Widening up to 10 General Purpose Lanes:** Alternative 5C focuses on making improvements to the I-710 mainline freeway similar to the concepts previously defined and analyzed in the June 2012 Draft EIR/EIS as Alternative 5A (10-GP Lanes). In this case, Alternative 5C would add general purpose lane capacity to I-710 as well

as geometric design improvements needed to modernize the freeway in order to improve traffic safety and operations. Alternative 5C improves upon this prior design concept by adding design features at key locations to separate cars and trucks and by adding programmatic air quality measures such as funding contributions to zero emission/near zero emission truck deployment programs. It includes full “Safety Modernization” features and it incorporates selected community elements such as bicycle and pedestrian linkages. Physically, Alternative 5C is different from Alternative 7 in that it does not include a Zero Emission/Near Zero Emission (ZE/NZE) freight corridor.

- **Alternative 7: Community Alternative:** Alternative 7 starts with the previously defined concept of a zero emission freight corridor that was analyzed as part of Alternatives 6B and 6C in the June 2012 Draft EIR/EIS. The design concept for this alternative has been refocused to feature the I-710 build components described in “Community Alternative 7.” Specifically, Alternative 7 includes a four-lane ZE/NZE freight corridor, but does not propose adding GP through lane capacity to the mainline of I-710. However, proposed geometric modifications to I-710 will incorporate “Safety Modernization” operational elements to improve traffic safety and operations.

Caltrans, Metro, and the I-710 project team are continuing to refine the Build Alternatives and preparing updates to previously completed environmental technical studies. We are currently seeking input from Cooperating and Participating Agencies on the design scope of the Build Alternatives. If your agency has any comments or questions about the revised set of Build Alternatives, please advise us in writing within 30 days or your receipt of this letter. Public circulation of the RDEIR/SDEIS is anticipated in late 2016.

If you have any questions, please contact Allison Morrow at (213) 897-3247 or [Allison.Morrow@dot.ca.gov](mailto:Allison.Morrow@dot.ca.gov).

Sincerely,

RON KOSINSKI  
Deputy District Director  
Division of Environmental Planning

Attachment: Attachment A– Description of Build Alternatives 5C and 7

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7, Division of Environmental Planning  
100 South Main Street, Suite 100  
LOS ANGELES, CA 90012-3606  
PHONE (213) 897-0703  
FAX (213) 897-0685  
TTY (213) 897-4937



*Serious drought.  
Help save water!*

June 16, 2015

Gail Farber  
Director of Public Works  
County of Los Angeles Dept. of Public Works  
900 S. Fremont Ave.  
Alhambra, CA 9180

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear Ms. Farber:

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

In addressing the comments received during circulation of the Draft EIR/EIS in June – September 2012, the California Department of Transportation (Caltrans), Los Angeles County Metropolitan Transportation Authority (Metro), and the Gateway Cities Council of Governments (GCCOG) have been working with the affected communities in developing a revised set of alternatives to be studied in the RDEIR/SDEIS. This revised set of build alternatives include Alternatives 5C and 7 which provide components such as transit service expansions that would be funded as part of the I-710 Corridor Project that are above and beyond measures that would occur with the No Build improvements (please see Attachment A). Brief descriptions of the revised alternatives to be considered in the RDEIR/SDEIS for the I-710 Corridor Project are as follows:

- **No Build Alternative:** The No Build Alternative would maintain the current configuration of the existing I-710 Corridor. There would be no capacity-increasing improvements to the I-710 mainline; only approved and planned projects included in SCAG's 2012 Regional Transportation Plan (RTP) and 2012 Federal Transportation Improvement Program (FTIP) are considered part of the No Build Alternative. The No Build Alternative provides a baseline for comparing the impacts associated with the Build Alternatives.
- **Alternative 5C: Freeway Widening up to 10 General Purpose Lanes:** Alternative 5C focuses on making improvements to the I-710 mainline freeway similar to the concepts previously defined and analyzed in the June 2012 Draft EIR/EIS as Alternative 5A (10-GP Lanes). In this case, Alternative 5C would add general purpose lane capacity to I-710 as well

as geometric design improvements needed to modernize the freeway in order to improve traffic safety and operations. Alternative 5C improves upon this prior design concept by adding design features at key locations to separate cars and trucks and by adding programmatic air quality measures such as funding contributions to zero emission/near zero emission truck deployment programs. It includes full “Safety Modernization” features and it incorporates selected community elements such as bicycle and pedestrian linkages. Physically, Alternative 5C is different from Alternative 7 in that it does not include a Zero Emission/Near Zero Emission (ZE/NZE) freight corridor.

- **Alternative 7: Community Alternative:** Alternative 7 starts with the previously defined concept of a zero emission freight corridor that was analyzed as part of Alternatives 6B and 6C in the June 2012 Draft EIR/EIS. The design concept for this alternative has been refocused to feature the I-710 build components described in “Community Alternative 7.” Specifically, Alternative 7 includes a four-lane ZE/NZE freight corridor, but does not propose adding GP through lane capacity to the mainline of I-710. However, proposed geometric modifications to I-710 will incorporate “Safety Modernization” operational elements to improve traffic safety and operations.

Caltrans, Metro, and the I-710 project team are continuing to refine the Build Alternatives and preparing updates to previously completed environmental technical studies. We are currently seeking input from Cooperating and Participating Agencies on the design scope of the Build Alternatives. If your agency has any comments or questions about the revised set of Build Alternatives, please advise us in writing within 30 days or your receipt of this letter. Public circulation of the RDEIR/SDEIS is anticipated in late 2016.

If you have any questions, please contact Allison Morrow at (213) 897-3247 or [Allison.Morrow@dot.ca.gov](mailto:Allison.Morrow@dot.ca.gov).

Sincerely,

RON KOSINSKI  
Deputy District Director  
Division of Environmental Planning

Attachment: Attachment A– Description of Build Alternatives 5C and 7

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7, Division of Environmental Planning  
100 South Main Street, Suite 100  
LOS ANGELES, CA 90012-3606  
PHONE (213) 897-0703  
FAX (213) 897-0685  
TTY (213) 897-4937



*Serious drought.  
Help save water!*

June 16, 2015

Los Angeles Dept. of Water and Power  
Marcie L. Edwards  
General Mgr.  
111 N. Hope St.  
Los Angeles, CA 90012

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear Ms. Edwards:

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

In addressing the comments received during circulation of the Draft EIR/EIS in June – September 2012, the California Department of Transportation (Caltrans), Los Angeles County Metropolitan Transportation Authority (Metro), and the Gateway Cities Council of Governments (GCCOG) have been working with the affected communities in developing a revised set of alternatives to be studied in the RDEIR/SDEIS. This revised set of build alternatives include Alternatives 5C and 7 which provide components such as transit service expansions that would be funded as part of the I-710 Corridor Project that are above and beyond measures that would occur with the No Build improvements (please see Attachment A). Brief descriptions of the revised alternatives to be considered in the RDEIR/SDEIS for the I-710 Corridor Project are as follows:

- **No Build Alternative:** The No Build Alternative would maintain the current configuration of the existing I-710 Corridor. There would be no capacity-increasing improvements to the I-710 mainline; only approved and planned projects included in SCAG's 2012 Regional Transportation Plan (RTP) and 2012 Federal Transportation Improvement Program (FTIP) are considered part of the No Build Alternative. The No Build Alternative provides a baseline for comparing the impacts associated with the Build Alternatives.
- **Alternative 5C: Freeway Widening up to 10 General Purpose Lanes:** Alternative 5C focuses on making improvements to the I-710 mainline freeway similar to the concepts previously defined and analyzed in the June 2012 Draft EIR/EIS as Alternative 5A (10-GP Lanes). In this case, Alternative 5C would add general purpose lane capacity to I-710 as well

as geometric design improvements needed to modernize the freeway in order to improve traffic safety and operations. Alternative 5C improves upon this prior design concept by adding design features at key locations to separate cars and trucks and by adding programmatic air quality measures such as funding contributions to zero emission/near zero emission truck deployment programs. It includes full “Safety Modernization” features and it incorporates selected community elements such as bicycle and pedestrian linkages. Physically, Alternative 5C is different from Alternative 7 in that it does not include a Zero Emission/Near Zero Emission (ZE/NZE) freight corridor.

- **Alternative 7: Community Alternative:** Alternative 7 starts with the previously defined concept of a zero emission freight corridor that was analyzed as part of Alternatives 6B and 6C in the June 2012 Draft EIR/EIS. The design concept for this alternative has been refocused to feature the I-710 build components described in “Community Alternative 7.” Specifically, Alternative 7 includes a four-lane ZE/NZE freight corridor, but does not propose adding GP through lane capacity to the mainline of I-710. However, proposed geometric modifications to I-710 will incorporate “Safety Modernization” operational elements to improve traffic safety and operations.

Caltrans, Metro, and the I-710 project team are continuing to refine the Build Alternatives and preparing updates to previously completed environmental technical studies. We are currently seeking input from Cooperating and Participating Agencies on the design scope of the Build Alternatives. If your agency has any comments or questions about the revised set of Build Alternatives, please advise us in writing within 30 days or your receipt of this letter. Public circulation of the RDEIR/SDEIS is anticipated in late 2016.

If you have any questions, please contact Allison Morrow at (213) 897-3247 or [Allison.Morrow@dot.ca.gov](mailto:Allison.Morrow@dot.ca.gov).

Sincerely,

RON KOSINSKI  
Deputy District Director  
Division of Environmental Planning

Attachment: Attachment A– Description of Build Alternatives 5C and 7



GAIL FARBER, Director

# COUNTY OF LOS ANGELES

## DEPARTMENT OF PUBLIC WORKS

*"To Enrich Lives Through Effective and Caring Service"*

900 SOUTH FREMONT AVENUE  
ALHAMBRA, CALIFORNIA 91803-1331  
Telephone: (626) 458-5100  
<http://dpw.lacounty.gov>

ADDRESS ALL CORRESPONDENCE TO:  
P. O. BOX 1460  
ALHAMBRA, CALIFORNIA 91802-1460

July 15, 2015

IN REPLY PLEASE  
REFER TO FILE: LD-2

Ms. Allison Morrow  
Environmental Planner  
Division of Environmental Planning  
Department of Transportation, District 7  
100 South Main Street, MS-16A  
Los Angeles, CA 90012

Dear Ms. Morrow:

**RECIRCULATED DRAFT ENVIRONMENTAL IMPACT REPORT (RDEIR)/  
SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT (SDEIS)  
INTERSTATE (I) I-710 CORRIDOR PROJECT  
SUMMARY OF REVISED ALTERNATIVES  
STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION  
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
(METRO) AND THE GATEWAY CITIES COUNCIL OF GOVERNMENTS (GCCOG)**

Thank you for the opportunity to review the summary of revised project alternatives that will be considered in the RDEIR/SDEIS for the proposed I-710 corridor project. The DEIR/DEIS was previously circulated in June 2012. The revised set of build alternatives includes the No Build Alternative, Alternative 5C, and Alternative 7.

The No Build Alternative would involve maintaining the current configuration of the existing I-710 Corridor and provides a baseline for comparing the impacts associated with the build alternatives.

Alternative 5C is similar to the previously analyzed Alternative 5A, which would add 10 general purpose lanes to I-710, thereby increasing the capacity. Alternative 5C, however, would also include geometric design improvements needed to modernize the freeway in order to improve traffic safety and operations. The main design feature for Alternative 5C is the separation of cars and trucks at key locations. The addition of programmatic air quality measures such as funding contributions to Zero Emission/near Zero Emission truck deployment programs is also being proposed under Alternative 5C.

Alternative 7 retains a four-lane Zero Emission/Near Zero Emission freight corridor and does not propose adding general purpose, through-lane capacity to the mainline I-710.

Ms. Allison Morrow  
July 15, 2015  
Page 2

This concept was previously analyzed as part of Alternatives 6B and 6C in the June 2012 DEIR/DEIS. Alternative 7 differs from Alternatives 6B and 6C since geometric modifications to I-710 that will include "Safety Modernization" operational elements to improve traffic flow and safety are proposed.

The following County of Los Angeles Department of Public Works' comments are for your consideration and relate to the revised alternatives only:

### **General**

1. Public Works requests the opportunity to review the full RDEIR/SDEIS when it becomes available.

### **Traffic**

1. The proposed alternatives may include improvements to the existing and proposed on-off ramps that would impact the traffic flow on local roads. Any impacts to local roads shall be disclosed, evaluated, and discussed in the RDEIR/SDEIS.

If you have any questions regarding the traffic comment, please contact Mr. Andrew Ngumba of Public Works' Traffic and Lighting Division at (626) 300-4851 or [angumba@dpw.lacounty.gov](mailto:angumba@dpw.lacounty.gov).

### **Water Quality**

1. The proposed alternatives will impact the Los Angeles County Flood Control District's Dominguez Gap Spreading Grounds - West Side which is located near the I-710 and I-405 interchange. The proposed I-710 lane expansion may require the basin to be relocated. Any relocation costs shall be borne by Caltrans or Metro. In addition, the impacts to the spreading grounds should be discussed in the RDEIR/SDEIS. We request that Caltrans, Metro, and the I-710 project team contact the County of Los Angeles Department of Public Works' Water Resources Division to determine a suitable location for the Dominguez Gap Spreading Grounds–West Side.

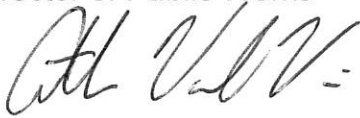
If you have any questions regarding the water quality comment, please contact Mr. Rudy Rivera of Public Works' Water Resources Division at (626) 458-6147 or [rrivera@dpw.lacounty.gov](mailto:rrivera@dpw.lacounty.gov).

Ms. Allison Morrow  
July 15, 2015  
Page 3

If you have any other questions or require additional information, please contact Mr. Ruben Cruz of Public Works' Land Development Division at (626) 458-4910 or [rcruz@dpw.lacounty.gov](mailto:rcruz@dpw.lacounty.gov).

