

# The Interstate 110 (Harbor Freeway/Transitway) High-Occupancy Toll Lanes Project

LOS ANGELES COUNTY, CALIFORNIA  
DISTRICT 7 – LA – 110, (PM 9.7/20.70)  
DISTRICT 7 – LA – 105 (PM R4.9/R9.6)  
EA 07-274400  
SCH NO. 2009061059

## Final Environmental Impact Report/ Environmental Assessment with Finding of No Significant Impact

April 2010



**Prepared by the  
State of California Department of Transportation**

The environmental review, consultation, and any other action required in accordance with applicable Federal laws for this project is being, or has been, carried out by Caltrans under its assumption of responsibility pursuant to 23 U.S.C. 327.



CALIFORNIA DEPARTMENT OF TRANSPORTATION

FINDING OF NO SIGNIFICANT IMPACT

I-110 High-Occupancy Toll Lanes Project

FOR

The California Department of Transportation (Caltrans) has determined that the preferred alternative 2, conversion of High-Occupancy Vehicle (HOV) lanes to High-Occupancy Toll lanes, will have no significant impact on the human environment. This FONSI is based on the attached EA, which has been independently evaluated by Caltrans and determined to adequately and accurately discuss the need, environmental issues, and impacts of the proposed project and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an EIS is not required. Caltrans takes full responsibility for the accuracy, scope, and content of the attached EA (and other documents as appropriate).

The environmental review, consultation, and any other action required in accordance with applicable Federal laws for this project is being, or has been, carried out by Caltrans under its assumption of responsibility pursuant to 23 U.S.C. 327.

Notwithstanding any other provision of law, a claim arising under federal law seeking judicial review of a permit, license or approval issued by a federal agency for a highway or public transportation project shall be barred unless it is filed within 180 days after publication of a notice in the Federal Register announcing that the permit, license, or approval is final pursuant to the law under which the agency action is taken, unless a shorter time is specified in the federal law pursuant to which judicial review is allowed.

  
\_\_\_\_\_  
RON KOSINSKI

Deputy District Director  
District 7, California Department of Transportation

  
\_\_\_\_\_  
Date



07-LA-110, PM 9.7/20.7  
07-LA-105, PM R4.9/R9.6  
EA 07-274400  
SCH No. 2009061059

Interstate 110 (Harbor Freeway/Transitway) High-Occupancy Toll Lanes Project  
On Interstate 110 from 182<sup>nd</sup> Street to Adams Boulevard, and on Interstate 105 from  
Crenshaw Boulevard to Compton Avenue.

**FINAL ENVIRONMENTAL IMPACT REPORT**

Submitted Pursuant to: (State) Division 13, California Public Resources Code  
California Environmental Quality Act (CEQA)

**THE STATE OF CALIFORNIA**  
Department of Transportation

*April 28, 2010*  
Date of Approval

  
Ronald Kosinski  
Deputy District Director  
Division of Environmental Planning  
California Department of Transportation  
District 7 – Los Angeles

# The Interstate 110 (Harbor Freeway/Transitway) High-Occupancy Toll Lanes Project

Improve the operation of High-Occupancy Vehicle lanes by converting to High-Occupancy Toll lanes on Interstate 110, from 190<sup>th</sup> Street to Adams Boulevard (postmiles 9.7 to 20.70) in Los Angeles.

## DRAFT ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL ASSESSMENT

Submitted Pursuant to: (State) Division 13, California Public Resources Code  
(Federal) 42 USC 4332(2) C

The environmental review, consultation, and any other action required in accordance with applicable Federal laws for this project is being, or has been, carried out by Caltrans under its assumption of responsibility pursuant to 23 U.S.C. 327

THE STATE OF CALIFORNIA  
Department of Transportation

Feb. 12, 2010  
Date of Approval

  
RON KOSINSKI  
Deputy District Director  
California Department of Transportation



## Summary

The project as proposed and presented in this Environmental Impact Report/Environmental Assessment (EIR/EA) is subject to state and federal environmental review requirements. Project documentation, therefore, has been prepared in compliance with both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). The California Department of Transportation (Caltrans) is the lead agency under CEQA. In addition, the Federal Highway Administration (FHWA)'s responsibility for environmental review, consultation, and any other action required in accordance with applicable Federal laws for this project is being, or has been, carried out by Caltrans under its assumption of responsibility pursuant to 23 U.S.C. 327.

Some impacts determined to be significant under CEQA may not lead to a determination of significance under NEPA. Because NEPA is concerned with the significance of the project as a whole, it is quite often the case that a "lower level" document is prepared for NEPA. One of the most commonly seen joint document types is an Environmental Impact Report/Environmental Assessment (EIR/EA).

Following release of this final EIR/EA, Caltrans will be required to take actions regarding the environmental document. Caltrans will determine whether to certify the EIR and issue Findings and a Statement of Overriding Considerations under CEQA and will issue a Finding of No Significant Impact under NEPA.

### Proposed Project

The project proposes to convert the existing High-Occupancy Vehicle (HOV) lanes on the I-110 Harbor Freeway/Transitway to High-Occupancy Toll lanes by the addition of overhead tolling equipment and signage. To accommodate increased throughput on the HOT lanes facility, associated improvements to the Adams Boulevard area will be necessary.

### Purpose

The purpose of the proposed project is to lessen congestion, promote throughput, and maximize efficiency on I-110, a heavily traveled north-south corridor connecting the South Bay to downtown Los Angeles. The project will also serve to encourage mode shift and carpooling.

### Need

I-110 connects downtown Los Angeles, a major employment center, with the South Bay communities and the Port of Los Angeles. During peak hours, I-110 experiences heavy congestion and traffic flow inefficiency, leading to commuter delays.

### Summary of Potential Impacts

The project involves minor impacts to environmental justice populations and hazardous materials due to the proximity of a landfill. There is a possibility for minor temporary construction impacts to the following resources: air quality, hazardous materials, noise, and storm water runoff.



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Changes have been made to this environmental document since the circulation of the draft environmental document. Comments received during the circulation of the Draft EIR/EA, the public hearing process, and agency consultations have resulted in refinements that have been incorporated in this final environmental document. A vertical line in the margin indicates changes in the document.

# Chapter 1 | Proposed Project

## 1.1 | Introduction

The California Department of Transportation (Caltrans), in conjunction with the Los Angeles County Metropolitan Transportation Authority (Metro), proposes to convert existing High-Occupancy Vehicle (HOV) lanes to High-Occupancy Toll (HOT) lanes on Interstate 110 in Los Angeles County from 182<sup>nd</sup> Street in the south to Adams Boulevard in the north. The existing freeway experiences congested conditions during peak hours. To ensure the existing HOV lanes operate at their maximum efficiency, the region must find ways to better manage the flow of traffic. Figures 1 and 2 show project vicinity and location maps.