Very truly yours,

GAIL FARBER  
Director of Public Works



*for*  
ANTHONY E. NYIVIH  
Assistant Deputy Director  
Land Development Division

RC:tb

P:\dpub\SUBPCHECK\Plan\Projects not ass. with a TR-PM-CUP-Single Lot\State route 710 corridor\Deir-sdeis\2015-07-07 deir-sdeis submit\2015-07-14 SR 710 corridor.docx



# COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400  
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998  
Telephone: (562) 699-7411, FAX: (562) 699-5422  
www.lacsd.org

GRACE ROBINSON HYDE  
Chief Engineer and General Manager

Mr. Ronald J. Kosinski *rk*  
Deputy District Director  
Division of Environmental Planning  
California Department of Transportation  
District 7  
100 South Main Street – Mail Stop 16A  
Los Angeles, CA 90012

July 27, 2015  
Ref File No.: 3358128

Dear Mr. Kosinski:

## Interstate 710 Corridor Project

The County Sanitation Districts of Los Angeles County (Districts) received correspondence pertaining to the Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement for the subject project on June 22, 2015. We offer the following comments:

1. Previous comments submitted to Caltrans or Metro by the Districts in correspondence dated February 6, 2013, August 4, 2010, and September 2, 2008, (copies enclosed) still apply to the subject project with the following updated information.
2. The replacement and expansion of the Districts' Long Beach Main Pumping Plant (LBMPP) referenced in the enclosed letters dated August 4, 2010, and February 6, 2013, is currently under construction and is scheduled to be completed in late 2016.
3. Alternatives 5C and 7 would have significant impacts to the LBMPP.
4. When available, please forward the project's preliminary design plans and specifications, which should depict the Districts' sewerage facilities, to the attention of Mr. Jon Ganz, the Districts' Sewer Design Section Head, at the address shown above. The Districts will review the plans and specifications and provide Caltrans with detailed comments on the project's impacts to Districts' facilities. Record drawings for Districts' sewerage facilities within the project limits may be obtained by sending an email request to: [engineeringcounter@lacsd.org](mailto:engineeringcounter@lacsd.org).

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2717.

Very truly yours,

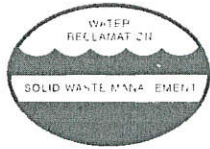
Grace Robinson Hyde

Adriana Raza  
Customer Service Specialist  
Facilities Planning Department

AR:ar

Enclosures

cc: M. Sullivan  
J. Ganz



# COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400  
Mailing Address: P.O. Box 4998, Whittier CA 90607-4998  
Telephone: (562) 699-7411, FAX: (562) 699-5422  
www.lacsd.org

GRACE ROBINSON CHAN  
*Chief Engineer and General Manager*

February 6, 2013

File No. JPC-2X.09-00

Metropolitan Transportation Authority  
One Gateway Plaza  
Mail Stop 99-22-4  
Los Angeles, CA 90012-2952

Attention: Mr. Ernesto Chaves

Gentlemen:

## **Long Beach Main Pumping Plant Facility Upgrades** **Impacts of the 710 Freeway Expansion**

In our meeting on December 20, 2012, you provided Exhibits 1 through 4 from AECOM showing the existing layout and proposed changes to the Long Beach Main Pumping Plant (LBMPP) due to the proposed 710 freeway expansion. At the meeting, you requested the Sanitation Districts provide comments on the proposed changes to the LBMPP.

It is not possible to identify all the impacts to the Sanitation Districts' existing and proposed facilities at the LBMPP from the 4 exhibits. Much of the LBMPP's infrastructure and facilities will need to be relocated prior to beginning construction of the freight corridors and design and construction to relocate these facilities may take several years. The construction of these freight corridors will also have a significant impact to the operation and maintenance of the facility. Detailed construction drawings and construction sequencing specifications for the proposed freight corridor work are required to fully evaluate the impacts.

Facilities impacted and items of concern include, but are not limited to:

- 1) Surge Tank - A new surge tank must be provided to insure continuous surge protection.
- 2) Manifold Structure - The new manifold structure shall have the same functionality as the existing manifold.
- 3) Future Force Main - Provisions to add a future force main must be included.
- 4) Flow Meter - The flow meter in the north header must be relocated to maintain accuracy.
- 5) Inlet Sewers and Junction Structures (JS) - Maintenance access must be provided without time limits or notice.
- 6) Edison Preferred and Emergency Equipment - New Edison equipment must be provided.
- 7) Emergency Generator - Relocate the emergency generator near the Operations Building.
- 8) Manhole for Bypass to LA River - Relocate the manhole to the west of the new FC off ramps.

- 9) Crash Barrier on Off Ramps – Protect District equipment with crash barriers on the off ramps.
- 10) Adequate Land for Support Facilities – Property lost must be replaced.
- 11) Construction Sequence – All modifications must be made to insure continuous operation.
- 12) Maintenance Access – Access for cranes and other construction equipment to maintain the equipment especially along the east edge of the property is very limited and may not be sufficient.

If you have any questions or need additional information, please contact the undersigned at (562) 908-4288, extension 2105.

Yours very truly,

Grace Robinson Chan



Joe Smisko

Supervising Engineer

Wastewater and Solid Waste Design Section

JS:nmc

cc: Jane Fong  
Margarita Cabrera  
Ben Henry

Doc#2500576



# COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400  
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998  
Telephone: (562) 699-7411, FAX: (562) 699-5422  
www.lacsd.org

GRACE ROBINSON HYDE  
*Chief Engineer and General Manager*

August 4, 2010

File No: 01-00.04-00  
02-00.04-00  
03-00.04-00  
08-00.04-00

Mr. Garrett Damrath  
Department of Transportation  
MS 16 A  
100 South Main Street, Suite 100  
Los Angeles, CA 90012-3606

Dear Mr. Damrath:

## **Interstate 710 Corridor Project**

The County Sanitation Districts of Los Angeles County (Districts) received a Draft Environmental Impact Report/ Environmental Impact Statement Purpose and Need, Alternatives, and Explanation of Technical Study Methodologies (DEIR/EIS) for the subject project on July 13, 2010. The proposed development is located within the jurisdictional boundaries of Districts Nos. 1, 2, 3, and 8. We offer the following comments on the DEIR/EIS:

### **COVER LETTER**

#### ***Alternatives***

- Previous comments submitted by the Districts in correspondence dated September 2, 2008 (copy enclosed), to your agency, still apply to the subject project.
- Alternatives 5A, 6A, and 6B – The Districts own, operate, and maintain the Long Beach Main Pumping Plant (LBMPP) located west of and adjacent to the I-710, between 16<sup>th</sup> Street and Gaylord Street. The LBMPP is crucial in the conveyance of wastewater from the cities of Long Beach, Signal Hill, Lakewood and portions of Artesia, Cerritos, and Hawaiian Gardens. Design is underway for the replacement and expansion of this facility, which must stay in operation during construction. Acquisition of adjacent properties is in progress.

**SAFETEA-LU 6002 COORDINATION PLAN**

***Section 1***

- On page 1, second entry from bottom of table and on page 3, 7<sup>th</sup> entry in table, correct Los Angeles County Sanitation Districts' name. Delete the word "Department" and add "Districts" in its place.

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2717.

Very truly yours,

Stephen R. Maguin

**SIGNED ORIGINAL**

Adriana Raza  
Customer Service Specialist  
Facilities Planning Department

AR:ar

Enclosure

c: M. Tremblay  
J. Fong



# COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400  
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998  
Telephone: (562) 699-7411, FAX: (562) 699-5422  
www.lacsd.org

GRACE ROBINSON HYDE  
Chief Engineer and General Manager

September 2, 2008

File No: 01-00.04-00  
02-00.04-00  
03-00.04-00  
08-00.04-00

Mr. Ronald Kosinski, Deputy District Director  
Division of Environmental Planning  
Caltrans District 7  
100 South Main Street, MS 16-A  
Los Angeles, CA 90012

Dear Mr. Kosinski:

## Interstate 710 Corridor Project

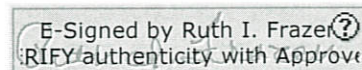
The County Sanitation Districts of Los Angeles County (Districts) received a Notice of Preparation of a Draft Environmental Impact Report for the subject project on August 18, 2008. The proposed project is located within the jurisdictional boundaries of Districts Nos. 1, 2, 3, and 8. We offer the following comments:

1. The proposed project may impact existing and/or proposed Districts' trunk sewers over which it will be constructed. Existing and proposed Districts' trunk sewers are located directly under and/or cross directly beneath the proposed project alignment. The Districts cannot issue a detailed response to or permit construction of the proposed project until project plans and specifications that incorporate Districts' sewer lines are submitted. In order to prepare these plans, you will need to submit a map of the proposed project alignment, when available, to the attention of Ms. Martha Tremblay of the Districts' Sewer Design Section at the address shown above. The Districts will then provide you with the plans for all Districts' facilities that will be impacted by the proposed project. Then, when revised plans that incorporate our sewers have been prepared, please submit copies of the same for our review and comment.

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2717.

Very truly yours,

Stephen R. Maguin



Ruth I. Frazer  
Customer Service Specialist  
Facilities Planning Department

RIF:rf  
c: M. Tremblay

Doc #: 1095818.1



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
REGION IX  
75 Hawthorne Street  
San Francisco, CA 94105

July 29, 2015

Ron Kosinski  
Deputy District Director  
California Department of Transportation, District 7  
100 South Main Street, Suite 100  
Los Angeles, CA 90012-3606

Subject: Comments on I-710 Corridor Project Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement, Los Angeles County, California

Dear Mr. Kosinski:

The U.S. Environmental Protection Agency (EPA) has reviewed the I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report (RDEIR)/Supplemental Draft Environmental Impact Statement (SDEIS) located in Los Angeles County. Thank you for the opportunity to review this document. This letter provides feedback consistent with our role as both a Participating Agency (as defined in 23 USC 139) and a Cooperating Agency (as defined by Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500-1508)).

EPA reviewed the DEIR/DEIS for the I-710 Corridor Project on September 28, 2012 and rated the zero-emission alternatives, Alternatives 6B and 6C, as "3" – Inadequate Information, and rated the "non-zero emission" Alternatives 5A and 6A as "EU-3" – Environmentally Unsatisfactory; Inadequate Information. In light of the importance of ensuring that this RDEIR/SDEIS provides adequate analysis and fully evaluates alternatives, we have attached EPA's September 28, 2012 comment letter and request that Caltrans consider how the proposed range of Alternatives to be assessed in the RDEIR/SDEIS will address the issues raised previously, and particularly those issues that were the basis for EPA's adverse environmental rating. EPA remains available for early coordination, especially regarding air quality and health impact analysis, and measures to avoid anticipated adverse impacts that may result from proposed capacity enhancements in a region with some of the worst air quality in the nation. We also provide the following comments on the revised project alternatives:

*Alternative 5C: Freeway Widening up to 10 General Purpose Lanes*

Caltrans' June 16, 2015 letter to EPA states that Alternative 5C focuses on making improvements to the I-710 mainline freeway, including lane capacity additions that do not include a Zero Emission/Near Zero Emission (ZE/NZE) freight corridor. Adding additional conventional truck lane capacity without an aggressive solution to reduce diesel emissions, such as requiring a dedicated lane for zero-emission/near zero emission vehicles, in a corridor that already carries tens of

thousands of heavy duty diesel trucks daily may result in similar potential adverse air quality and health impacts as the alternatives that were previously rated as environmentally unacceptable. We encourage Caltrans to work with EPA in refining this project Alternative to reduce anticipated air quality and health impacts as much as possible.

#### *Alternative 7: Community Alternative*

Caltrans' June 16, 2015 letter to EPA states that Alternative 7 is based on the previously defined concept of a zero emission freight corridor that was analyzed as part of Alternatives 6B and 6C in the June 2012 DEIR/DEIS. We commend LA Metro and Caltrans for considering a dedicated ZE/NZE freight corridor. A well-planned and executed ZE/NZE freight corridor would contribute to improved air quality and reduced public health impacts for the already heavily burdened, low income, and minority communities along the I-710 Corridor and for people throughout the Southern California Air Basin. We continue to support the concept and encourage Caltrans to fully document an implementation strategy and schedule for ZE/NZE technology along the corridor.

#### *Air Quality Improvement Measures and Other Components*

These two sections list bulleted measures which are proposed as programmatic features to be included in the "overall funding commitments," and "other components." EPA recommends that the elements listed under these sections be more specific, in order to adequately analyze the potential environmental impacts. For example, rather than listing "Active Transportation Features (New Enhancements) *such as* River Park Pathway", Caltrans should clearly identify each specific enhancement that will be implemented upon the signing of the Record of Decision for this project, and the RDEIR/SDEIS should fully evaluate the impacts of building each new enhancement. Without a clear delineation of what is being proposed and committed to with each Alternative, it will be difficult to accurately assess differences between the Alternatives and analyzing the full extent of environmental impacts may be challenging. EPA recommends that Caltrans assign each bulleted item listed as a component of 1) the No Action Alternative, 2) Alternative 5C, 3) Alternative 7, or 4) included for all Alternatives, just the Build Alternatives, etc. and incorporate them into Caltrans' descriptions and analysis of each Alternative. For example, one "Other Component" is "improved bicycle and pedestrian elements of I-710 arterial interchange modifications." Another is "Active Transportation Features (New Enhancements), *such as* River-Park Pathway." We recommend that these be analyzed as a part of the build alternatives in the RDEIR/SDEIS, clearly identifying specific Enhancements/"Other Components" with each applicable Build Alternative, and clearly analyzing the impacts of each of those actions. We also recommend that Caltrans identify the I-710 Corridor Community Health program, with an estimated dollar amount, as a component of Alternative 5C and Alternative 7, so that this commitment can be analyzed as a part of the RDEIR/SDEIS.

We recommend that the RDEIR/SDEIS include a schedule, responsible party, and implementation strategy for each element identified within the project description and analysis of Alternative 5C and Alternative 7. If this RDEIR/SDEIS is not the document that will be prepared to demonstrate compliance with NEPA for each of the enhancements/other components listed, EPA recommends that Caltrans state this in the project description and provide information about the timing and responsible party for preparing additional separate NEPA analysis for enhancements, if required.

*No Action Alternative*

On July 9, 2015, Allison Morrow of your staff provided (via email) a detailed list of projects which are included as part of the No Action Alternative. This detailed list should be included in the RDEIR/SDEIS. In addition, we suggest adding a map showing the location of each of the projects.