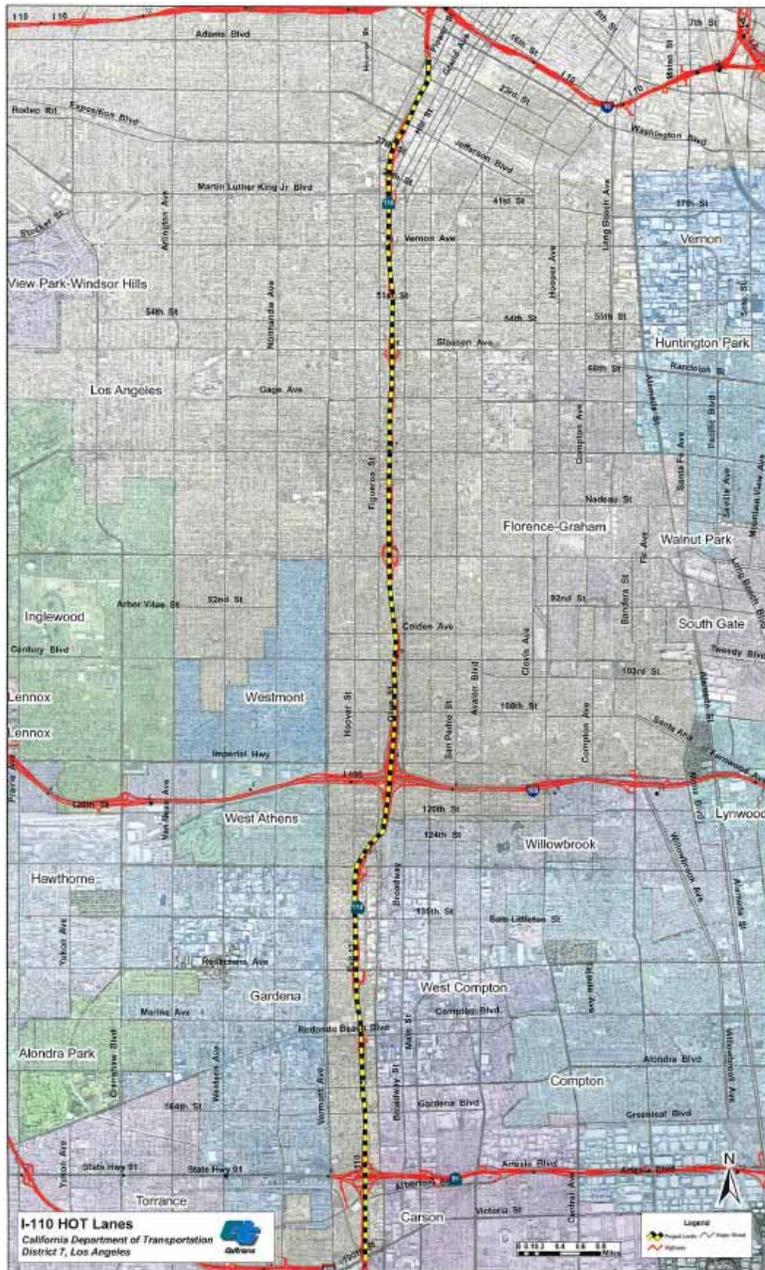
Figure 1 | Project Vicinity



Approved by the Federal Highway Administration as an Interstate Route in 1978, the Harbor Freeway (I-110) passes through or adjacent to the cities of Los Angeles, Gardena, and Carson, and the unincorporated communities of Willowbrook and West Compton, and is a north-south transportation corridor connecting the South Bay cities with Los Angeles' Central Business District. The majority of I-110 runs through the Harbor Gateway, a north-south strip of land annexed by the City of Los Angeles that connects the city to the Port of Los Angeles as well as to the communities of San Pedro and Wilmington. North of the project limits at the 110/101 interchange, I-110

becomes the commonly known Pasadena Freeway or Arroyo Seco Parkway, the first freeway in California and a State Scenic Highway.

**Figure 2 | Project Location Map**



The Harbor Transitway is the dedicated high-occupancy vehicle structure that runs in the median of I-110. It is open to vehicles with two or more passengers and serves buses operated by Metro, the Los Angeles Department of Transportation, the Orange County Transportation Authority, the City of Gardena, and the City of Torrance. Five bus stops are located on the transitway within project limits, as well as a connection stop to the Green Line, an east-west commuter light rail operated by Metro.

Land uses in the project vicinity are varied and diverse. Adjacent to the project limits, land uses encompass residential, business/retail, and industrial uses, as well as parklands.

The proposed project is being funded by a grant from the United States Department of Transportation to implement the region's Congestion Reduction

Demonstration Program, as administered by Metro. The Program consists of multiple projects aimed at reducing gridlock in the Los Angeles area, notoriously known for traffic congestion. Congestion pricing, the proposed ExpressLanes project in particular, is one of the methodologies being considered to relieve congestion in the region.

This project is included in the Southern California Association of Governments' 2008/09 Regional Transportation Plan (RTP) and the cost-constrained Regional Transportation Improvement Program (RTIP).

## 1.2 | Purpose and Need

### Purpose

The purpose of the proposed project is to provide congestion relief in the corridor by encouraging carpooling and mass transit choices, as well as introducing more transportation options to commuters. The project will serve to redistribute the existing and future traffic volumes on I-110 in order to maximize the efficiency of the High-Occupancy Vehicle lanes, thereby also increasing the capacity of the mixed-flow lanes.

Depending on the alternative selected, the project will also serve to relieve the bottleneck at the end of the Harbor Transitway at Adams Boulevard.

### Need

Currently, Los Angeles County has 470 lane miles of HOV facilities, or 36% of the total 1320 HOV lane miles in the State of California. In order to preserve the effectiveness of the lanes as well as encourage the formation of new HOV lanes, capacity must be efficiently managed. Congestion pricing, the technology to be employed on the HOT lanes, is one of the tools with which this can be achieved.

According to the Southern California Association of Governments County Population Forecasts, the population of Los Angeles County was approximately 10,329,000 in 2005 and will increase to approximately 12,249,000 in 2020, illustrating 19% growth. There are significant and numerous obstacles to building new freeways in the already-crowded Los Angeles Region, and changes must be made to the ways we utilize our existing transportation infrastructure.

Moreover, the South Bay communities have also experienced significant growth. According to the South Bay Cities Council of Governments, the population of the subregion grew from 748,271 in 1990 to 932,596 in 2000, a nearly 20% increase, and is further expected to grow to approximately 1 million by 2035. Interstate 110, a key north/south corridor connecting downtown Los Angeles and the South Bay, is operating at or beyond its practical capacity during peak hours.

The average freeway speed during the afternoon peak period in the Los Angeles region was approximately 25 miles per hour in 2003, and is projected to deteriorate to 21 miles per hour by 2035. As population increases, and downtown Los Angeles remains an area of employment density, more options must be made available to area commuters who utilize the I-110 corridor. Increased transportation efficiency will improve movement of people and goods and encourage the continued economic vitality of the region.

Currently, the Harbor Transitway ends and much HOV traffic is funneled through the off-ramp at Adams Boulevard. The HOV off-ramp at Adams is adjacent to the Adams Boulevard off-ramp for the mixed-flow lanes, and both ramps have the option to turn right or left onto either westbound or eastbound Adams Boulevard, respectively. This intersection is currently a bottleneck. Increasing throughput on the HOV off-ramp necessitates improvements to the Adams Boulevard intersection.

The Southern California Association of Governments' Draft 2008 Regional Transportation Plan discusses the need to address travel demand through Travel Demand Management (TDM) strategies, which are designed to influence an individual's travel behavior by making alternatives to the single-occupant automobile more attractive, especially during peak commute periods, or by enacting regulatory strategies. Some examples of TDM strategies are carpools and vanpools, public transit, non-motorized modes, congestion pricing, and providing the public with reliable and timely traveler information. The Metro 2008 Long Range Transportation Plan advocates and supports the implementation of incentives and disincentives to encourage alternatives to driving alone, including congestion pricing/toll lanes or other roadway pricing options.

Charging single-occupant vehicles, which would normally not be eligible to use the existing HOV lanes, a toll to use the HOT lanes when there is capacity available, will also free capacity in the mixed-flow lanes.

### **Legislative Policies**

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU), passed in 2005, grants states broad authority to implement Express Lanes or HOT Lanes on interstate and non-interstate facilities. Section 1121 of SAFETEA-LU replaces Section 102(a) of Title 23 of the United States Code (23 U.S.C.) with a new Section 166. The new legislation allows states to charge tolls to vehicles that do not meet the established occupancy requirements to use an HOV lane, provided that the agency meets certain criteria to enroll participants, collect fees electronically, manage demand by varying tolls, and enforce against violations.

In September 2008, Governor Schwarzenegger approved Senate Bill 1422, which authorized a value-pricing and transit development program involving HOT lanes on I-110 in Los Angeles County. This project is part of the Los Angeles Regional Congestion Reduction Demonstration Initiative, and is one of two demonstration projects.

As a demonstration project, the HOT lanes are legislatively authorized to operate for a two-year pilot program. However, Metro's federal grant requirement is for a one-year demonstration period. At the end of the one-year period, Metro and Caltrans will prepare a report to the California State Legislature on the success of the demonstration program. At that time, Metro, Caltrans, and the legislature will determine if the pilot program will terminate or be extended.

### **Independent Utility of the Project**

This project is made possible by a United States Department of Transportation grant meant to test innovative strategies to alleviate congestion, maximize freeway capacity usage, and fund additional transit alternatives. As a part of this program, Los Angeles County will receive \$210 million in federal grant money to fund new infrastructure, including expanded and upgraded transit improvements along the I-110 and I-10 corridors. This may include new buses and rail cars, expanded vanpools, enhanced Park & Ride lots, increased local bus access, and traffic management and support systems. Known as the Los Angeles Region Congestion Reduction Demonstration Initiative, these projects comprise a multifaceted approach to managing regional traffic.

However, the High-Occupancy Toll Lanes project will act as a stand-alone project and would be usable and a reasonable expenditure even if no additional transportation improvements in the area are made. The proposed project does not restrict considerations of alternatives for other reasonable foreseeable transportation improvements. Therefore, based on the above and pursuant to 23 CFR 771.111(f), this project has independent utility and logical termini.

### 1.3 | Project Description

The project is located in Los Angeles County on I-110 from 182<sup>nd</sup> Street to Adams Boulevard, a distance of approximately 11 miles. I-110 within the project area is a freeway with typically four general-purpose lanes in each direction, and also includes a segment of a dedicated elevated structure for buses and high-occupancy vehicles (HOV), the Harbor Transitway. Auxiliary lanes have been provided along certain segments of the freeway. At the widest points, the freeway has a maximum of 6 mixed-flow lanes in each direction. South of I-105, a single HOV lane is provided in each direction. North of I-105, a second HOV lane is provided in each direction until Adams Boulevard.

Caltrans, in cooperation with Metro, proposes to convert the existing HOV lanes on I-110 to HOT lanes. This work will remain within the prism of the roadway and installed on existing structures as much as possible. The lanes will be managed through congestion pricing to maintain a threshold of 45 miles per hour. If the lane speeds drop below this threshold, single-occupant vehicles will lose the opportunity to utilize the lane. Vehicles meeting the existing carpool lane occupancy requirement will continue to access the HOT lanes without paying a toll. The conversion involves the installation of overhead electronic tolling equipment and signage, both traditional static and dynamic message signs.

This conversion also necessitates other improvements in and around the existing HOV lanes to optimize the efficiency and encourage free-flowing conditions.

The Adams Boulevard overcrossing would be widened to add a westbound right-turn exclusive lane to access Figueroa Way. This would entail removal and replacement of the existing sidewalk with a separated pedestrian overcrossing constructed to the north of the Adams Boulevard overcrossing. Consequently, the Figueroa Way HOV collector will be re-stripped to add a second lane.

### Project Alternatives

Based on funding stipulations, the results of environmental analysis and comments received on the draft EIR/EA, and deliberation by the project development team, Alternative 2 has been identified as the preferred alternative.

#### Alternative 1 | No-Build Alternative

The No-Build alternative proposes to maintain the existing conditions of the roadway without any improvements. This alternative would not meet the purpose and need for the project, as it would allow congested conditions to persist on I-110. It does not encourage mode shift (e.g., carpools, vanpools, or transit). It also does not meet the project's funding requirements and stipulations.

#### Alternative 2 | Preferred Alternative: Conversion of HOV lanes to HOT lanes ("ExpressLanes")

Alternative 2 proposes to convert HOV lanes to HOT lanes ("ExpressLanes") on I-110. Work would include installation of electronic tolling equipment and signage. The

project's northerly terminus at the Adams Boulevard off-ramp would be modified by removal of the median to provide for one right turn and two left turn lanes.

The Adams Boulevard overcrossing would be widened to add a second right-turn lane in the westbound direction. This would entail removal of the existing sidewalk. Consequently, the Figueroa Way HOV collector would have to be re-stripped for a second lane to allow continuity of both right-turn lanes.

**Figure 3 | Adams Boulevard Pedestrian Plaza (conceptual)**



The removed sidewalk would be replaced by a pedestrian plaza (see Figure 3) that would extend away from the structure to the north and connect to Flower Street north of the intersection, closer to the Expo Line's 23<sup>rd</sup> Street Station, currently under construction. In this instance, the crosswalk traversing Figueroa Way and Flower Street may be re-aligned to connect with the terminus of the pedestrian structure.

Interstate 105 HOV users who must transition to I-110, the project also proposes to modify the egress area on the HOV direct connectors. This would allow single-occupant vehicles, who bought access to the lanes on I-110, the opportunity to utilize the HOV direct connectors to I-105, and exit from the HOV lanes once entrance to the mixed-flow lanes is available.

In order to accommodate HOT lanes customers who must transition to Interstate 105, or

The estimated cost to construct Alternative 2 is \$34 million.

### **Project Operational Plan**

The congestion pricing project is based on a concept of toll collection called dynamic pricing. Tolls are continually adjusted throughout the day according to traffic conditions and are designed to keep the traffic moving in the HOT lanes at speeds of at least 45 miles per hour. The toll rates will vary by the level of traffic congestion as measured by travel speeds, with higher rates being charged when congestion levels are high, such as peak travel periods, and lower rates when congestion levels drop off. The object of the dynamic pricing concept is to ensure a safe, reliable, predictable commute for HOT lane users, reinforce efforts to increase vehicle occupancy rates and transit ridership, optimize vehicle throughput at free-flow speeds, and demonstrate the potential to generate revenue to sustain the financial viability of the HOT lanes.

Toll rates have been set at a minimum of \$0.25 per mile and a maximum of \$1.40 per mile. Minimum peak tolls will be no less than 150% of MTA transit fare on the HOT lanes, so as to encourage transit ridership. Please see Appendix G for the administrative account fee matrix.

All vehicles will be considered customers, regardless of vehicle occupancy, and therefore will be required to have a transponder while in the HOT lanes.

All vehicles meeting the current carpool lane minimum-vehicle occupancy requirement, motorcycles, and privately-operated buses would continue to access the lanes without charge.

If travel speeds in the lanes drop below 45 mph for longer than 10 minutes, tolling will shut down and vehicles not meeting existing carpool minimum occupancy requirements will no longer be able to enter the lanes.

Metro is considering making toll and/or transit credit programs available to frequent transit riders on the I-110 HOT lanes.

Trucks (3+ axles) will not be allowed in the HOT lanes. Emergency vehicles may use the HOT lanes when responding to incidents.

Gross revenues collected from the HOT lanes will pay for HOT lane operating and maintenance expenses. State law requires that excess revenues are reinvested in transit and carpool lane improvements in the corridor where generated.

### **Alternatives Considered but Eliminated From Further Discussion Prior to Draft Environmental Document**

In addition to the alternatives discussed in this document, other alternatives were considered during the Project Initiation phase, but subsequently eliminated from further consideration. They include:

**Barrier-separated facility.** A barrier-separated facility would construct the HOT lanes separate from the adjacent mixed-flow lanes by a physical barrier such as a concrete barrier in the buffer zone. This alternative is more effective to deter lane crossing and toll evasion compared to a HOT lanes facility that only utilizes solid stripes. This alternative was rejected due to the high capital cost to widen the freeway which would allow construction of a sufficiently wide buffer zone for the physical barrier and standard shoulders, high maintenance costs to maintain the physical barrier, and the lack of flexibility to easily modify the layout of the HOT lanes facility.