Thank you for requesting our comments on I-710 Corridor Project: Revised Alternatives to be Carried Forward in the RDEIR/SDEIS. To facilitate early coordination, please consider the following three requests:

- **Updated Description of Alternatives to be Analyzed in RDEIR/SDEIS.** In the spirit of working to resolve conflicts as early as possible, and in our role of as a cooperating agency under NEPA for this project, EPA requests that Caltrans send EPA an updated description of the No Build Alternative, and each Build Alternative, that is responsive to the issues raised in this letter.
- **Coordination on Air Quality Protocol and Project Level Transportation Conformity.** Because of the significant flaws EPA identified in the air quality modeling and results presented in the June 2012 DEIR/DEIS, we recommend that Caltrans coordinate with EPA regarding the Air Quality Protocol. We reiterate our request to review the Air Quality Analysis Protocol, allowing sufficient time for agency input and a follow up meeting to discuss and resolve technical issues. We continue to encourage early coordination with EPA and the Southern California Association of Government's Transportation Conformity Working Group (TCWG) to address transportation conformity requirements.
- **Review of Administrative Draft of the RDEIR/SDEIS.** As a cooperating agency, EPA is requesting the opportunity to review an Administrative Draft of the RDEIR/SDEIS. Please allow EPA sufficient time to review and provide meaningful feedback on an Administrative Draft of the document when available. This is particularly important to resolve issues as early as possible, prior to public release of the RDEIR/SDEIS.

We look forward to continued participation in this project as a Participating Agency and a Cooperating Agency and additional opportunities for early coordination. Please feel free to direct any questions you may have concerning our comments to Connell Dunning, Transportation Team Supervisor, at 415-947-4161; [dunning.connell@epa.gov](mailto:dunning.connell@epa.gov), or contact Debbie Lowe Liang, Principal NEPA Reviewer for this project, at 415-947-4155; [lowe.debbie@epa.gov](mailto:lowe.debbie@epa.gov).

Sincerely,



Kathleen H. Johnson, Director  
Enforcement Division

Enclosure: EPA's comments on the I-710 Corridor Project Draft EIS dated September 28, 2012

cc via email: Brenda Powell-Jones, Caltrans Headquarters  
Bryan Pennington, Metro  
Dr. Barry Wallerstein, South Coast Air Quality Management District  
Susan Nakamura, South Coast Air Quality Management District  
Kurt Karperos, California Air Resources Board



South Coast  
Air Quality Management District  
21865 Copley Drive, Diamond Bar, CA 91765-4178  
(909) 396-2000 ♦ www.aqmd.gov

**E-MAILED: November 13, 2015**

November 13, 2015

Mr. Ronald Kosinski,  
Division of Environmental Planning  
Caltrans District 7  
100 S. Main Street, MS 16-A  
Los Angeles, CA 90012

Ms. Yi Tian  
Environ  
18100V on Karman Avenue Suite 600  
Irvine, CA 92612

**Review of Revised Protocol for the Air Quality, Greenhouse Gas and  
Health Risk Assessments (AQ/HRA) for the I-710 Corridor Recirculated Environmental  
Impact Report / Supplemental Environmental Impact Statement (REIR/SEIS)**

The South Coast Air Quality Management District (SCAQMD) staff has reviewed the Revised Protocol (Revised Protocol) for the Air Quality, Greenhouse Gas and Health Risk Assessment (AQ/GHG/HRA) for the I-710 Corridor Recirculated Environmental Impact Report/ Supplemental Environmental Impact Statement (REIR/SEIS). As you are aware, SCAQMD staff has been engaged with the project proponents for many years, and we appreciate your reaching out to us for feedback on the air quality analysis. Detailed comments are attached to this letter. In addition, we refer you to comments<sup>1</sup> we made on the Draft EIR for this project and ask that any comments on the technical approach made in that letter be addressed in the RDEIR. Given the highly technical nature of the document, and our comments, we recommend that our technical staff meet with your technical experts to discuss our letter and your proposed approach.

Please contact me at (909) 396-3244 if you have any questions regarding these comments.

Sincerely,

A handwritten signature in black ink that reads "Ian V. MacMillan".

Ian MacMillan  
Planning and Rules Manager

LAC151013-01  
Control Number

IM:JW:SW:MS  
Attachment

---

<sup>1</sup> [www.aqmd.gov/docs/default-source/ceqa/comment-letters/2012/october/i-710-corridor-october-2012.pdf](http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2012/october/i-710-corridor-october-2012.pdf)

**Attachment**

**General Comments:**

- Tables 3-1 and 3-2 summarize the potential additional impact analyses currently proposed and currently not proposed for this project, respectively. The information contained in these tables is confusing and does not provide the reader with a clear understanding of what analyses will be included and what will be excluded. Furthermore, there is no explanation or information provided as to the rationale behind excluding analyses which should be included for CEQA projects. SCAQMD staff recommends that Tables 3-1 and 3-2 be revised to include additional information and justification as to why some analyses will not be included. For example it is unclear if localized air quality impacts from construction will be analyzed, and the rationale for excluding these impacts from the air quality analysis.
- The Revised Protocol should clearly state the significance thresholds being used for criteria pollutants, greenhouse gases, and TACs during the project construction, operation, and construction/operation overlap phases. Based on the Meeting Minutes of the I-710 EIR/EIS Corridor Project Committee on October 29, 2009, Caltrans had agreed to the use of SCAQMD's CEQA significance thresholds for assessing air quality and GHG impacts and the Revised Protocol should be updated to reflect this. The SCAQMD's CEQA significant thresholds can be found at <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook>.
- The Revised Protocol does not include information regarding the estimated construction schedule. This information should be included in the air quality analysis for the REIR/SEIS as it is important for determining the air quality impacts during interim years.
- The Revised Protocol does not indicate if any interim years will be modeled. Since this is a lengthy construction process, it is likely that the maximum project impacts will occur during a phase where the overlap of construction of one segment and operation of other completed segments will yield the highest emissions. Please indicate which interim or milestone years will be analyzed for the project and provide an explanation as to how those years were chosen. It is important to note that the use of a composite emissions scenario (i.e. the maximum emissions from each phase analyzed together in the same timeframe) is not recommended and should be avoided.
- Given the regional nature of this project, SCAQMD staff recommends that the mortality and morbidity impacts from the project be analyzed in the REIR/SEIS. SCAQMD staff looks forward to a meeting with Caltrans and its consultants to discuss this issue.
- When the REIR/SEIS is released for public review and comment, SCAQMD staff requests that electronic copies of all files used in the analysis be provided to SCAQMD staff for review. This includes electronic versions of all files used to develop emissions (e.g., spreadsheets), perform dispersion modeling (all input and output files), and any database files with the corresponding formulae, queries, and codes used.
- The Revised Protocol does not include the methodologies to be used to demonstrate conformity for PM Hotspots. The comments provided here by SCAQMD staff do not preclude future comments on any PM Hotspot protocols for this project.

## **Air Quality Analysis:**

### *Quantification of Emissions from Construction Equipment:*

- It is not clear what sources or models will be used to obtain the GHG and criteria pollutant emissions (SO<sub>2</sub>, CO, PM<sub>2.5</sub>) from construction equipment as the OFFROAD2011 model does not provide emission factors for these pollutants. If the PM<sub>10</sub> emissions from OFFROAD2011 will be used to derive the PM<sub>2.5</sub> contribution, please refer to the SCAQMD's Final Methodology to Calculate PM<sub>2.5</sub> and PM<sub>2.5</sub> Significance Thresholds, which can be found at [http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/particulate-matter-\(pm\)-2.5-significance-thresholds-and-calculation-methodology/final\\_pm2\\_5methodology.pdf](http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/particulate-matter-(pm)-2.5-significance-thresholds-and-calculation-methodology/final_pm2_5methodology.pdf).
- SMAQMD's linear construction model is proposed to be used to estimate the construction emissions. The project proponent should ensure that this model includes updated the most recent EMFAC2014 and OFFROAD2011 models. Additionally, the emission rates from the use of new tiered equipment should also be included to ensure that quantification of Metro's Green Construction Policy is included in the analysis.

### *Quantification of Emissions from Construction and Operational Vehicles:*

- The idling emissions from EMFAC2014 need to be included in the analysis.

### *Dispersion Modeling:*

- On page ES.6, there is a statement that AERMOD version 15181 will be used only if it is compatible with AERMET version 14134. Please explain how this compatibility will be determined.
- In Section 3.2.1 on page 43, it is not stated if the latest version of AERMOD (currently version 15181) will be run in regulatory default mode. Please provide information on the use of the regulatory default settings. In later sections of the Revised Protocol, it is stated the NO<sub>2</sub> will be modeled with AERMOD. However, there is no mention on the use of which screening tier(s) will be utilized in the NO<sub>2</sub> air dispersion modeling. If Tier 3 screening (using OLM or PVMRM) is anticipated, then AERMOD will need to be run using the regulatory non-default settings. Please provide more information on NO<sub>2</sub> specific settings for AERMOD, and whether more refined data is needed, such as O<sub>3</sub> data.
- Reference 69 on page 47 states that the latest version of the AERMOD Implementation Guidance was issued in March 2009. This document was updated by EPA in August 2015 to include additional information on urban/rural determinations and capped/horizontal stacks. Please update the date in the document to reflect the latest Implementation Guidance issued by EPA.
- On page 50 of Section 3.2.4, it is stated that "As multiple stations were selected to identify the meteorological profile of the AOI, the selected meteorological data can be considered as on-site data, and one year of data will be used for air dispersion modeling." SCAQMD staff does not agree that the use of multiple meteorological stations in an analysis constitutes these stations as on-site stations, and that only one year of meteorological data is therefore required. Proximity of a meteorological tower to a

project does not imply adequate representativeness of meteorological conditions in the areas of interest. Without further justification, SCAQMD staff recommends the use of the most recently available five years of meteorological data, as is recommended in EPA's Guidelines on Air Quality Models (40 CFR Part 51, or Appendix W). In the event that five years of meteorological data is not available, as in the case with the Compton station, three years of the most recent available meteorological data should be used.

- In Table 3-10, page 52, it is stated that the volume source width used the road width multiplied by a factor of 2. Please provide detailed information as to why this factor was used in determining the volume source width. More guidance regarding standard techniques for modeling roadways can be found in section J.3.3 in Appendix J of EPA's "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM<sub>2.5</sub> and PM<sub>10</sub> Nonattainment and Maintenance Areas".
- Under the heading "Fine Grid Receptors" in Section 3.2.7, page 54, details are provided on the volume source exclusion zone and how receptors placed in the exclusion zone will be handled. Particularly, it states that "Ramboll Environ will exclude such receptors...from the analysis if needed. Furthermore, receptors falling in between the I-710 mainline and the freight corridor will be excluded from the analysis." Because there are people living adjacent to the I-710 freeway, the ambient air receptors should not be removed from the modeling domain due to being in the volume source exclusion zone. Instead, the volume sources should be adjusted according to EPA's guidance, such as in section J.3.3 in Appendix J of the "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM<sub>2.5</sub> and PM<sub>10</sub> Nonattainment and Maintenance Areas". One method would be to model each lane of traffic with individual volume sources. The analyses should not exclude impacts to sensitive receptors in close proximity to the freeway by removing receptors in the volume source exclusion zone, as these people are most susceptible to the impacts of the project. Instead, the analysis should be based on the most recent geometry and include any occupiable spaces as receptors in the model. This will ensure that the air quality impacts to the most susceptible population is disclosed in the REIR/SEIS.
- Section 3.2.8, page 55, states that background data provided in Table 3-11 is for the years of 2011 – 2013, as 2014 monitoring data is not yet available. 2014 monitoring data for CO and NO<sub>2</sub> is available on SCAQMD's Historical Data by Year website at <http://www.aqmd.gov/home/library/air-quality-data-studies/historical-data-by-year>. Please update the background concentrations from 2011 – 2013 to 2012 – 2014. It should be noted though that monitoring station 72 (Long Beach North) was decommissioned in September 2013, so data for CO and NO<sub>2</sub> is not available for 2014 at this station. Also, the maximum 8-hour CO value for 2012 at Long Beach North was listed as 1.9 ppm. However, the 2012 value should be 2.2 ppm. Please correct Table 3-11 with the correct 2012 value.
- On page 53, Table 3-10, states that the initial vertical dimension and the release height for the entrained road dust are 1.2 meter and 1.3 meter above ground respectively. Please provide detailed explanations or revise the parameters used. Please refer to the guidance in section J.3.3 in Appendix J of EPA's "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM<sub>2.5</sub> and PM<sub>10</sub> Nonattainment and Maintenance Areas" and EPA's "Haul Road Workgroup Final Report" in 2012 at

[http://www3.epa.gov/scram001/reports/Haul\\_Road\\_Workgroup-Final\\_Report\\_Package-20120302.pdf](http://www3.epa.gov/scram001/reports/Haul_Road_Workgroup-Final_Report_Package-20120302.pdf) for more information.

- The Revised Protocol states that schools and other sensitive receptors will not be modeled. SCAQMD staff disagrees with this approach and recommends that all sensitive receptors in close proximity to the project should be identified and modeled as discrete receptors so that all air quality impacts and health risks to these receptors are disclosed.

### **Greenhouse Gases Analysis:**

#### *Quantification of Greenhouse Gases Impact:*

- Please provide the proposed GWPs to be used to determine the GHG impacts from the project.
- The approach in the Revised Protocol as to the GHG impacts of the project is contrary to CEQA on climate change. It is not acceptable to dismiss the GHG impacts as being speculative. CEQA requires that a significance determination, based on substantial evidence, be made on the environmental topic of climate change.

### **Health Risk Assessment**

#### *Quantification of Air Toxics Emissions:*

- The MSAT/TACs emission factors should either come from the emission speciation of total organic compounds and PM available from CARB. For diesel vehicles, the use of diesel particulate matter (DPM) without further speciation is acceptable.

#### *HRA Modeling:*

- In addition to OEHHA Revised Guidance, the project's HRA modeling needs to comply with the SCAQMD's HRA guidance and use the SCAQMD's updated specific modeling parameters. The SCAQMD's methodology for estimating health risk from the mobile source can be found at <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis>. The SCAQMD's updated HRA guidance and the modeling parameters can be found at <http://www.aqmd.gov/home/regulations/compliance/toxic-hot-spots-ab-2588>.
- Given the duration of construction for this project and that OEHHA now recommends that health risks can be estimated for projects as short as two months in duration, SCAQMD staff recommends a discussion with Caltrans and its consultants on how to prepare a HRA accounting for the temporally and geographically changing emission profile of this project as it is constructed and operated.



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION IX

75 Hawthorne Street  
San Francisco, CA 94105-3901

NOV 13 2014

Ms. Carrie Bowen, Director  
California Department of Transportation, District 7  
100 S. Main Street, MS-16A  
Los Angeles, California 90012

Subject: Comments on I-710 Corridor Project: Draft Air Quality, Greenhouse Gas, and Health Risk Assessment Revised Protocol for the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement, Los Angeles County, California

Dear Ms. Bowen:

The U.S. Environmental Protection Agency (EPA) has reviewed the I-710 Corridor Project: Draft Air Quality, Greenhouse Gas, and Health Risk Assessment Revised Protocol for the Recirculated Draft Environmental Impact Report (RDEIR)/Supplemental Draft Environmental Impact Statement (SDEIS) located in Los Angeles County, California. EPA is a Participating Agency (as defined in 23 USC 139) and a Cooperating Agency (as defined in the National Environmental Policy Act, NEPA) for this project.

Thank you for the opportunity to provide feedback on the Draft Revised Protocol. We continue to believe that regular and continuous interagency coordination, in advance of publication of the RDEIR/SDEIS, is most beneficial for the overall project delivery timeline and for insuring potential environmental and health impacts are reduced as much as possible. This letter provides EPA input to foster early coordination between our agencies regarding both the preparation of the air quality analysis for the RDEIR/SDEIS as well as the transportation conformity analysis. We note that while we hope to address as many issues as possible through early coordination, EPA will provide additional feedback to California Department of Transportation (Caltrans) once the RDEIR/SDEIS is available for public review consistent with NEPA, Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500-1508) and Section 309 of the Clean Air Act.

EPA reviewed the Draft Environmental Impact Statement (DEIS) for the I-710 Corridor Project on September 20, 2012 and rated the zero-emission alternatives, Alternatives 6B and 6C, as "3" – Inadequate Information, and rated the "non-zero emission" Alternatives 5A and 6A as "EU-3" – Environmentally Unsatisfactory, Inadequate Information. In the next version of this Protocol, we recommend that Caltrans identify how the air quality and health related comments and issues identified previously in our September 2012 letter will be addressed. We also offer the following additional feedback for Caltrans consideration based on our review of the document provided.

## **Description of Alternatives**

Section 2 briefly describes the Alternatives for analysis. The description in the Protocol is the same description of Alternatives also shared with EPA in June 2015. At that time, we provided written comments to Caltrans specifically requesting that Caltrans provide an updated description of the Alternatives to correct the incomplete descriptions. EPA received no response and the list of proposed Alternatives continues to include an incomplete and confusing description of what the RDEIR/SDEIS will analyze for the elements within each Alternative. We reiterate our request now, and ask that Caltrans clarify what specifically will be analyzed in the RDEIR/SDEIS.

It is critical that EPA, and other stakeholders, understand what will be included as elements of the Build and No Build Alternatives. This is required in order to accurately assess the adequacy of how Caltrans has documented environmental impacts, and to assess anticipated environmental impacts of the proposed actions. For example, if transit improvements and TSM/TDM/ITS and updated traffic signals will be included as elements of both alternatives, this will affect the analysis of air quality impacts from the project. In addition, the Protocol does not include enough information to understand how many lanes are being added and where exactly along the corridor the additional capacity will be built.

*Recommendation:* Please provide a more robust description of the alternatives as requested in July and reiterated in this letter as excerpted below.

Please clarify how many additional lanes of capacity are proposed for Alternative 5C. Also add a figure that illustrates the combination of features included in this alternative that clearly shows what is existing and what would be built under this alternative, (E.g., Are the buffered downtown-only lanes new lanes, or existing lanes that have been reconfigured? Are the truck bypass lanes additional lanes? Of what length?)

Excerpt from EPA letter to Caltrans on July 29, 2015:

### *Air Quality Improvement Measures and Other Components*

*These two sections list bulleted measures which are proposed as programmatic features to be included in the “overall funding commitments,” and “other components.” EPA recommends that the elements listed under these sections be more specific, in order to adequately analyze the potential environmental impacts. For example, rather than listing “Active Transportation Features (New Enhancements) such as River Park Pathway”, Caltrans should clearly identify each specific enhancement that will be implemented upon the signing of the Record of Decision for this project, and the RDEIR/SDEIS should fully evaluate the impacts of building each new enhancement. Without a clear delineation of what is being proposed and committed to with each Alternative, it will be difficult to accurately assess differences between the Alternatives and analyzing the full extent of environmental impacts may be challenging. EPA recommends that Caltrans assign each bulleted item listed as a component of 1) the No Action Alternative, 2) Alternative 5C, 3) Alternative 7, or 4) included for all Alternatives, just the Build*

*Alternatives, etc. and incorporate them into Caltrans' descriptions and analysis of each Alternative. For example, one "Other Component" is "improved bicycle and pedestrian elements of I-710 arterial interchange modifications." Another is "Active Transportation Features (New Enhancements), such as River-Park Pathway." We recommend that these be analyzed as a part of the build alternatives in the RDEIR/SDEIS, clearly identifying specific Enhancements/"Other Components" with each applicable Build Alternative, and clearly analyzing the impacts of each of those actions. We also recommend that Caltrans identify the I-710 Corridor Community Health program, with an estimated dollar amount, as a component of Alternative 5C and Alternative 7, so that this commitment can be analyzed as a part of the RDEIR/SDEIS.*

### **Cumulative Impacts Analysis**

Page ES-6 states that Cumulative Impacts analysis "will be done following the approach of describing the listing of the past, present, and probable future projects in the vicinity of the study, which complies with CEQA requirements of reporting cumulative impacts from the project. In addition, traffic-related GHGs will be discussed under cumulative impacts." Page 63 further states that "Maximum impacts from related projects will not be added together since those maximum impacts do not necessarily occur at the same location; rather, the magnitude of maximum impacts from related projects will be qualitatively discussed."

The section includes no reference to the Caltrans, EPA, and Federal Highway Administration (FHWA) collaboratively developed "Guidance for Preparers of Cumulative Impact Analysis" that is located on the Caltrans Standard Environmental Reference (SER) website [http://www.dot.ca.gov/ser/cumulative\\_guidance/approach.htm](http://www.dot.ca.gov/ser/cumulative_guidance/approach.htm). This guidance suggests the following eight steps as guidelines for identifying and assessing cumulative impacts:

- 1. Identify the resources to consider in the cumulative impact analysis by gathering input from knowledgeable individuals and reliable information sources. This process is initiated during project scoping and continues throughout the NEPA/CEQA analysis.*
- 2. Define the geographic boundary or Resource Study Area (RSA) for each resource to be addressed in the cumulative impact analysis.*
- 3. Describe the current health and the historical context of each resource.*
- 4. Identify the direct and indirect impacts of the proposed project that might contribute to a cumulative impact on the identified resources.*
- 5. Identify the set of other current and reasonably foreseeable future actions or projects and their associated environmental impacts to include in the cumulative impact analysis*
- 6. Assess the potential cumulative impacts.*
- 7. Report the results of the cumulative impact analysis.*
- 8. Assess the need for mitigation and/or recommendations for actions by other agencies to address a cumulative impact*

EPA does not agree with the proposal to only provide a qualitative analysis of cumulative air quality impacts in the RDEIR/SDEIS. In particular, Step 5 above states, "Identify the set of other current and reasonably foreseeable future action or projects *and their associated environmental impacts...*" As the above-referenced Caltrans guidance further states,

*“Quantitative data are preferable, and they should be used whenever relevant data are available...such data can be critical to identifying avoidance and mitigation measures and preparing permit applications. If quantitative data are not available, consult with appropriate agencies as soon as possible.”*

EPA believes there are, and will be, quantitative data available for some past, current, and reasonably foreseeable projects that will be critical to informing a conclusion of what cumulative impacts exist. This will inform avoidance and minimization measures, as well as mitigation measures, for the air quality impacts of the proposed project. Given that the proposed project is occurring in an area with some of the worst air quality in the nation, next to an already disproportionately burdened air quality setting and community, it is even more important that quantitative analyses of cumulative air quality impacts be provided where available. The Caltrans Guidance provides a section devoted to methods for assessing cumulative impacts – both quantitative and qualitative. Further, CEQ Guidance “Considering Cumulative Effects” Chapter 5 (<https://ceq.doe.gov/nepa/ccenepa/ccenepa.htm>) offers methods, techniques, and tools for assessing cumulative impacts. EPA is available to help identify available data sources for the cumulative impacts analysis.

In addition, the Protocol should reference the NEPA definition of cumulative impacts: “...the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time. (40 CFR Part 1508.7.)”

*Recommendation:* EPA recommends that the Protocol state that the Cumulative Impact analysis in the RDEIR/SDEIS will follow the Caltrans/FHWA/EPA collaboratively developed “Guidance for Preparers of Cumulative Impact Analysis” that is located on the Caltrans SER website. Specifically, EPA recommends that Caltrans link the context and severity of potential air quality impacts of this project, in the setting of the I-710 Corridor, to the determination of what methods and data to use for assessing cumulative impacts.

Given the context/setting of this project, EPA does not agree with a qualitative-only analysis of cumulative air quality impacts. EPA recommends that, where available, and consistent with Caltrans Guidance, Caltrans provide a quantitative analysis of the incremental air quality impacts of the action when added to other past, present, and reasonably foreseeable future actions.

EPA recommends that Caltrans also describe how the proposed analysis meets the requirements of NEPA (in addition to the California Environmental Quality Act, CEQA) and most recent FHWA or Department of Transportation (DOT) guidance regarding cumulative impacts analysis.

## **Environmental Justice and Disproportionate Impacts**

The revised protocol does not indicate that an environmental justice analysis of any size or scope is planned.

*Recommendation:* Please refer and respond to the previously submitted comments (2012) regarding disproportionate impacts, including those related to PM<sub>2.5</sub> (fine particulate matter) health impacts, mobile source air toxics (MSAT) risks, near roadway populations, children and other sensitive populations. The Protocol should be revised to include a section which describes how the Environmental Justice analysis will be conducted.

## **Recommendations for Interagency Consultation and Completion of a Project-Level Transportation Conformity Analysis**

Since this is a major new transportation facility located in an area that is designated as nonattainment for multiple ozone and PM<sub>2.5</sub> standards as well as maintenance for carbon monoxide (CO) and PM<sub>10</sub> (coarse particulate matter), it is critically important that impacts to air quality be accurately analyzed, disclosed, and reduced as much as possible.

### **Timing of Project Level Transportation Conformity Analysis**

Page ES-7 states that an intended goal of consensus on the technical methodologies presented in this Protocol is to “ensure that the Project is completed in a timely manner” and that “the public and decision-makers receive sufficient information in the AQ, GHG, and health risk implications of the Project alternatives.” However, page ES-5 describes that the determination of project-level transportation conformity will be a separate process and that there will be a separate Protocol Development Process for this important air quality issue. It further states that “after review of the comments on the RDEIR/SDEIS, Caltrans (as the lead agency) will identify a preferred alternative. If the preferred alternative is determined to be a project of air quality concern, Ramboll Environ and LSA Associates will perform a quantitative PM<sub>10</sub>/PM<sub>2.5</sub> hot-spot analysis.”

*Recommendation:* EPA believes that the deferral of the analysis to determine if the project alternatives meet conformity requirements until *after* the public has provided feedback on the published RDEIS/DEIS neither “contributes to the project being completed in a timely manner”, nor “provides the public and decision-makers with sufficient information” regarding the air quality impacts of the project. EPA recommends that Caltrans perform the required analysis for project level transportation conformity in advance of publication of the RDEIR/SDEIS so that the public and decision-makers can be informed of the project’s ability to meet conformity requirements. In addition, performing the necessary modeling and analysis before publication of the RDEIS/SDEIS provides Caltrans and the funding partners a greater opportunity to revise the project design, or implement additional mitigation, if needed, in order to meet project level conformity requirements.

### **Project of Air Quality Concern Determination**

Page ES.5 states “If the preferred project alternative is determined to be a Project of Air Quality Concern...” Project sponsors can affirmatively determine that a project is a Project of Air Quality Concern without consultation with the Southern California Association of Governments (SCAG) Transportation Conformity Working Group (TCWG). Based on our review of the

project alternatives, it is very likely that the project will be a Project of Air Quality Concern. Previous information indicated that the project would generate an increase of about 18,000 trucks, although the Protocol does not indicate whether the revised alternatives are expected to reduce average annual daily traffic (AADT) and Truck AADT estimates.

*Recommendation:* Please provide updated AADT and truck information for each of the alternatives by major vehicle type to inform the environmental documentation and the Project of Air Quality Concern determination process.

### **Consistent Methodology**

Page ES.5 states Contractors “will prepare a separate PM Conformity Protocol Development Process that will discuss the technical approach for the PM<sub>10</sub> and PM<sub>2.5</sub> hot-spot analyses. This Process will be developed in coordination with Caltrans and include consultation with USEPA and FHWA and other members of the Transportation Conformity Working Group (TCWG).” The relationship between the current Air Quality protocol and the future PM Conformity Protocol is unclear, as is the rationale for separating the two. Providing two separate air quality analyses of the project is likely to be inefficient and cause confusion for both the public and the interagency coordination process. Also, a project’s ability to demonstrate conformity, including whether it will cause or contribute to a NAAQS violation, is critical for the NEPA analysis.

*Recommendation:* As stated above, EPA recommends that Caltrans perform the required analysis for project level transportation conformity in advance of publication of the RDEIR/SDEIS so that the public and decision-makers can be informed of the project’s ability to meet conformity requirements.

### **Air Quality Modeling Methodology**

EPA’s quantitative PM hot-spot guidance describes a series of analytical and modeling steps that a project sponsor can follow to ensure that the project meets the statutory and regulatory conformity requirements.

*Recommendations:* First, impacts of the project should be modeled, combined with background concentrations as described in Section 9 of EPA’s guidance, and compared to the relevant NAAQS. A hot-spot analysis for this project should consider traffic impacts not only from the transportation project, but also on potential nearby facilities. If the design values for the build scenario are less than or equal to the relevant NAAQS at all receptors, the project meets the conformity rule’s hot spot requirements and no further modeling is needed.

If the build scenario results in design values greater than the NAAQS, then the no-build scenario will also need to be modeled. The modeling results of the build and no-build scenarios should be combined with background concentrations as appropriate. If the design values for the build scenario are less than or equal to the design values for the no-build scenario on a receptor by receptor basis, then the project meets the conformity rule’s hot spot requirements.

Once the SCAG TCWG has concurred on the analysis, the quantitative analysis is typically considered as being acceptable for inclusion in the NEPA document.

### **Inclusion of Nearby Sources**

Page ES.1 states “The purpose of the proposed I-710 Corridor Project... is to ...address projected growth in population, employment, and activities related to goods movement.” The Protocol does not discuss nearby sources. Nearby sources need to be included in air quality modeling when those sources would be affected by the project.