**Operational alternatives.** Alternatives to the project operational plan were also considered, including requiring all vehicles, regardless of occupancy, to pay a toll to use the HOT lanes. This alternative was rejected due to anticipated impacts to environmental justice populations.

**Replacement of the existing Adams Boulevard sidewalk.** An existing outrigger bent to the north of the Adams Boulevard overcrossing prevents the timely replacement and reconstruction of a traditional sidewalk on the north side of Adams Boulevard, due to Expo Line construction work in the vicinity. As impacts to pedestrians would occur if the sidewalk was not reconstructed as a part of this project, this design variation was rejected.

## **Permits and Approvals Needed**

As nearly all work will be done within the prism of existing State right-of-way, no resource agency permits or approvals will be necessary to construct the project.

A cooperative agreement will be negotiated with the Los Angeles Department of Transportation to complete the work on the Figueroa Way HOV bypass as a part of this project, but will not be acquired as State right-of-way.

Temporary construction permits may be needed from the City of Los Angeles and the Exposition Line Construction Authority for work done at and around the Adams Boulevard and Flower Street intersections.

## **Chapter 2 | Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures**

As part of the scoping and environmental analysis conducted for the project, the following environmental issues were considered but no adverse impacts were identified. Consequently, there is no further discussion regarding these issues in this document.

- **Coastal Zone.** The project boundaries do not lie within the Coastal Zone; therefore, consistency with the California Coastal Act is not applicable.

California has developed a coastal zone management plan and has enacted its own law, the California Coastal Act of 1976, to protect the coastline. The policies established by the California Coastal Act are similar to those for the CZMA; they include the protection and expansion of public access and recreation, the protection, enhancement and restoration of environmentally sensitive areas, protection of agricultural lands, the protection of scenic beauty, and the protection of property and life from coastal hazards. The California Coastal Commission is responsible for implementation and oversight under the California Coastal Act.

- **Wild and Scenic Rivers.** The project area does not cross or have proximity to any Wild and Scenic Rivers or any rivers under study for designation as a Wild and Scenic River.

Projects affecting Wild and Scenic Rivers are subject to the National Wild and Scenic Rivers Act (16 USC 1271) and the California Wild and Scenic Rivers Act (Pub. Res. Code Sec. 5093.50 et seq.).

There are three possible types of Wild and Scenic Designations:

- **Wild:** undeveloped, with river access by trail only
- **Scenic:** undeveloped, with occasional river access by road
- **Recreational:** some development is allowed, with road access
- **Parks and Recreational Facilities.** The proposed project does not impact any parks or recreational facilities. There will be no right-of-way acquisitions or acquired easements of any park or recreational facility.
- **Farmlands/Timberlands.** The project area does not contain any farmlands or timberlands. The project would not result in termination of lands under Williamson Act Contracts. The project is not located in Timber Production Zones and does not pose significant impacts to forest resources.

The National Environmental Policy Act (NEPA) and the Farmland Protection Policy Act (FPPA, 7 USC 4201-4209; and its regulations, 7 CFR Part 658)

require federal agencies, such as FHWA, to coordinate with the Natural Resources Conservation Service (NRCS) if their activities may irreversibly convert farmland (directly or indirectly) to nonagricultural use. For purposes of the FPPA, farmland includes prime farmland, unique farmland, and land of statewide or local importance.

The California Timberland Productivity Act (TPA) of 1982 (Government Code Sections 51100 et seq.) was enacted to help preserve forest resources. Similar to the Williamson Act, this program gives landowners tax incentives to keep their land in timber production. Contracts involving Timber Production Zones (TPZ) are on 10-year cycles.

- Relocations. The project does not involve any residential or commercial right-of-way acquisitions or relocations.

Caltrans Relocation Assistance Program (RAP) is consistent with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (as amended) and Title 49 Code of Federal Regulations (CFR) Part 24. The purpose of RAP is to ensure that persons displaced as a result of a transportation project are treated fairly, consistently, and equitably so that such persons will not suffer disproportionate injuries as a result of projects designed for the benefit of the public as a whole.

- Wetlands or Other Waters. The project area does not contain or encroach upon any wetlands or other waters of the United States.
- Visual Resources. The project will not result in significant visual impacts. It is not located on a State Scenic Highway, nor will it have significant effects on any scenic resource.

### **Availability of Technical Studies/Reports for Public Review**

The ensuing discussion as reported in this EIR/EA is based on technical studies prepared by an interdisciplinary team for the proposed project. All technical studies and reports are available for public review (reference List of Technical Studies) by request, or at the following location:

#### **Caltrans District 7 Headquarters**

100 South Main Street, Los Angeles, California 90012

## 2.1 | Human Environment

### 2.1.1 | LAND USE

**Existing Land Use.** The area surrounding the proposed project is comprised of various land uses along I-110. This is a densely populated area consisting of residential development (both single- and multiple-family units) commercial shopping centers and strip malls, and industrial uses such as a large quarry.

The Harbor Freeway (I-110) was constructed from 1952-1970. Cities located directly adjacent to the project area include the City of Los Angeles, as well as a small portion of unincorporated Los Angeles County at the I-110/I-105 interchange known as Willowbrook. Cities surrounding, but not immediately adjacent to, the project area include Carson, Gardena, and other areas of unincorporated Los Angeles County, including the communities of West Athens and West Compton.

The cities and communities surrounding the project area developed in the late nineteenth century as farmland, and developed as Los Angeles County grew more populated in the twentieth century. The City of Gardena began as a small farming community in the 1880s. It was incorporated in 1930 and named Gardena for its green valley or “garden spot” created by the nearby Laguna Dominguez slough and channel. The city is located southwest of the project area.

The City of Carson remained unincorporated land until 1968. Until this time, the area had been used for neighboring cities’ refuse dumps, landfills, and auto dismantling plants. As a result, following incorporation the residents of Carson set out to beautify their city. Today Carson boasts residential neighborhoods, commercial districts, and parks.

During the incorporation of these cities, as well as the City of Los Angeles, several acres of land were left unincorporated and are under the jurisdiction of Los Angeles County. The United States Census Bureau has identified many areas of Los Angeles County as Census Designated Places (CDPs). The communities of West Athens and West Compton surround the study area and have been identified as CDPs. These communities consist primarily of residential neighborhoods with some commercial buildings. Willowbrook has also been designated as a CDP and is located directly adjacent to the project area. The name Willowbrook was first officially used in 1903, when the Willowbrook Tract was first recorded with the County Recorder. This area grew into a residential neighborhood with some rural areas. However, with the increase in population in the south-central area of Los Angeles, Willowbrook now looks like its neighboring residential communities with commercial facilities.

The majority of the project area is located within the City of Los Angeles, within three community plan areas: South Los Angeles, Southeast Los Angeles, and the Harbor Gateway. According to the City’s General Plan and community plans, designated land uses within this area are varied and include residential, commercial, industrial, open space, and public facilities. Based on information gathered from Geographic Information Systems (GIS) data, aerial maps, and site surveys, existing land uses within the Los Angeles portion of the project area include primarily residential properties and industrial businesses. A number of oil wells are located within this area near El Segundo Boulevard. Near the northern limit of the study area at Adams

Boulevard, land uses transition into the more commercial uses of downtown Los Angeles, where several public facilities such as the Los Angeles Coliseum, the Los Angeles Sports Arena, and Exposition Park are located adjacent to the project area on Figueroa Avenue. There are also several parks, churches, schools, and a fire station within this portion of the project area.

A small portion of the project area, east of I-110 and south of I-105, lies within an unincorporated area of Los Angeles County called Willowbrook, which is an area without an individual community plan. According to the County's General Plan, existing and designated uses within this area include residential, commercial, open space, and industrial uses. Existing land uses within this portion of the project study area include a mix of industrial and heavy industrial areas between the Carson border and West El Segundo Boulevard, where land uses change to primarily residential properties that continue to the Los Angeles city border. Athens Park, located at the corner of El Segundo Boulevard and South Broadway, as well as several churches, are also within this area.