*Recommendation:* The hot-spot analysis should include nearby sources in the air quality modeling when those sources would be affected by the project. Marine ports are one example given in EPA’s PM hot-spot guidance (Section 8.2). Therefore, the Protocol should address the following specific question: What is the port activity at both ports expected to be in the analysis year, with and without the project, and what is the plan for modeling the change in activity at the Ports of Los Angeles and Long Beach, for CEQA/NEPA and for conformity?

### **Emission Models**

Page 27 states “Although EMFAC2014 will be used for the AQ/GHG/HRA analyses to support the RDEIR/SDEIR, it has not yet been approved by EPA for use in project level conformity determination. Therefore, EMFAC2011 will be used for that purpose.” The Protocol indicates that EMFAC2011 (the 2011 version of California’s emissions factor model for on-road mobile sources) will be used to generate emission factors for use in the conformity analysis. While EMFAC2011 is currently the EPA-approved motor vehicle emission factor model in California, EPA may soon announce the availability of the EMFAC2014 model for use in state implementation plan development and transportation conformity in California.

*Recommendation:* EPA’s approval of the EMFAC2014 emissions model for SIP and conformity purposes will be effective on the date of publication of the notice in the Federal Register. If the air quality and conformity analyses are to be completed after EPA’s approval of EMFAC2014, the project analysis should be developed using the new model.

### **Reentrained Road Dust**

Page 30 states “The second approach assumes that the increase in entrained road dust on freeways and major roadways would be proportional to changes in roadway centerline mileage, as is done for regional transportation budgets (i.e., SCAQMD AQMPs/SIPs).” Note that South Coast updated the methodology used in the 2012 AQMP in March of 2013 before EPA approval and CARB updated the statewide Miscellaneous Process Methodology, referenced in the air quality protocol, page 26 (footnote 28) to reflect growth of emissions proportional to changes in vehicle miles traveled (VMT). The updated paved road emissions were included in a March 19, 2013 letter to EPA and referenced in EPA’s April 8, 2013 (78 FR 20868) proposal approving the updated plan and associated emission budgets. Also, as stated in EPA’s previous comments, the use of centerline road mileage is inappropriate in project level conformity analysis since it does not account for differences between build and no-build options. The fact that the alternative method is insensitive to everything but the length of the road could lead to inaccurate results,

such as dust estimates that are exactly the same between the no-build and all of the build alternatives.

*Recommendation:* Use the updated methodology included in CARB's updated Methodology and in South Coast's 2012 AQMP for calculating reentrained road dust based on changes in VMT.

### **Construction Emissions / Analysis Years**

Page 22 states that since AECOM will estimate construction activity data for each Project build alternative (Alternative 5C and 7), the methods/approaches used for developing these estimates are not discussed in the Revised Protocol. It is not clear whether this data will be included as a supplement or appendix of a future protocol. It is important to understand the timing and geographic distribution of the construction activity to determine the impact of construction emissions, which analysis construction emissions should be included, and potential overlap of construction and operational emissions. With regard to timing, the protocol indicates that 2035 is the expected analysis year. However, there needs to be an explanation in the analysis for why this year is thought to be the year with the highest expected emissions. For conformity, the analysis year must be the year with the expected highest emissions. In particular, if the construction emissions are phased within the project, there may be a year where segments of the project are open to traffic while construction emissions for other segments are present. If this is the case, there may be a year before 2035 with higher potential impacts.

*Recommendation:* EPA recommends the methods/approaches used for developing estimates of the construction activity data for each of the build alternatives be included in the protocol, or provide details to EPA about where and when this information will be provided for interagency feedback. In addition, the Protocol should identify how Caltrans will demonstrate what project year, including interim years between project initiation and full project build out, will result in the highest expected emissions. This is critical information before determining that 2035 will be the expected analysis year.

### **Dispersion Modeling Source Characterization**

Page 52, Section 3.2.6 states "...emissions generated by freeway traffic will be modeled in AERMOD as a series of adjacent volume sources, which is an accepted practice for modeling mobile sources in a dispersion model." Volume sources are acceptable, but please note that area sources are easier to characterize correctly. Table 3-10 of the document seems to indicate that volume sources will be sized the width of the full roadway. However, if using volume sources, volume source width should be < 8 m, so for a highway of more than three lanes, multiple volume sources will be needed across the width of the facility. Relevant information can be found in EPA's PM hot-spot guidance updated November 2015, in Appendix J, Section J.3.<sup>1</sup>

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<sup>1</sup> EPA's PM hot-spot guidance can be downloaded from

<http://www.epa.gov/otaq/stateresources/transconf/projectlevel-hotspot.htm#pm-hotspot> . Please see also the information in "PM Hot-spot Modeling: Lessons Learned in the Field" presentation, pp. 12 – 19. This presentation is found on the web at: <http://www.epa.gov/otaq/stateresources/transconf/projectlevel-hotspot.htm#training> . For a direct link to the PDF presentation, see: <http://www.epa.gov/otaq/stateresources/documents/hotspot-lessons-learned-trb.pdf> .

*Recommendation:* Consider using area sources because they are easier to characterize correctly. If volume sources are used, ensure they are characterized consistent with the above mentioned guidance and check back with EPA to confirm accurate use of volume sources.

### **Receptor Placement**

Page 53, Section 3.2.7 states "... (note that the conformity hot-spot analyses will have a different set of receptors)." As mentioned in our earlier comment, having two air quality modeling results for the same project will likely be confusing to agencies and the public reviewing the project's impacts, and seems to be an inefficient use of modeling resources.

*Recommendation:* EPA recommends setting up receptors for conformity and using only one set of receptors.

### **Meteorological Data**

Page 50 states "As multiple stations were selected to identify the meteorological profile of the AOI, the selected meteorological data can be considered as on-site data, and one year of data will be used for dispersion modeling." Based on examination of Figure 11, the meteorological data stations selected for use are 0.5 miles, 1 mile, and 3.5 miles away from I-710. Furthermore, this transportation project is 18 miles long, which means that even if the meteorological data stations were located in the middle of the road, the data would not be local to anything more than a few hundred meters. However, the meteorological data from each of these sites has to represent the met data for portions of the road that are several miles away. For the PM hot-spot conformity analysis, these cannot be considered on-site meteorological data stations, and thus the choice to use one year of meteorological data is inappropriate.

*Recommendation:* The PM hot-spot analysis dispersion modeling must be done with five years of meteorological data rather than just one.

### **Background Concentrations**

Page 55 states "Since there are many air pollution sources in the port area, air monitors in the coastal zone would be considered as source monitors and would not be appropriate." The air monitors in the coastal zone may be appropriate as background monitors. They may appropriately characterize the background air quality, which includes the impact of the port.

Page 56, Table 3-11 lists nitrogen dioxide (NO<sub>2</sub>) and CO Background Concentrations Recorded at Ambient Air Quality Monitoring Stations within the Area of Interest. Background concentrations for PM<sub>10</sub> and PM<sub>2.5</sub> and ozone are not included in this table.

*Recommendation:* Please revise the protocol to reflect that air monitors in the coastal zone may be appropriate as background monitors. Include background concentrations for PM<sub>10</sub>, PM<sub>2.5</sub> and ozone in Table 3-11.

## **Questions and Recommendations for Additional Data to Support Air Quality Analyses**

### **Traffic Data**

Page 25 states “[the contractor] will run a modified version of the SCAG Regional Transportation Plan Travel Demand Model (hereafter referred to as the “I-710 Traffic Model”) to estimate the traffic activity data...”

*Recommendation:* Please describe in the Protocol how the travel demand model is being “modified.”

Page 42 states “For the purposes of this analysis, AECOM has calculated the VMT fraction of port and non-port HHDT’s that would be ZE/NZE. That fraction will be applied in emissions and modeling analysis”

*Recommendation:* Please explain how the VMT fraction was calculated and include the fraction and the associated assumptions in the Protocol.

### **Emission Trends**

On page 33-36, Figures 6 and 8 display emission trends of Heavy Duty Trucks in the study area, however, it is not clear what VMT and emission modeling assumptions the graphs are based on.

*Recommendation:* Please add the assumptions that the emission estimates are based on to the Protocol. Specifically, add a discussion on how truck VMT changes over this timeframe, explain how tire wear does not increase significantly, and whether re-entrained road dust is based on growth in VMT or roadway centerline miles.

### **Additional Data Requests for Modeling Protocol**

Since the PM hotspot modeling protocol has not yet been developed, we are providing specific recommendations for the preparation of the PM hotspot modeling protocol. As indicated previously, we suggest that the PM hotspot modeling analysis be completed prior to publication of the RDEIR/SDEIS. Please revise the Protocol provided to include the PM hotspot modeling protocol.

*Recommendation:* EPA requests that the following data be included in the protocol:

- Graphical presentation of each project alternative.
- Discussion of the specific geographic area(s) covered by the analysis and why those portions of the project to be modeled represent the highest potential concentrations.
- Traffic Data (AADT), by major vehicle class (heavy, medium and light duty) summarized in spreadsheet for build vs no build.
- Explanation of why the chosen analysis year has the maximum expected emissions.
- Discussion of the background data to be used and what method will be used to determine design values and which meteorological station will be used to model each segment of the project.
- Details regarding how EMFAC will be applied.

- The fraction of heavy-heavy duty trucks (HHDTs) that are zero emission/near zero emission (ZE/NZE), and some discussion of how the hot-spot analysis will document this assumption, for example including written commitments per 40 CFR 93.123(c)(4), as necessary.
- Graphic display of emission sources. The following link contains examples of how the emission sources should be characterized and modeled:  
<http://www.epa.gov/otaq/stateresources/documents/hotspot-leasons-learned-trb.pdf>
- Description of any potential nearby sources impacted by the project.
- Graphical display of receptor grids around the segments of the project to be modeled.

### **Health Impacts Due to Construction Activities**

Construction impacts from this project may negatively impact both air quality and public health. As we commented in our September 20, 2012 letter on the DEIS, the Protocol only quantifies worst-case, project-wide construction emissions, but does not quantitatively evaluate construction-related changes in criteria pollutant ambient concentrations, MSAT risk, or PM<sub>2.5</sub> mortality and morbidity. Construction impacts should be quantitatively evaluated in a revised protocol.

*Recommendation:* Please revised the Protocol to include modeling to capture the following construction-related impacts:

- MSAT emissions.
- Dispersion modeling for estimating criteria pollutant and MSAT concentrations.
- MSAT human health risk assessment.
- PM health impact assessment.

Construction impacts should be added to operational impacts for interim years, including the peak construction years and ideally every five years between the current year and final build year.

As we previously commented in our September 20, 2012 letter on the DEIS, construction-related impacts should be quantitatively predicted using the following two approaches: First, the revised or supplemental Draft EIS should estimate the project-wide magnitude of construction impacts by using simple assumptions of emissions occurring throughout the linear project and spread out over the build years. This would provide a first-cut estimate of impacts throughout the project area. Second, the revised or supplemental Draft EIS should consider an example construction phase and quantitatively evaluate the likely impacts for a model segment. More detailed assumptions should be possible for this segment, including improvements on assumptions for construction phasing, proximity to populated areas, and duration of impacts. For this more detailed example, EPA recommends evaluating a geographic area that is more highly populated and/or in closer proximity to construction activities.

The Protocol should describe how Caltrans will analyze the impacts that will result from the construction that will be phased over time at different locations around the facility.

This information is needed to inform any possible decision to remove construction impacts from the transportation conformity hot spot analysis. Further, the Protocol should reflect that Caltrans will include this information to determine what interim year, or build out year of 2035, has the maximum expected emissions. The information would also be helpful for SCAG as they include the emissions from the various construction phases into the regional conformity analysis for the appropriate years; dust from road construction has already been included in the PM<sub>10</sub> and PM<sub>2.5</sub> motor vehicle emission budgets for the area.

### **PM Mortality and Morbidity**

In our September 20, 2012 letter on the DEIS, EPA made a number of comments and recommendations regarding the importance of providing an assessment of the PM-related health impacts associated with the build alternatives in the EIS. EPA continues to expect that exposures to elevated concentrations of PM<sub>2.5</sub> will likely have large impacts to public health, and therefore a quantified analysis of those impacts should be presented in the REIS/SDEIS. However, Section 3.4 of the current revised protocol states that, “In light of the uncertainty in quantifying PM mortality and morbidity...our analysis...will be a qualitative assessment...” (pg. 61). We disagree with a number of the statements made in this section, including the erroneous conclusion that a quantified PM<sub>2.5</sub> health impacts analysis is too uncertain to provide a meaningful characterization of the health impacts associated with each build alternative.

The estimation of PM-related health impacts is widely practiced in regulatory and policy analysis and planning. Well established and peer-reviewed methods exist to allow for the quantification of health risks at both the national and regional levels. Section 3.4 references a few of these studies, conducted by ARB in 2006 and the Port of Long Beach in 2009, but then proceeds to misinterpret the underlying uncertainty as a justification for inaction. Acknowledging uncertainty is an important component of any health impacts analysis, but the results provide a reasonable characterization of the potential health risk associated with each build alternative, which is useful to decision-makers and the stakeholders when weighing the pros and cons between alternatives.

*Recommendation:* Revise Section 3.4, first paragraph, to reference more up-to-date citations regarding the scientific foundation for characterizing PM-related health impacts. We suggest providing a reference to EPA’s PM Integrated Science Assessment (PM ISA), which accurately reflects the latest scientific knowledge that indicates the kind and extent of identifiable effects of PM<sub>2.5</sub> on public health.<sup>2</sup>

Furthermore, the PM ISA states that, “Collectively, the evidence is sufficient to conclude that the relationship between long-term PM<sub>2.5</sub> exposures and mortality is causal.”

*Recommendation:* Please revise the first sentence of the first full paragraph on pg. 60 to read, “The PM ISA reviewed numerous epidemiological studies and concluded that the relationship between long-term PM<sub>2.5</sub> exposures and mortality/morbidity is causal.”

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<sup>2</sup> U.S. EPA’s 2009 Final Report: Integrated Science Assessment for Particulate Matter (U.S. Environmental Protection Agency, Washington, DC, EPA/600/R-08/139F, 2009) can be found here: <http://cfpub.epa.gov/ncea/cfm/recordisplay.cfm?deid=216546> .