**Future Land Use.** Regionally, development trends in the greater Los Angeles area are shifting from development of vacant lands to infill, redevelopment, and transit-oriented development. According to the City's general plan, current land use policy encourages future development to occur in neighborhood districts, commercial and mixed-use centers, along boulevards, industrial districts, and in proximity to transportation corridors and transit stations. The goal of these policies is to create a healthier, more equitable, and more livable city.

Land use policies for future development within unincorporated areas are geared towards the implementation of smart growth policies, environmental management, and provision of healthy and livable communities. These policies include transit-oriented development, infill development, Brownfield redevelopment, and appropriate densification of existing urban areas.

In addition to land use policy, transportation improvements within the greater Los Angeles area are focused on re-working the existing system and transitioning to a more transit-based system that will encourage transit-oriented development and improve area circulation and health for area residents. Along the I-110 corridor, the proposed project is part of a larger congestion-relief plan for the highway system within the project study area and beyond. In addition, the funds raised by the I-110 HOT lanes must be re-invested in the I-110 corridor.

Nearly all of the land within the study area is already developed; therefore, opportunities for future development within this area are largely limited to redevelopment or infill projects. There are several redevelopment project areas that lie within the project study area, including the Broadway Manchester Recovery Development Project, the Vermont/Manchester Recovery Redevelopment Project, and the Exposition/University Park Project. The Broadway/Manchester and Vermont/Manchester projects are in place for the revitalization of several blighted areas with extreme need for redevelopment; whereas the Exposition/University Park project is in place to manage the continued operation of the cultural district of Exposition Park. In addition to development projects, several transportation projects are planned within the study area (see Table 1).

**Table 1 | Planned Projects Within the Study Area**

<b>Name</b>	<b>Jurisdiction</b>	<b>Project Description</b>	<b>Status</b>
Interstate 10 Highway Improvements (PM 18.3/31.3)	Caltrans	Roadway and ramp rehabilitation	Construction scheduled for April 2011
Interstate 10 Highway Improvements (PM 18.3/21.6)	Caltrans	Rehabilitation/replacement of existing HOV lanes	Under construction
Interstate 10 Highway Improvements (PM 31.2/33.4)	Caltrans	Construction of new HOV lanes	Construction scheduled for September 2013
Interstate 110 Highway Improvements (PM 20.0/21.4) / Exposition Light Rail Transit	Caltrans/ Exposition Line Construction Authority	Construction of light rail transit crossings / Construction of light rail transit line	Under construction

**Consistency with State, Regional, and Local Plans and Programs**

**Federal Transportation Improvement Program (FTIP).** The FTIP/FSTIP (Federal Statewide Transportation Improvement Program) contains all capital and non-capital transportation projects or identified phases of transportation projects in the State of California that are proposed for federal funding under the Federal Transit Act and Title 23 of the United States Code. In addition, all projects that are deemed regionally significant, regardless of the funding source, are included in the FSTIP. Federally funded transportation projects must conform to the FTIP/FSTIP prior to being approved.

**State Transportation Improvement Program (STIP).** The STIP is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the Transportation Investment Fund and other funding sources. Projects receiving STIP funding must be programmed prior to moving forward with implementation.

**Southern California Association of Governments Regional Transportation Plan (RTP).** The 2008 RTP is prepared by the Southern California Association of Governments (SCAG) and presents the transportation vision for six counties in the Southern California region, including the counties of Los Angeles, Orange, San Bernardino, Imperial, Riverside, and Ventura. The plan identifies priorities for transportation planning within this region, sets out goals and policies, and identifies performance measures for transportation improvements to ensure that future projects are consistent with other planning goals for the area. Projects being constructed within the SCAG region must be listed in the RTP.

**Los Angeles County General Plan.** The County’s General Plan provides policy and guidance for future growth within unincorporated areas of the county. The plan also provides a foundation on which detailed plans, such as community plans or specific plans, may be based. The Mobility Element includes policies for the development of a multi-modal transportation system that will move people, goods, and services in an environmentally and socially responsible way. Projects proposed within

unincorporated portions of Los Angeles County must be consistent with land uses identified in the General Plan.

**City of Los Angeles General Plan.** The City’s General Plan contains goals and policies for future development within the city. The General Plan Framework Element provides overall policy and direction for the entire plan. The City’s 35 community plans collectively make up the land use policy for the City. Portions of the project study area lie within the South Los Angeles, Southeast Los Angeles, and Harbor Gateway community plan areas. The Transportation Element identifies goals, objectives, and policies to achieve long-term mobility and accessibility within Los Angeles. Projects proposed within the city must be consistent with land uses identified in the General Plan Framework and associated community plans.

**Environmental Consequences**

**Alternative 1 | No-Build.** The no-build alternative would maintain existing conditions. Land uses would not change. However, if the project is not implemented, the existing HOV lanes along I-110, which are currently operating at or beyond their practical capacity during peak hours, would no longer provide the travel time advantage needed to encourage more HOV formation. This alternative, therefore, is not consistent with existing local, regional, and other plans and policies related to land use in the area.

**Alternative 2 | Conversion of HOV lanes to HOT lanes.** Implementation of the build alternative would accommodate existing and projected traffic levels within the I-110 corridor and associated interchanges within the project area, and would therefore result in improved circulation along this highway system. Because the project is located within a developed area of Los Angeles, no changes to existing or planned land uses are anticipated; rather, the project would improve access to and from these existing land uses. In addition, the project would be consistent with goals and objectives included in the City’s and County’s General Plans related to integrated congestion management of regional transportation systems.

**Avoidance, Minimization, and/or Mitigation Measures**

Because the project would be consistent with applicable land use plans and policy, no avoidance, minimization, or mitigation measures would be required.

**Parks and Recreational Facilities**

Table 2 lists the parks and recreational facilities located in the project area, their locations and jurisdictions, and the type of park (neighborhood denotes a smaller park, whereas community denotes a larger facility with more amenities).

**Table 2 | Parks and Recreational Facilities**

Name	Location	Jurisdiction	Type
Algin Sutton Recreation Center	W 90 <sup>th</sup> St. and S Hoover St.	City of Los Angeles	Community

Athens Park	W El Segundo Blvd. and S Broadway	Unincorporated Los Angeles County (Athens)	Community
Mount Carmel Park	W 70 <sup>th</sup> St. and Menlo Ave.	City of Los Angeles	Neighborhood
Rosecrans Recreational Center	Vermont Ave. and W 149 <sup>th</sup> St.	City of Los Angeles	Community
48 <sup>th</sup> Street Park	W 48 <sup>th</sup> St. and S Hoover St.	City of Los Angeles	Neighborhood
James Park	St. James Park	City of Los Angeles	Neighborhood

### Environmental Consequences

**Alternative 1 | No-Build.** The no-build alternative would have no impacts on parks or other recreational facilities.

**Alternative 2 | Conversion of HOV lanes to HOT lanes.** The project would accommodate existing and projected traffic levels within the I-110 corridor and associated interchanges within the project area, and would therefore result in improved circulation along this highway system. The project would not result in any land use or access changes that would affect existing or planned parks in the area. The project would not result in either direct or indirect “use” of a Section 4(f) resource; therefore, further analysis under Section 4(f) is not required. Please see Appendix B for more information on Section 4(f).

Temporary impacts related to construction of the project could include noise, air pollutant emissions, and traffic-related impacts. However, major construction activities such as earthmoving and other major structure work would be minimal. With implementation of standard construction best management practices (BMPs), these would not be expected to substantially affect those using existing parks or other recreation facilities. Following construction, operation of the project would not result in any impacts to these facilities. Because the project is located within a developed area of Los Angeles, no changes to existing or planned land uses are anticipated; rather, the project would alleviate congestion and improve access to and from these existing land uses. Therefore, no adverse impacts to parks and/or other recreational facilities would occur.