Section 3.4 refers to a CARB, 2006 report [*Diesel Particulate Matter Exposure Assessment Study for the Ports of Los Angeles and Long Beach – Final Report*] as an example of estimating PM-related mortality and morbidity. Please include the additional following recent and analytically rigorous references. Two more examples should also be referenced –

*Recommendation:* Section 3.4 should reference the following two documents: EPA’s “*Quantitative Health Risk Assessment for Particulate Matter (PM HRA) (2010)*” and ARB’s “*Estimate of Premature Deaths Associated with Fine Particle Pollution (PM<sub>2.5</sub>) in California Using a U.S. Environmental Protection Agency Methodology (2010)*.”<sup>3</sup>

EPA’s PM HRA included case studies focused on 15 urban areas, including Los Angeles. LA was chosen as one of the 15 areas based on the following criteria:

- Inclusion in U.S. EPA’s previous PM risk assessment
- Availability of mortality rates, air quality data, and epidemiological models in the selected urban areas
- Preference for locations with high PM<sub>2.5</sub> concentrations
- Adequate representation of the spectrum of conditions across the U.S. potentially affecting PM-related risk, including the mix of sources, particle composition and other factors

The PM HRA controlled for many of the uncertain and variable elements that Section 3.4 identified as sources of significant uncertainty. The ARB study conducted a thorough review and evaluation of EPA’s analysis and developed an application of these methods for use in California. Both EPA’s and ARB’s analyses are examples of how to structure a credible regional health impacts analysis.

*Recommendation:* Please revise the Protocol to adopt a similar method for estimating PM-related health impacts as described above. EPA is available to discuss how to develop such a methodology for the next version of the protocol.

Section 3.4, pp. 60-61, erroneously applies statements relevant to traditional, quantified air toxics cancer risk assessment to the analysis of non-cancer health impacts.<sup>4</sup> In a traditional air toxics exposure and risk assessment (e.g., diesel PM and other mobile source air toxics), cancer risk estimates are derived in the presence of significant uncertainty and are developed to ensure that risks are not under predicted. On the other hand, the relationship between exposures to criteria pollutants such as ambient concentrations of PM<sub>2.5</sub> and human health are well-established by the literature (see comments regarding the PM ISA and causality above). Concentration-response

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<sup>3</sup> EPA’s PM Risk Assessment can be found here:

[http://www3.epa.gov/ttn/naaqs/standards/pm/data/PM\\_RA\\_FINAL\\_June\\_2010.pdf](http://www3.epa.gov/ttn/naaqs/standards/pm/data/PM_RA_FINAL_June_2010.pdf). ARB’s mortality analysis can be found here: [http://www.arb.ca.gov/research/health/pm-mort/pm-report\\_2010.pdf](http://www.arb.ca.gov/research/health/pm-mort/pm-report_2010.pdf).

<sup>4</sup> The protocol pulls its statement about risk assessment uncertainty from the CARB, 2006 paper, “Diesel Particulate Matter Exposure Assessment Study for the Ports of Los Angeles and Long Beach – Final Report.” That analysis was primarily an exposure assessment and risk characterization related to diesel PM emissions, not unlike the air toxics health risk assessment described in Section 3.3 of the revised protocol. The statement about risk uncertainty did not apply to the report’s supplemental analysis of non-cancer health endpoints related to ambient PM concentrations attributable to directly emitted diesel PM.

functions, and the health risk they quantify, represent a point estimate (or best estimate) of the quantified health impact and have a range of uncertainty that is distributed both above and below the point estimate. Some of this uncertainty can be accounted for quantitatively (e.g., as confidence intervals around the point estimate), while some of it is unquantified. However, there is no built-in bias (in terms of forcing over- or under-prediction) when estimating human health impacts.

*Recommendation:* We recommend removing text about no built-in bias from the Protocol. We also recommend deleting the last paragraph of Section 3.4. Emissions alone provide a poor substitute for the actual health risk from population exposure to ambient concentrations of PM<sub>2.5</sub>. A health impacts assessment will reflect population exposure to elevated pollutant levels and will illuminate how the elevated pollutants emitted from each of the alternatives differentially impacts the populations in the affected region.

### **GHG Emissions Analysis**

On December 18, 2014, the Council on Environmental Quality released revised draft guidance for public comment that describes how federal departments and agencies should consider the effects of greenhouse gas emissions and climate change in their National Environmental Policy Act reviews. The revised draft guidance supersedes the draft greenhouse gas and climate change guidance released by CEQ in February 2010. This guidance explains that agencies should consider both the potential effects of a proposed action on climate change, as indicated by its estimated greenhouse gas emissions, and the implications of climate change for the environmental effects of a proposed action.

CEQ recognizes that many agency NEPA analyses to date have concluded that GHG emissions from an individual agency action will have small, if any, potential climate change effects. Government action occurs incrementally, program-by-program and step-by-step, and climate impacts are not attributable to any single action, but are exacerbated by a series of smaller decisions, including decisions made by the government. Therefore, the statement that emissions from a government action or approval represents only a small fraction of global emissions is more a statement about the nature of climate change challenge, and is not an appropriate basis for deciding whether to consider climate impacts under NEPA. Moreover, these comparisons are not an appropriate method for characterizing the potential impacts associated with a proposed action and its alternatives and mitigations.<sup>5</sup>

The CEQ also suggests that if an agency determines that evaluating the effects of GHG emissions would not be useful in the decision making process and to the public to distinguish between the proposed action, alternatives and mitigations, the agency should document the rationale for that determination.

On Page ES-7, the document states, “With respect to GHG emissions, it is Caltrans’ determination that in the absence of further regulatory or scientific information related to GHG emissions and CEQA significance, it is too speculative to make a significance determination

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<sup>5</sup> Council on Environmental Quality. *Guidance on Considering Climate Change in NEPA Reviews*. Dec 2014. Print.

regarding the project's impact with respect to climate change." The document references the Caltrans Standard Environmental Reference, yet does not mention CEQ Draft Greenhouse Gas Emissions Guidance. In its role as lead agency under NEPA per assignment from FHWA, EPA recommends that Caltrans reference the draft CEQ GHG Guidance in the Protocol.

*Recommendation:* EPA recommends that Caltrans update the Protocol to reflect how Caltrans is addressing this project in the context of the draft CEQ guidance or the finalized CEQ guidance, if it is finalized in advance of the publication of the RDEIR/SDEIS. The Protocol should describe how the GHG emissions will be estimated and projected emission will be used to distinguish between the proposed action, alternatives and mitigations. The RDEIR/SDEIS should describe how climate change could affect the project area, specifically within sensitive areas, and assess how the projected impacts of the project could be exacerbated by climate change.

We look forward to continued participation in this project as a Participating Agency and a Cooperating Agency, and opportunities for early coordination. Please contact Karina OConnor of my staff at (775) 434-8176 to set up a conference call between Caltrans and EPA to discuss these comments.

Sincerely,

  
Elizabeth J. Adams *for EJA*  
Acting Director, Air Division

cc: via email: Bryan Pennington, Metro  
Dr. Barry Wallerstein, South Coast Air Quality Management District  
Susan Nakamura, South Coast Air Quality Management District  
Kurt Karperos, California Air Resources Board  
Brenda Powell-Jones, Caltrans Headquarters  
Vince Mammano, CA Division of Federal Highway Administration



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION IX

75 Hawthorne Street  
San Francisco, CA 94105-3901

APR 18 2016

Ms. Carrie Bowen, Director  
California Department of Transportation, District 7  
100 S. Main Street, MS-16A  
Los Angeles, California 90012

Subject: EPA Comments on the February 5, 2016 Caltrans "Part 1" Response to Comments on the Air Quality, Greenhouse Gas, and Health Risk Assessment Revised Protocol for the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement, Los Angeles County, California

Dear Ms. Bowen:

The U.S. Environmental Protection Agency (EPA) has reviewed the February 5, 2016 Response to Comments that were prepared in response to EPA's November 13, 2015 letter documenting EPA feedback on the I-710 Corridor Project: Draft Air Quality, Greenhouse Gas, and Health Risk Assessment Revised Protocol for the Recirculated Draft Environmental Impact Report (RDEIR)/Supplemental Draft Environmental Impact Statement (SDEIS). EPA is a Participating Agency (as defined in 23 USC 139) and a Cooperating Agency (as defined in the National Environmental Policy Act, NEPA) for this project.

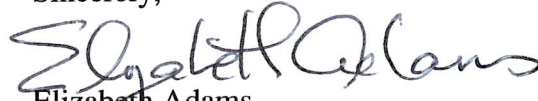
We appreciate the opportunity for continued dialogue on the Air Quality and Health Risk Assessment (AQ/HRA) Protocol and offer the attached table of further comments on the Protocol and the draft responses to date. Our additional comments address several of California Department of Transportation's (Caltrans) "Part 1" draft responses to EPA's feedback, primarily the need for additional project and analysis information earlier in the process, potential problems with separate analyses for NEPA/CEQA and transportation conformity, and concerns about assumptions for increased travel with the build alternatives versus the No Build. We understand that Caltrans is still working on "Part 2" of the Response to EPA's comments provided in our November 13, 2015 letter, as indicated in the February 5, 2016 table prepared by Caltrans. Many of the items identified as concerns in our November 12, 2015 letter were still "in process" as of February and we hope to provide EPA's input on those outstanding topics as soon as possible to continue to foster early coordination.

Please contact us to schedule a follow-up meeting to discuss the remaining concerns related to the "Part 1" items in the attached table and to share with EPA Caltrans responses to the outstanding "Part 2" items not yet addressed from our November 13, 2015 letter.

We note that while we hope to address as many issues as possible through early coordination, EPA will provide additional feedback to Caltrans once the RDEIR/SDEIS is available for public review consistent with NEPA, Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500-1508) and Section 309 of the Clean Air Act.

If you have any questions, please contact me at (415) 972-3183 or Karina O'Connor at (775) 434-8176 (Air Quality Specialist), or Debbie Lowe Liang at (415) 947-4155 (NEPA Reviewer).

Sincerely,



Elizabeth Adams  
Deputy Director, Air Division

Enclosures: "Part 1" Response to EPA Comments on AQ/HRA Protocol  
EPA Comments on the "Part 1" Response

cc: via email: Bryan Pennington, Metro  
Wayne Nastri, South Coast Air Quality Management District  
Susan Nakamura, South Coast Air Quality Management District  
Kurt Karperos, California Air Resources Board  
Brenda Powell-Jones, Caltrans Headquarters  
Vince Mammano, CA Division of Federal Highway Administration

April 15, 2016 - EPA Comments on the I-710 Corridor Project “Part 1” Response to EPA November 13, 2015 Comments on AQ/HRA Protocol discussion draft,” dated February 5, 2016. (Part 2 of Response to EPA Comments has not yet been received)

Comment Number	
1	<p><b>Original EPA Comment:</b> In the next version of this Protocol, EPA recommends that Caltrans identify how the air quality and health related comments and issues identified previously in our September 2012 letter will be addressed.</p>
	<p><b>EPA Follow-up Comment:</b> Caltrans has indicated that the revised Protocol has been prepared consistent with their August 30, 2013 draft responses to EPA’s September 2012 comments. Caltrans’ 2013 response to comments letter is no longer valid. Due to the changes in the project design, the responses in the 2013 letter are outdated. Please address outstanding comments from our past 2012 DEIS, noting how Caltrans will be addressing each comment provided in the September 2012 comment letter, since there are multiple outstanding issues that were not fully addressed. We request a meeting to discuss EPA’s comments and Caltrans’ response.</p>
2	<p><b>Original EPA Comment:</b> Please clarify how many additional lanes of capacity are proposed for Alternative 5C. Also add a figure that illustrates the combination of features included in this alternative that clearly shows what is existing and what would be built under this alternative, (e.g., Are the buffered downtown-only lanes new lanes, or existing lanes that have been reconfigured? Are the truck bypass lanes additional lanes? Of what length?)</p>
	<p><b>EPA Follow-up Comment:</b> Caltrans has stated that a more robust description of project alternatives will be provided in the Recirculated Draft Environmental Impact Report/Supplemental Environmental Impact Statement (RDEIR/SDEIS). In order for us to provide meaningful feedback as a cooperating agency and a participating agency for this project, consistent with the intent of early coordination under Section 23 USC Title 39, Caltrans should share sufficient details about the project alternatives for EPA to fully evaluate the effects of each alternative. The description of the project is the fundamental basis of Caltrans’s protocol and critical for EPA’s understanding of this project and its environmental impacts. Please share these details as soon as available.</p>
5	<p><b>Original EPA Comment:</b> Since this is a major new transportation facility located in an area that is designated as nonattainment for multiple ozone and PM2.5 standards as well as maintenance for carbon monoxide (CO) and PM10 (coarse particulate matter), it is critically important that impacts to air quality be accurately analyzed, disclosed, and reduced as much as possible.</p>
	<p><b>EPA Follow-up Comment:</b> Caltrans has indicated that they will prepare a separate protocol for the PM10/PM2.5 conformity analysis. EPA continues to recommend that Caltrans commit to completing the project-level transportation conformity analysis prior to the release of the Supplemental Draft EIS, and include the results in the SDEIS. Because the ability to meet transportation conformity requirements will be very challenging for this project in this location, it is critical that Caltrans allow as much time as possible to work with EPA and South Coast Air Quality Management District (SCAQMD) to insure that all project design and mitigation considerations are integrated into the proposal as early as possible, so as not to delay project delivery. Integrating the two processes meets the intent of recent national direction to synchronize permitting with NEPA. EPA questions the basis for Caltrans to choose to pursue the two processes on different timelines. Should Caltrans choose to delay the analysis of project-level transportation conformity until after the NEPA analysis, EPA is concerned that the completion of the environmental review and permitting will be delayed and EPA’s comment letter on the SDEIS will reflect the lack of analysis.</p>