### Avoidance, Minimization, and/or Mitigation Measures

Because the project would not result in any impacts to parks or other recreational facilities, no avoidance, minimization, or mitigation measures are required.

## **2.1.2 | GROWTH**

### **Regulatory Setting**

The Council on Environmental Quality (CEQ) regulations, which implement the National Environmental Policy Act of 1969, require evaluation of the potential environmental consequences of all proposed federal activities and programs. This provision includes a requirement to examine indirect consequences, which may occur in areas beyond the immediate influence of a proposed action and at some time in the future. The CEQ regulations, 40 CFR 1508.8, refer to these consequences as secondary impacts. Secondary impacts may include changes in land use, economic vitality, and population density, which are all elements of growth.

The California Environmental Quality Act (CEQA) also requires the analysis of a project's potential to induce growth. CEQA guidelines, Section 15126.2(d), require that environmental documents "...discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment..."

Under NEPA and CEQA, growth inducement is not necessarily considered detrimental, beneficial, or environmentally significant. Typically, the growth-inducing potential of a project is considered significant if it fosters growth or a concentration of population in excess of what is assumed in relevant master plans, land use plans, or in projections made by regional planning agencies. Significant growth impacts could be manifested through the provision of infrastructure or service capacity to accommodate growth beyond the levels currently permitted by local or regional plans and policies. In general, growth induced by a project is considered a significant impact if it directly or indirectly affects the ability of agencies to provide needed public services, or if it can be demonstrated that the potential growth significantly affects the environment in some other way.

### **Affected Environment**

According to SCAG's latest RTP, the Southern California Region is running out of room for low-density developments, and geographical features such as the Pacific Ocean to the west and mountains to the east present natural borders to continued urban spread. In addition to spatial constraints, environmental concerns and transportation limitations are presenting ever-increasing challenges to the continued growth in the area. These, among other factors, are leading to changing growth policy throughout the Los Angeles area, where growth is being focused inward and toward a sustainable future.

According to the County's General Plan, policy is based on building a sustainable future through "smart growth" practices. Because future growth will deal more with redevelopment of existing urban areas, the County's General Plan includes a range of strategies to deal with existing growth challenges such as infrastructure, economic development, public health and safety, and natural resources. Within the project study area, transit-oriented and economic development strategies are considered key in revitalizing existing neighborhoods.

According to the City's General Plan, policies related to growth are based on a SCAG forecast that the City's population could increase from 1990 numbers by approximately

820,000 residents and employment by approximately 390,000 jobs by 2010. Rather than promoting this growth, the City's policies are geared toward accommodating such growth should it occur. The focus of these policies is directing growth in a way that will support economic development, minimize environmental impacts, and enhance quality of life. The City's primary strategies include transit-oriented development, sustainable infill development, and infrastructure investments.

### **Environmental Consequences**

**Alternative 1 | No-Build.** Under the no-build alternative, existing conditions would remain and no growth-related impacts would occur. However, the existing HOV lanes would operate at the current level of efficiency and congested conditions would remain in the mixed-flow lanes. Continued congestion along this highway corridor and associated regional systems could hinder implementation of other redevelopment and transportation plans which rely upon access to and from highway corridors.

**Alternative 2 | Conversion of HOV lanes to HOT lanes.** Most project improvements associated with Alternative 2 would take place within existing right-of-way, with minimal exceptions. No new areas of development would be opened and no existing access patterns would be altered. The project is located in a highly developed area of Los Angeles County and only aims to redistribute the existing traffic volumes, rather than substantially adding capacity. Therefore, growth-related effects as a result of the project would be minimal to none.

### **Avoidance, Minimization and/or Mitigation Measures**

No growth-inducing impacts would occur as a result of implementation of the project. Therefore, no avoidance, minimization, and/or mitigation measures are proposed.

## 2.1.3 | COMMUNITY IMPACTS

### Community Character and Cohesion

#### *REGULATORY SETTING*

The National Environmental Policy Act of 1969 as amended (NEPA), established that the federal government use all practicable means to ensure for all Americans safe, healthful, productive, and aesthetically and culturally pleasing surroundings (42 U.S.C. 4331[b][2]). The Federal Highway Administration in its implementation of NEPA (23 U.S.C. 109[h]) directs that final decisions regarding projects are to be made in the best overall public interest. This requires taking into account adverse environmental impacts, such as, destruction or disruption of human-made resources, community cohesion and the availability of public facilities and services.

Under the California Environmental Quality Act, an economic or social change by itself is not to be considered a significant effect on the environment. However, if a social or economic change is related to a physical change, then social or economic change may be considered in determining whether the physical change is significant. Since this project would result in physical change to the environment, it is appropriate to consider changes to community character and cohesion in assessing the significance of the project's effects.

#### *AFFECTED ENVIRONMENT*

The project area is comprised of residential, commercial, and industrial neighborhoods. These neighborhoods are identifiable by the City-designated neighborhood signage posted throughout the study area. Within the City of Los Angeles, these designated neighborhoods contribute to community identity and cohesion. The neighborhoods include Harbor Gateway, Athens on the Hill, Mid-City, Furniture and Decorative Arts District, Broadway Square, Century Palms, Athens Village, Rosewood, Vermont Knolls, and Figueroa Corridor. Other neighborhoods are designated by physical boundaries such as major corridors and local commercial convenience centers. Within these, schools, churches, and community centers are recognized as factors that contribute to the cohesive feel of these communities.

Area communities that may be affected by the project were identified using census tracts, block groups, block boundaries, school district boundaries, and/or municipal boundaries. Once this preliminary study area was identified, it was further defined by formal neighborhood designations and any physical delineators that contribute to a sense of neighborhood cohesion. The project area is defined as the area generally bounded by I-10 to the north, SR-91 to the south, Broadway Street to the east, and Figueroa and Vermont Streets to the west. The area covers approximately 8.78 square miles of densely populated land located within the City of Los Angeles and unincorporated Los Angeles County.

**Race and ethnicity.** Table 3 illustrates the racial and ethnic characteristics of the project area and outlines the racial and ethnic breakdown for Los Angeles County as a whole. In general, as of 2005-2007, Los Angeles County is predominantly White and

Hispanic<sup>1</sup>, accounting for approximately 51 percent and 47 percent of the population, respectively. “Some other race” accounted for 26 percent of the county’s population. Asian populations accounted for approximately 13 percent of the population, and collectively, Black or African-American, American Indian and Alaska Native, Native Hawaiian and other Pacific Islander, and those that identified as “two or more races” accounted for less than 15 percent of the county population.

**Table 3 | Racial and Ethnic Characteristics of Los Angeles County and the Project Study Area**

	Los Angeles County		Study Area Total	
	2000	2005-2007	2000	2009
Total population	9,519,338	9,883,649	111,069	114,933
White	4,637,062 <b>49%</b>	4,870,294 <b>51%</b>	26,992 <b>24%</b>	22,420 <b>20%</b>
Black/African-American	930,957 <b>10%</b>	883,911 <b>9%</b>	30,195 <b>27%</b>	29,947 <b>26%</b>
American Indian/Alaska Native	76,988 <b>0.1%</b>	48,176 <b>0.5%</b>	n/a	n/a
Asian	1,137,500 <b>12%</b>	1,279,403 <b>13%</b>	7,117 <b>6%</b>	7,783 <b>7%</b>
Native Hawaiian/other Pacific Islander	27,053 <b>0.03%</b>	26,705 <b>0.3%</b>	n/a	n/a
Some other race	2,239,997 <b>24%</b>	2,494,726 <b>26%</b>	46,765 <b>42%</b>	54,783 <b>48%</b>
Two or more races	469,781 <b>5%</b>	280,434 <b>3%</b>	5837 (white non-Hispanic) <b>5%</b>	5094 (white non-Hispanic) <b>4%</b>
<b>Total minority</b>	4,882,276 <b>51%</b>	5,013,355 <b>50%</b>	84,077 <b>76%</b>	92,513 <b>81%</b>
<b>Hispanic or Latino</b>	4,242,213 <b>45%</b>	4,658,878 <b>47%</b>	57,129 <b>60%</b>	85,315 <b>74%</b>

Census data shows that the project area is predominantly Hispanic, at approximately 74 percent of the population. Black or African-American is the next largest populations, accounting for 26 percent of the project area population. The White racial category accounts for only 19.5 percent of the population. Asian populations and people that are “two or more races” account for less than 15 percent of the population collectively.

As of 2005-2007, the Hispanic population is the most prevalent minority population in Los Angeles County. The most recent census data from 2009 indicates that the Hispanic population in the project area is 23.5 percent higher than the Hispanic population of the county. The Black or African-American population is higher in the project area than the county by almost 17 percent. Overall, the percentage of non-white populations within the project area is 80 percent, as compared to the percentage of non-white populations within Los Angeles County at 49 percent.

<sup>1</sup> Racial groups listed in the 2000 Census as Black or African-American, American Indian and Alaska Native, Asian, Native Hawaiian and Other Pacific Islander, Some Other Race, or Two or More Races are categorized as minorities. Persons of Hispanic origin are reported not as a race, but as an ethnic group and are calculated as a proportion of all races.

Between 2000 and the data collected in 2005-2007 and 2009, the project area showed an approximate 4.8 percent increase in its minority population, whereas the County of Los Angeles experienced a 0.7 percent decrease in its minority population.

**Age.** As of 2009, of the total population within the study area, (114,942 persons), approximately 59.8 (68,743 persons) were of working age, defined as between 18 and 64 years of age. Additionally, approximately 33 percent (38,047 persons) were under 18 years and approximately 7 percent (8,152 persons) were 65 years and over. As shown in Table 4, between 2000 and 2009 the age characteristics within the project area remained relatively constant.

In 2005-2007, the age characteristics within the project area were similar to those of Los Angeles County. In the county, the working age populations constituted approximately 63 percent of the population, as compared to the project area at approximately 60 percent.

The median age of the project area is approximately 26 years, whereas the median age of Los Angeles County is approximately 34 years. Additionally, the population of residents under the age of 18 in the project area is slightly higher than that of the county.

**Table 4 | Age Characteristics of the Project Study Area**

	Project area		Los Angeles County	
	2000	2009	2000	2005-2007
Total population	111,069	114,942	9,519,338	9,883,649
Under 18 years	37,629	38,047	2,667,978	n/a
	33.80%	33.10%	28.00%	26.50%
18 to 64 years	65,996	68,743	5,924,689	n/a
	59.40%	59.80%	62.20%	63.20%
65 years and over	7,444	8,152	926,673	n/a
	6.70%	7.00%	9.70%	10.20%
Median age	26	25.9	32	34.1

**Housing.** As of 2009, there were 34,560 housing units within the study area, of which 32,118 were occupied, representing a vacancy rate of approximately 7 percent. As shown in Table 5, between 2000 and 2009, the number of housing units increased by approximately 3.3 percent in the study area. Table 5 also shows that the majority of units in the project area are occupied by renters rather than owners.

**Table 5 | Housing Characteristics of the Project Study Area**

	<b>2000</b>	<b>2009</b>	<b>Percent Change 2000-2009</b>
Housing Units	33,387	34,560	<b>3%</b>
Owner-occupied	9208 <b>28%</b>	9875 <b>29%</b>	<b>7%</b>
Renter-occupied	21,462 <b>65%</b>	22,243 <b>64%</b>	<b>4%</b>
Total	30,670	32,118	<b>7%</b>
Vacancy rate	2717 <b>8%</b>	2442 <b>7%</b>	<b>-1%</b>

**Economy.** In 2009, Los Angeles County had a population of 10,363,800 residents; an increase of 844,500 persons since 2000. The County's population alone would make it the eighth-largest state in the nation. The study area itself has a population of 34,560 persons.

According to the California Employment Development Department (EDD) and U.S. Census, Los Angeles County has seen an increase in its unemployment rate from 8.2 percent in 2000 to 11.0 percent in 2009. Year-over-year employment losses were evident in nearly all of the major employment sectors; health services was the only exception. Container traffic at the Ports of Los Angeles and Long Beach has decreased 19 percent since 2008.

Of the population in Los Angeles County, approximately 75 percent has a high school diploma or higher; 28 percent of the population has a bachelor's degree or higher.

Los Angeles County has a diverse economic base. Per the California EDD, the leading industries in 2007 are tourism and hospitality with 456,000 workers, professional and business services with 288,000 workers, entertainment (motion picture/television production) with 244,000 workers, and wholesale trade and logistics with 199,000 workers. Within the project area, light industrial uses are primarily located at the most northern and southern areas. Neighborhood commercial businesses are scattered throughout the entire project area, though they are concentrated mostly on the outskirts, surrounding the residential uses directly adjacent to the project area.

The U.S. Census shows the median household income (MHI) in Los Angeles County as \$52,628, which is greatly disparate to the MHI of the project area, at \$26,044. United States Department of Health and Human Services 2009 Poverty Guideline states that an MHI at or below \$22,050 is considered poverty level.

Surface street on- and off-ramps within the project area are located at Redondo Beach Boulevard, Rosecrans Avenue, El Segundo Boulevard, 111<sup>th</sup> Street, Century Boulevard, Manchester Avenue, 76<sup>th</sup> Street, Gage Avenue, Slauson Avenue, 51<sup>st</sup> Street, Vernon Avenue, Martin Luther King Jr. Boulevard, Exposition Boulevard, and Adams Boulevard. Generally, businesses surrounding these on- and off-ramps include gas stations, fast-food restaurants, and strip malls. Access to these on- and off-ramps, which currently provide access to these existing businesses, will not be affected by the proposed project.

Construction and operation of the proposed project would not displace any populations, residences, or businesses. Therefore, there would be no direct loss of tax revenue generation to the City of Los Angeles or to Los Angeles County.

Any revenues generated from the operation of the HOT lanes would be used for the operation and maintenance of the lanes, with any excess funds being reinvested within the corridor, as required by law.

**Community Facilities and Services.** Several businesses are located within the study area, which include restaurants, grocery stores, and several locally-owned businesses. Along the two main corridors of Broadway and Figueroa Streets are several one-story commercial strip malls with ethnic markets and shops catering to the local population. Most of the businesses within the study area are locally-owned shops and markets typically located within strip malls. Other businesses include a large industrial center located south of El Segundo Boulevard on either side of Broadway. Also, a quarry is located on the west side of Broadway, south of Rosecrans.

Several public (belonging to the Los Angeles Unified School District) and private schools (some operated by churches) are located within the project area. Specifically, 23 elementary, middle, and high schools are located within or on the cusp of the study area boundaries and are mostly found north of the I-105 interchange. The University of Southern California is a large private institution located west of the Adams Boulevard exit. The Mark Twain Branch of the Los Angeles Public Library System is adjacent to the study area limits, and is located just west of Figueroa Street. Some recreational and park facilities are located in the project area. Please see Section 2.1.1, Land Use, for further discussion on recreational facilities.

## ***ENVIRONMENTAL CONSEQUENCES***

**Alternative 1 | No-build.** Under the no-build alternative, existing conditions would remain and no impacts to the regional economy, available housing, or demographic makeup would occur. No impacts to existing businesses or clientele would occur, nor would there be impacts to existing fiscal conditions in the region. However, congestion along the I-110 corridor would not be alleviated, and funding through toll collection would not be available for improvements to the corridor, including alternate transportation methods.