6 and 8	<p><b>Original EPA Comment:</b> EPA recommends that Caltrans perform the required analysis for project level transportation conformity in advance of publication of the RDEIR/SDEIS so that the public and decision-makers can be informed of the project's ability to meet conformity requirements.</p>
	<p><b>EPA Follow-up Comment:</b> Caltrans did not provide an additional written response, but we offer the following additional comments on the conformity analysis based on our follow-up technical discussions with Caltrans. EPA's November 2015 PM hot-spot guidance clarifies that placement of receptors for conformity analysis should be done "consistent with EPA's general guidance for any air quality modeling; there are no longer special considerations for receptor placement for either the 24-hour or annual PM2.5 NAAQS (National Ambient Air Quality Standards)." We understand the desire to set up a larger receptor grid, of sufficient resolution, to screen for potential locations where the maximum concentration may occur since the peak concentration may not be located right next to the facility. However, we do not have enough information to be able to determine if the modeling will be done sufficiently to capture the concentration gradients around the locations of maximum modeled concentrations. We are also concerned that the NEPA/CEQA AERMOD modeling will be done differently than for conformity, and that the resulting concentration gradients may also be different and cannot be used to screen potential locations for maximum concentrations</p>
9	<p><b>Original EPA Comment:</b> Impacts of the project should be modeled, combined with background concentrations as described in Section 9 of EPA's guidance, and compared to the relevant NAAQS. A hot-spot analysis for this project should consider traffic impacts not only from the transportation project, but also on potential nearby facilities.</p>
	<p><b>EPA Follow-up Comment:</b> Caltrans has stated that the AQ/HRA protocol describes the methodologies that will be used to perform air quality analyses satisfying CEQA and NEPA requirements, and that a separate PM hot-spot protocol will cover the analysis for project level conformity. It is not clear why two separate methodologies will be used to estimate air quality impacts to satisfy the requirements for NEPA/CEQA and conformity. While we understand the desire to focus the NEPA/CEQA analysis on a comparison of the alternatives and limit the conformity analysis to the preferred alternative, the NEPA/CEQA document must still evaluate the potential of the project to impact all applicable NAAQS for the area.</p>
10	<p><b>Original EPA Comment:</b> The hot-spot analysis should include nearby sources in the air quality modeling when those sources would be affected by the project. Marine ports are one example given in EPA's PM hot-spot guidance (Section 8.2). Therefore, the Protocol should address the following specific question: What is the port activity at both ports expected to be in the analysis year, with and without the project, and what is the plan for modeling the change in activity at the Ports of Los Angeles and Long Beach, for CEQA/NEPA and for conformity?</p>
	<p><b>EPA Follow-up Comment:</b> Caltrans has stated that the increase in capacity on I-710 under the build alternatives is not expected to influence demand for growth at the Ports, that growth of port cargo handling capacity at the Ports would not substantially increase travel demand on I-710, and therefore the forecast of port activity is the same for Alternatives 5C and 7 as for the No Build. The premise that port activity is not impacted by the project seems unlikely, inconsistent with statements made by the ports and inconsistent with recent policy direction from Caltrans acknowledging induced demand. Caltrans has stated that the No Action Alternative for this project would have the same assumed "forecast of port activity", or port related traffic volumes as the two build alternatives. One stated purpose of the project is to accommodate activities related to goods movement. Further, Caltrans has acknowledged through posting a policy brief to Caltrans website in November 2015 that increasing highway capacity is likely to increase vehicle miles traveled (<a href="http://www.dot.ca.gov/research/researchreports/reports/2015/10-12-2015-NCST_Brief_InducedTravel_CS6_v3.pdf">http://www.dot.ca.gov/research/researchreports/reports/2015/10-12-2015-NCST_Brief_InducedTravel_CS6_v3.pdf</a>).</p>

	<p>Furthermore, as was discussed in our comments on the previous DEIS, the assumption of full goods movement traffic for all build alternatives would cause an overestimate of the impacts of the no-build alternative, which then makes the impacts of the build alternative look smaller in comparison. On our February 8, 2016 phone call, Caltrans stated that there was documentation from 2008 demonstrating that port activity would be the same with and without the project, and that this report could be shared with us. We would appreciate seeing it, but note that an analysis done in 2008 may be outdated at this point. We would like to understand what assumptions were made in this analysis and whether they are still valid today, particularly given Caltrans policy acknowledgement related to induced travel. EPA recommends that Caltrans include a robust analysis of the induced demand impact of adding capacity as it related to goods movement activity and that this be reflected in the assumption of traffic volumes for each of the alternatives and the no build for comparing the impacts in the air quality analysis, traffic conformity analysis, health risk assessment, and all other resource areas to be addressed in the Supplement Draft EIS.</p>
11	<p><b>Original EPA Comment:</b> EPA's approval of the EMFAC2014 emissions model for SIP and conformity purposes will be effective on the date of publication of the notice in the Federal Register. If the air quality and conformity analyses are to be completed after EPA's approval of EMFAC2014, the project analysis should be developed using the new model.</p>
	<p><b>EPA Follow-up Comment:</b> EMFAC2014 was approved in December of 2015, well before the February 5, 2016 response to EPA. We request that Caltrans confirm that EMFAC2014 will be used in this analysis.</p>
14	<p><b>Original EPA Comment:</b> If volume sources are used, ensure they are characterized consistent with the above mentioned guidance and check back with EPA to confirm accurate use of volume sources.</p>
	<p><b>EPA Follow-up Comment:</b> Caltrans' consultant team stated that the approach in the AQ/HRA protocol is the best way to disclose the near-field and far-field impacts of the 18-mile long project, and that modeling traffic as volume sources is consistent with non-conformity CEQA/NEPA analyses for transportation and goods movement projects, including ports and rail yards. While it is correct that volume sources are acceptable for characterizing roadways in AERMOD, the procedures for characterizing these volume sources in the AQ/HRA protocol are not specific enough to determine if the sources will be set up appropriately. EPA commented on the DEIR for the previous project on I-710 that the characteristics of the volume sources used as AERMOD model inputs, such as the location and number of volume sources, the release heights, and the initial sigma y and sigma z, were not clearly justified and appeared to be inappropriate. Caltrans should provide information beyond the total number of volume sources for EPA to review and comment on the validity of dispersion modeling. EPA's quantitative PM hot-spot guidance should be followed for establishing these parameters. We would appreciate having this information before the modeling runs are started to save both agencies time and effort. It would be especially helpful to have one or more diagrams that show the limits of the project, how volume sources will be spaced, and where receptors will be located.</p>
15	<p><b>Original EPA Comment:</b> EPA recommends setting up receptors for conformity and using only one set of receptors.</p>
	<p><b>EPA Follow-up Comment:</b> As noted above, Caltrans has indicated that there will be separate analyses for CEQA/NEPA and for conformity, with a justification that the requirements are different, and that the CEQA/NEPA analysis will help inform the future PM hot-spot analysis. EPA remains concerned that there will be two modeling efforts for this project, which will be confusing to the public and decision-makers.</p>
16	<p><b>Original EPA Comment:</b> The PM hot-spot analysis dispersion modeling must be done with five years of meteorological data.</p>
	<p><b>EPA Follow-up Comment:</b> The protocol states that the POLB, LGBH, Compton (CMPT), and CELA stations will be used in the analyses and that further review of the</p>

<p>AERMOD-ready meteorological data available from the SCAQMD shows that the only common calendar year of data available across all these meteorological stations is 2009. The protocol also notes that SCAQMD does not have five consecutive years of meteorological data available for all stations. Given this information, the met data set that is available and appropriate for each site should be used. The data should not be limited to years that are available for all sites. Nonconsecutive years can be used if five consecutive years are not available.</p>
---

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7, Division of Environmental Planning  
100 South Main Street, Suite 100  
LOS ANGELES, CA 90012-3606  
PHONE (213) 897-0703  
FAX (213) 897-0685  
TTY (213) 897-4937



*Serious drought.  
Help save water!*

May 19, 2016

Ms. Elizabeth J. Adams  
Acting Director, Air Division  
United States Environmental Protection Agency, Region IX  
75 Hawthorne Street  
San Francisco, California 94105-3901

Subject: USEPA's Comments on the I-710 Corridor Project Draft Revised Air Quality/Greenhouse Gas/Health Risk Assessment (AQ/GHG/HRA) Protocol

Dear Ms. Adams,

As a follow up from our call on February 8, 2016, please find attached updated responses to USEPA's comments on the draft revised AQ/GHG/HRA Protocol received on November 13, 2015 as well as follow up comments received on April 18, 2016. Also attached is a schematic showing the alternatives under consideration, as well as the project description to be included in the revised technical studies. Additionally, the following information will be provided to USEPA in advance of submitting the Administrative Draft Recirculated Draft Environmental Impact Report/Supplemental Environmental Impact Statement (RDEIR/SDEIS) to USEPA for review:

- Qualitative PM conformity analysis elements including air monitoring stations for conformity analysis and project location, traffic information, and emission factors for PM<sub>10</sub> and PM<sub>2.5</sub> using EMFAC 2014 and CARB unpaved road methodology.
- 2016 non-conformity results for PM<sub>10</sub> and PM<sub>2.5</sub>.
- Potential quantitative analysis locations.
- Presentation that summarizes this information and next steps.

Additionally, updated responses to USEPA's comments on the 2012 Draft EIR/EIS will be provided upon completion of the AQ/HRA analysis and included in the Administrative Draft RDEIR/SDEIS. Please let us know if you have any questions regarding the status of the I-710 Corridor Project.

Sincerely,

A handwritten signature in blue ink that reads "Ronald Kosinski".

RON J. KOSINSKI  
Deputy District Director  
Division of Environmental Planning

## National Marine Fisheries Service Species List for I-710 Corridor Project

Provided via email on June 12, 2017 by:

**Penny Ruvelas**

*Long Beach Office Branch Chief - Protected Resources Division*

*NOAA Fisheries West Coast Region*

*U.S. Department of Commerce*

Office:(562) 980-4197

Mobile: (562) 225-3453

[penny.ruvelas@noaa.gov](mailto:penny.ruvelas@noaa.gov)

[www.westcoast.fisheries.noaa.gov](http://www.westcoast.fisheries.noaa.gov)

Quad Name **Long Beach (digital)**

Quad Number **33118-G2**

### **ESA Anadromous Fish**

SONCC Coho ESU (T) -

CCC Coho ESU (E) -

CC Chinook Salmon ESU (T) -

CVSR Chinook Salmon ESU (T) -

SRWR Chinook Salmon ESU (E) -

NC Steelhead DPS (T) -

CCC Steelhead DPS (T) -

SCCC Steelhead DPS (T) -

SC Steelhead DPS (E) - **X**

CCV Steelhead DPS (T) -

Eulachon (T) -

sDPS Green Sturgeon (T) - **X**

### **ESA Anadromous Fish Critical Habitat**

SONCC Coho Critical Habitat -

CCC Coho Critical Habitat -

CC Chinook Salmon Critical Habitat -

CVSR Chinook Salmon Critical Habitat -

SRWR Chinook Salmon Critical Habitat -

NC Steelhead Critical Habitat -

CCC Steelhead Critical Habitat -  
SCCC Steelhead Critical Habitat -  
SC Steelhead Critical Habitat -  
CCV Steelhead Critical Habitat -  
Eulachon Critical Habitat -  
sDPS Green Sturgeon Critical Habitat -

### **ESA Marine Invertebrates**

Range Black Abalone (E) - **X**  
Range White Abalone (E) - **X**

### **ESA Marine Invertebrates Critical Habitat**

Black Abalone Critical Habitat -

### **ESA Sea Turtles**

East Pacific Green Sea Turtle (T) - **X**  
Olive Ridley Sea Turtle (T/E) - **X**  
Leatherback Sea Turtle (E) - **X**  
North Pacific Loggerhead Sea Turtle (E) - **X**

### **ESA Whales**

Blue Whale (E) - **X**  
Fin Whale (E) - **X**  
Humpback Whale (E) - **X**  
Southern Resident Killer Whale (E) - **X**  
North Pacific Right Whale (E) - **X**  
Sei Whale (E) - **X**  
Sperm Whale (E) - **X**

### **ESA Pinnipeds**

Guadalupe Fur Seal (T) - **X**

Steller Sea Lion Critical Habitat -

**Essential Fish Habitat**

Coho EFH -

Chinook Salmon EFH -

Groundfish EFH - **X**

Coastal Pelagics EFH - **X**

Highly Migratory Species EFH - **X**

**MMPA Species (See list at left)**

**ESA and MMPA Cetaceans/Pinnipeds**

See list at left and consult the NMFS Long Beach office

[562-980-4000](tel:562-980-4000)

MMPA Cetaceans - **X**

MMPA Pinnipeds - **X**

Quad Name **South Gate**

Quad Number **33118-H2**

**ESA Anadromous Fish**

SONCC Coho ESU (T) -

CCC Coho ESU (E) -

CC Chinook Salmon ESU (T) -

CVSR Chinook Salmon ESU (T) -

SRWR Chinook Salmon ESU (E) -

NC Steelhead DPS (T) -

CCC Steelhead DPS (T) -

SCCC Steelhead DPS (T) -

SC Steelhead DPS (E) - **X**

CCV Steelhead DPS (T) -  
Eulachon (T) -  
sDPS Green Sturgeon (T) -

### **ESA Anadromous Fish Critical Habitat**

SONCC Coho Critical Habitat -  
CCC Coho Critical Habitat -  
CC Chinook Salmon Critical Habitat -  
CVSR Chinook Salmon Critical Habitat -  
SRWR Chinook Salmon Critical Habitat -  
NC Steelhead Critical Habitat -  
CCC Steelhead Critical Habitat -  
SCCC Steelhead Critical Habitat -  
SC Steelhead Critical Habitat -  
CCV Steelhead Critical Habitat -  
Eulachon Critical Habitat -  
sDPS Green Sturgeon Critical Habitat -

### **ESA Marine Invertebrates**

Range Black Abalone (E) -  
Range White Abalone (E) -

### **ESA Marine Invertebrates Critical Habitat**

Black Abalone Critical Habitat -

### **ESA Sea Turtles**

East Pacific Green Sea Turtle (T) -  
Olive Ridley Sea Turtle (T/E) -  
Leatherback Sea Turtle (E) -  
North Pacific Loggerhead Sea Turtle (E) -

### **ESA Whales**

Blue Whale (E) -  
Fin Whale (E) -  
Humpback Whale (E) -  
Southern Resident Killer Whale (E) -  
North Pacific Right Whale (E) -  
Sei Whale (E) -  
Sperm Whale (E) -

### **ESA Pinnipeds**

Guadalupe Fur Seal (T) -

Steller Sea Lion Critical Habitat -

### **Essential Fish Habitat**

Coho EFH -  
Chinook Salmon EFH -  
Groundfish EFH -  
Coastal Pelagics EFH -  
Highly Migratory Species EFH -

### **MMPA Species (See list at left)**

**ESA and MMPA Cetaceans/Pinnipeds**  
**See list at left and consult the NMFS Long Beach office**  
**[562-980-4000](tel:562-980-4000)**

MMPA Cetaceans -  
MMPA Pinnipeds -

Quad Name **Los Angeles**  
Quad Number **34118-A2**

### **ESA Anadromous Fish**

SONCC Coho ESU (T) -  
CCC Coho ESU (E) -  
CC Chinook Salmon ESU (T) -  
CVSR Chinook Salmon ESU (T) -  
SRWR Chinook Salmon ESU (E) -  
NC Steelhead DPS (T) -  
CCC Steelhead DPS (T) -  
SCCC Steelhead DPS (T) -  
SC Steelhead DPS (E) - **X**  
CCV Steelhead DPS (T) -  
Eulachon (T) -  
sDPS Green Sturgeon (T) -

### **ESA Anadromous Fish Critical Habitat**

SONCC Coho Critical Habitat -  
CCC Coho Critical Habitat -  
CC Chinook Salmon Critical Habitat -  
CVSR Chinook Salmon Critical Habitat -  
SRWR Chinook Salmon Critical Habitat -  
NC Steelhead Critical Habitat -  
CCC Steelhead Critical Habitat -  
SCCC Steelhead Critical Habitat -  
SC Steelhead Critical Habitat -  
CCV Steelhead Critical Habitat -  
Eulachon Critical Habitat -  
sDPS Green Sturgeon Critical Habitat -

### **ESA Marine Invertebrates**

Range Black Abalone (E) -  
Range White Abalone (E) -

### **ESA Marine Invertebrates Critical Habitat**

Black Abalone Critical Habitat -

**ESA Sea Turtles**

East Pacific Green Sea Turtle (T) -

Olive Ridley Sea Turtle (T/E) -

Leatherback Sea Turtle (E) -

North Pacific Loggerhead Sea Turtle (E) -

**ESA Whales**

Blue Whale (E) -

Fin Whale (E) -

Humpback Whale (E) -

Southern Resident Killer Whale (E) -

North Pacific Right Whale (E) -

Sei Whale (E) -

Sperm Whale (E) -

**ESA Pinnipeds**

Guadalupe Fur Seal (T) -

Steller Sea Lion Critical Habitat -

**Essential Fish Habitat**

Coho EFH -

Chinook Salmon EFH -

Groundfish EFH -

Coastal Pelagics EFH -

Highly Migratory Species EFH -

**MMPA Species (See list at left)**

**ESA and MMPA Cetaceans/Pinnipeds**

**See list at left and consult the NMFS Long Beach office**

**562-980-4000**

MMPA Cetaceans -

MMPA Pinnipeds -

--

**Penny Ruvelas**

*Long Beach Office Branch Chief - Protected Resources Division*

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**OFFICE OF HISTORIC PRESERVATION  
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June 1, 2017

VIA EMAIL

In reply refer to: FHWA120307B

Kelly Ewing-Toledo  
Environmental Branch Chief, Cultural Resources Unit  
Caltrans District 7  
100 South Main Street, Suite 100, M-S 16A  
Los Angeles, CA 90012-3606

Subject: Determination of Eligibility for the Proposed Interstate 710 Corridor Project  
between Ocean Boulevard and the State Route 60 Interchange, Los Angeles  
County, CA

Dear Ms. Ewing-Toledo:

Thank you for consulting with me about the subject undertaking in accordance with the January 1, 2014 *First Amended Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California (PA)*.

The Los Angeles County Metropolitan Transportation Authority, in cooperation with Caltrans, the Gateway Cities Council of Governments, the I-5 Joint Powers Authority, the Ports of Los Angeles and Long Beach, and the Southern California Association of Governments, propose improvements to the I-710 Corridor from Ocean Boulevard in the City of Long Beach to State Route 60 (SR-60). Since 2012 the project description has changed. Three alternatives are currently under consideration for the project. Alternative 1 is a No Build Alternative. Alternative 5C (Modernize the I-710 Freeway) proposes increasing the number of general purpose lanes on the freeway and reconfiguring the access points to/from I-710 and its crossing freeways. Alternative 7 (Add Clean0Emission Frieght Corridor [Truck-Only Lanes] Along I-710) proposes adding two separate truck lanes in each direction between Long Beach and Commerce, adjacent to the freeway, approximately 16 miles in length, while maintaining the same number of general purpose lanes on I-710, and reconfiguring the access points to/from I-710 and its crossing freeways. A full project description and the description of the area of potential effect (APE) can be found on pages 5 through 16 of the Supplemental Historical Resources Evaluation Report and on pages 6 through 18 of the Supplemental Archeological Survey Report.

Caltrans has determined that the following properties are not eligible for the listing in the National Register of Historic Places (NRHP):

Name	Address/Location	Community
1542-1544 S EASTERN AVE	1542-1544 S EASTERN AVE	COMMERCE
4505 BANDINI BLVD	4505 BANDINI BLVD	VERNON
4633 LEONIS ST	4633 LEONIS ST	COMMERCE
4821 E WASHINGTON BLVD	4821 E WASHINGTON BLVD	COMMERCE
4903-4909 E WASHINGTON BLVD	4903-4909 E WASHINGTON BLVD	COMMERCE
4549 TELEGRAPH RD	4549 TELEGRAPH RD	LOS ANGELES
4827 TELEGRAPH RD	4827 TELEGRAPH RD	LOS ANGELES
4849 TELEGRAPH RD	4849 TELEGRAPH RD	LOS ANGELES
5155 IMPERIAL HWY	5155 IMPERIAL HWY	SOUTH GATE
10841 SAINT JAMES AVE	10841 SAINT JAMES AVE	SOUTH GATE
5141 IMPERIAL HWY	5141 IMPERIAL HWY	SOUTH GATE
10001 W FRONTAGE RD	10001 W FRONTAGE RD	SOUTH GATE
5162, 5220, 5246 FLORENCE AVE	5162, 5220, 5246 FLORENCE AVE	BELL
10126 W FRONTAGE RD	10126 W FRONTAGE RD	SOUTH GATE
4979 E 52nd PLACE	4979 E 52nd PLACE	VERNON
5366 E SLAUSON AVE	5366 E SLAUSON AVE	COMMERCE
5354 E SLAUSON AVE	5354 E SLAUSON AVE	COMMERCE
6695 ORANGE AVE	6695 ORANGE AVE	LONG BEACH
6701 CHERRY AVE	6701 CHERRY AVE	LONG BEACH
1419 E ELEANOR ST	1419 E ELEANOR ST	COMPTON
16108 S ATLANTIC AVE	16108 S ATLANTIC AVE	COMPTON
300 E ARTESIA LN and 301 E ARTESIA BLVD	300 E ARTESIA LN and 301 E ARTESIA BLVD	LONG BEACH
248 E ARTESIA BLVD	248 E ARTESIA BLVD	LONG BEACH
3111 E VIA MONDO	3111 E VIA MONDO	LONG BEACH
19618 S SUSANA RD	19618 S SUSANA RD	COMPTON
19720 S SUSANA RD	19720 S SUSANA RD	COMPTON
1919 W WARDLOW RD	1919 W WARDLOW RD	LONG BEACH
1401 W PACIFIC COAST HWY	1401 W PACIFIC COAST HWY	LONG BEACH
1532-1560 W ANAHEIM ST	1532-1560 W ANAHEIM ST	LONG BEACH
1332 W 11TH ST	1332 W 11TH ST	LONG BEACH
1290 W 11TH ST	1290 W 11TH ST	LONG BEACH
1326 W 11TH ST	1326 W 11TH ST	LONG BEACH
1335 W 11TH ST	1335 W 11TH ST	LONG BEACH
1300-1312 W 11th ST	1300-1312 W 11th ST	LONG BEACH
1835 SAN FRANCISCO AVE	1835 SAN FRANCISCO AVE	LONG BEACH
2990 GALE AVE	2990 GALE AVE	LONG BEACH
2980 GALE AVE	2980 GALE AVE	LONG BEACH

Name	Address/Location	Community
1302 W GAYLORD ST	1302 W GAYLORD ST	LONG BEACH
Bridge No. 53-0838 Slauson UP	Spanning I-710 PM 21.28	BELL

Based on my review of the submitted documentation I concur.

As part of the supplemental study, Caltrans prepared an Archaeological Sensitivity Study that included a proximity analysis of the original and Supplemental APEs using a Geographic Information System (GIS) and four data layers: elevation high points, the historic alignments of the Los Angeles River, the locations of ethnohistoric villages, and the locations of previously recorded cultural resources identified by South Central Coastal Information Center (SCCIC) record searches. Sanborn Fire Insurance Maps were also reviewed. The Study identified areas within the APE that are characterized by native (undisturbed) deposits, Holocene-age landform contexts, and are in proximity to known resources (both prehistoric and historical railroad and habitation-related resources). The area of direct effects (Direct APE) is considered to have very low sensitivity for the presence of buried archaeological resources within the existing I-710 freeway rights-of-way being that construction activities will likely be limited to the existing engineered fill. If any excavations occur within the Direct APE outside of the existing footprint or if deep excavations occur within the existing I-710 freeway footprint, there is the potential to encounter undisturbed sediments that may contain archaeological resources that will be encountered during construction. Pile driving and the construction of retaining walls within previously disturbed deposits do not have the potential to contain subsurface archaeological resources.

Currently, the undertaking is only at 30 percent design, and based on the results of the Study, archaeological monitoring is presently recommended for 94 acres (3.6 percent) of the Direct APE. Spot checking is recommended for 1,178 acres (45.4 percent) of the Direct APE, and no additional work is recommended for 1,321 acres (50.9 percent) of the Direct APE. The recommendation for spot checking is based on the potential observation of native (previously undisturbed) deposits. The need for spot checking is negated by the observation during spot checking of previously disturbed and/or fill deposits. Presently, Caltrans anticipates that the 94 acres recommended for monitoring and the 1,178 acres of spot checking may be further reduced upon review at 65 percent and 95 percent design review.

At 30 percent design completion, Caltrans considers the Study to be comparable to a management plan (i.e., a living document), and anticipates that the areas currently identified in the Study for monitoring and spot check monitoring will be further refined at 65 percent and 95 percent design. The additional reviews will culminate in a Post-Review Discovery and Monitoring Plan, and Caltrans proposes to continue to consult with the SHPO on these 65 percent and 95 percent review documents/Post-Review Discovery and Monitoring Plan document.

I have reviewed the Archaeological Sensitivity Study and find it to be sufficient. While I have no comments on the Study itself, I do have comments for Caltrans to keep in mind

as you proceed with your assessment of adverse effects for this undertaking. Although the Study has been successful in identifying areas within the Direct APE at 30 percent design that would require monitoring and spot checking to identify potential archaeological deposits encountered during construction, being that prior to the approval of the undertaking Caltrans cannot fully determine how the undertaking may affect historic properties, it appears that a project-level Programmatic Agreement (PA) is more appropriate than a Post-Review Discovery and Monitoring Plan. Moving forward, I advise Caltrans to consider a project-level PA, and if found not appropriate to provide justification as to why a PA is not applicable for this undertaking. Please also refer to the ACHP's *Guidance on Section 106 Agreement Documents* found at <http://www.achp.gov/agreementdocguidance.html#ch2-1> for further guidance.

Thank you for considering historic properties during project planning. If you have any questions, please contact Natalie Lindquist of my staff at (916) 445-7014 with e-mail at [natalie.lindquist@parks.ca.gov](mailto:natalie.lindquist@parks.ca.gov) or Alicia Perez at (916) 445-7020 with e-mail at [alicia.perez@parks.ca.gov](mailto:alicia.perez@parks.ca.gov).

Sincerely,

A handwritten signature in blue ink, appearing to be 'Julianne Polanco', with a long horizontal stroke extending to the right.

Julianne Polanco  
State Historic Preservation Officer



# United States Department of the Interior



## FISH AND WILDLIFE SERVICE

Carlsbad Fish And Wildlife Office  
2177 Salk Avenue - Suite 250  
Carlsbad, CA 92008-7385  
Phone: (760) 431-9440 Fax: (760) 431-5901  
<http://www.fws.gov/carlsbad/>

In Reply Refer To:

June 06, 2017

Consultation Code: 08ECAR00-2017-SLI-0917

Event Code: 08ECAR00-2017-E-02071

Project Name: 710 Corridor - EA 24990

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, and proposed species, designated critical habitat, and candidate species that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the

human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2) (c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF>

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), and projects affecting these species may require development of an eagle conservation plan ([http://www.fws.gov/windenergy/eagle\\_guidance.html](http://www.fws.gov/windenergy/eagle_guidance.html)). Additionally, wind energy projects should follow the wind energy guidelines (<http://www.fws.gov/windenergy/>) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm>; <http://www.towerkill.com>; and <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

## Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

**Carlsbad Fish And Wildlife Office**

2177 Salk Avenue - Suite 250

Carlsbad, CA 92008-7385

(760) 431-9440

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## Project Summary

Consultation Code: 08ECAR00-2017-SLI-0917

Event Code: 08ECAR00-2017-E-02071

Project Name: 710 Corridor - EA 24990

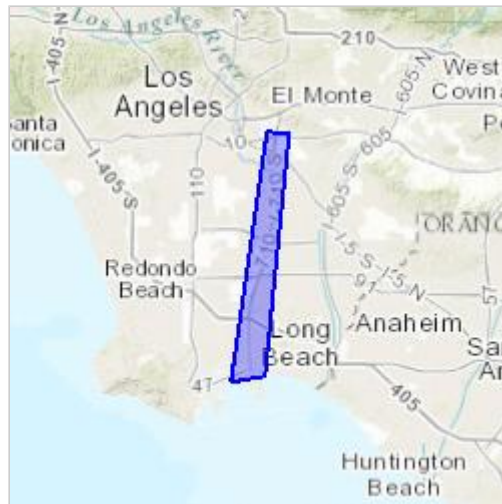
Project Type: TRANSPORTATION

Project Description: This highway widening project extends from PCH almost to the SR-60 for approximately 20 miles. There are several alternatives for the widening including adding general purpose lanes, modifications to interchanges, adding truck-only lanes, and other modifications to interchanges to improve safety. The timing of this project is not yet decided.

### Project Location:

Approximate location of the project can be viewed in Google Maps:

<https://www.google.com/maps/place/33.89680162825124N118.18817213962774W>



Counties: Los Angeles, CA

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## Endangered Species Act Species

There is a total of 3 threatened, endangered, or candidate species on your species list. Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area. Please contact the designated FWS office if you have questions.

### Mammals

NAME	STATUS
Pacific Pocket Mouse ( <i>Perognathus longimembris pacificus</i> ) No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/8080">https://ecos.fws.gov/ecp/species/8080</a>	Endangered

### Birds

NAME	STATUS
California Least Tern ( <i>Sterna antillarum browni</i> ) No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/8104">https://ecos.fws.gov/ecp/species/8104</a>	Endangered
Coastal California Gnatcatcher ( <i>Polioptila californica californica</i> ) There is a <b>final critical habitat</b> designated for this species. Your location is outside the designated critical habitat. Species profile: <a href="https://ecos.fws.gov/ecp/species/8178">https://ecos.fws.gov/ecp/species/8178</a>	Threatened

### Critical habitats

There are no critical habitats within your project area.

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