**Alternative 2 | Conversion of HOV to HOT lanes.** While construction-related employment associated with the proposed project would be incrementally positive to the regional economy, operation of the proposed project would not directly impact the regional economy. The proposed project is expected to improve the efficiency of the transportation corridor, thereby reducing travel times for commercial and business traffic within the region. Implementation of the project would therefore result in positive impacts to the regional economy. No additional regional or community-level impacts are anticipated. No displacement of populations, residences, or businesses would occur as a result of project implementation. Construction of the project would not cause changes to local or regional population characteristics, locations of employment centers, or regional facilities such as parks, airports, or universities.

**Construction impacts.** Since the majority of work will be done within the prism of the roadway, construction impacts will be minor and may consist of short-term impacts to

air quality and noise levels. Facility closures, if any, will likely be done during the night-time hours so as to impact as few users as possible. Pedestrian traffic at Adams Boulevard will be impacted with the removal of the sidewalk at the north side of the Adams Boulevard Overcrossing, but this impact is expected to be minor, and detours will be provided.

#### ***AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES***

Impacts to community character and cohesion are not anticipated to occur; therefore, no avoidance, minimization, and/or mitigation measures are proposed.

Pedestrian traffic on Adams Boulevard will be detoured during construction of the pedestrian plaza. Currently, crossings are located to the west at Flower Street and to the east at Grand Avenue. It is expected that pedestrian foot traffic will be detoured to the other side of Adams Boulevard at these intersections.

Impacts to noise levels and air quality during construction will be lessened with implementation of Caltrans Standard Specifications for noise and fugitive dust and equipment emission and adherence to South Coast Air Quality Management District rules and regulations.

#### **Environmental Justice**

##### ***REGULATORY SETTING***

All projects involving a federal action (funding, permit, or land) must comply with Executive Order (EO) 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, signed by President Clinton on February 11, 1994. This Executive Order directs federal agencies to take the appropriate and necessary steps to identify and address disproportionately high and adverse effects of federal projects on the health or environment of minority and low-income populations to the greatest extent practicable and permitted by law. Low income is defined based on the Department of Health and Human Services poverty guidelines. For 2009 this was \$22,050 for a family of four.

All considerations under Title VI of the Civil Rights Act of 1964 and related statutes have also been included in this project. The Department's commitment to upholding the mandates of Title VI is evidenced by its Title VI Policy Statement, signed by the Director, which can be found in Appendix C of this document.

##### ***AFFECTED ENVIRONMENT***

As the impacts to environmental justice populations could potentially include all users of the I-110 freeway rather than those in closer proximity to it, a larger study area has been defined and analyzed to determine the project's impacts to environmental justice populations. For the purposes of this section, the term "region" refers to the population located within the Southern California Association of Governments (SCAG) planning area, which includes the counties of Los Angeles, Ventura, Orange, Riverside, San Bernardino, and Imperial. The term "study area" encompasses the population of Los Angeles County.

**Minority populations.** Los Angeles County has a markedly higher level of minorities, including Hispanic and African-American, as compared to the region (see Table 6). The remaining five counties in the region have populations that range from 29 to 38 percent minority, compared to the study area's minority population of approximately 50 percent.

**Mobility and transit-dependence.** The region has a workforce of approximately 6.8 million people, defined as workers aged 16 and over. Of these, roughly 2.67% depend on public transportation for their commute to work. However, the study area contains a higher percentage of transit-dependent commuters. The Los Angeles County workforce numbers approximately 3.8 million, and of those, roughly 6.6% utilize public transportation. The percentage of transit-dependent workers in the study area is more than double that of the six-county region.

**Income.** The median family income for a four-member family within the region is \$51,093. The counties with the highest and lowest median family incomes are Ventura and Imperial Counties, respectively. The median family income for the study area, Los Angeles County, is approximately \$5,000 less than that of the region, at \$46,452.

Similarly, the six-county region counts 11.8% of its families as making at or less than \$22,050 per year, putting them at or below the federal poverty threshold. Los Angeles County, however, counts 14.4% of its families as below the poverty threshold, a nearly 3% increase over the region as a whole. Los Angeles County experiences the highest poverty level of the six-county region, with the exception of Imperial County. With approximately 2.2 million four-member families in Los Angeles County, this amounts to about 300,000 families living in impoverished conditions.

There is a disproportionate number of low-income and minority populations living in the project area. Impacts to these populations are discussed below.

**Table 6 | Racial and Ethnic Characteristics of the SCAG Region**

	Los Angeles County		San Bernardino County		Riverside County		Imperial County		Ventura County		Orange County	
	2000	2005-2007	2000	2005-2007	2000	2005-2007	2000	2005-2007	2000	2005-2007	2000	2005-2007
Total population	9,519,338	9,883,649	1,709,434	1,982,845	1,545,387	2,002,663	142,361	157,829	753,197	794,412	2,846,289	2,988,407
White	4,637,062	4,870,294	1,006,960	1,212,611	1,013,478	1,250,130	70,290	111,449	526,721	550,348	1,844,652	1,887,652
Black or African-American	930,957	883,911	155,348	179,176	96,421	119,264	5,624	5,661	14,664	16,480	47,649	51,363
Am. Indian/Alaska Native	76,988	48,176	19,915	18,296	18,168	16,815	2,666	2,558	7,106	6,164	19,906	14,229
Asian	1,137,500	1,279,403	80,217	116,526	56,954	101,235	2,836	2,891	40,284	51,967	386,785	474,311
Native Hawaiian/other Pacific Islander	27,053	26,705	5,110	5,558	3,902	5,274	119	106	1,671	2,278	8,938	9,210
Some other race	2,239,997	2,494,726	355,843	381,177	288,868	437,833	55,634	31,206	133,178	140,756	421,208	478,725
Two or more races	469,781	280,434	86,041	69,501	67,596	72,112	5,192	3,958	29,573	26,419	117,151	72,917
<b>Total minority</b>	<b>51.29%</b>	<b>50.72%</b>	<b>41.09%</b>	<b>38.84%</b>	<b>34.42%</b>	<b>37.58%</b>	<b>50.63%</b>	<b>29.39%</b>	<b>30.07%</b>	<b>30.72%</b>	<b>35.19%</b>	<b>36.83%</b>
Hispanic or Latino	4,242,213	4,658,878	669,387	906,472	559,575	843,337	102,817	N/A	251,734	291,402	875,579	987,368

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## ***ENVIRONMENTAL CONSEQUENCES***

This project is unique in that the impacts to environmental justice populations are primarily due to the operational characteristics of the project rather than its construction. There is no right-of-way acquisition involved in the project, and the anticipated result of the project is that congestion is lessened in the corridor, which would be a net benefit to environmental justice populations that both live near and utilize the I-110 freeway.

**Transponders.** Operationally, it will be a requirement of the HOT lanes project that every user, whether they are paying for access to the lanes or are a high-occupancy vehicle who is eligible to access the lanes without paying tolls, will need to acquire a transponder. A deposit will be required to secure a transponder to use the lanes. It is a possibility that account maintenance fees will be required to retain a HOT lane account, and there may be a minimum balance requirement to avoid any penalty fees. Please see Appendix G for the Administrative Account Fee Matrix.

The requirement for all users, including those who currently access the HOV lanes at no charge, to purchase or lease a transponder, along with the implementation of any account maintenance fees charged during the life of the demonstration project (aside from tolls), to continue to use the converted HOT lanes represents an adverse impact to environmental justice populations (more specifically, low-income users).

**Tolls.** Implementation of the project would require that every single-occupant vehicle using the HOT lanes would be required to pay a toll. This toll would range from \$0.25 to \$1.40 per mile, and would never be less than 150% of base transit fare during the peak period on the Harbor Transitway, in order to encourage transit use. The lanes will be actively managed through variable pricing based on availability and demand in order to maintain at least 45 miles per hour on the lanes. Although the tolls vary, once a user enters the HOT lane, his or her toll price is locked in until they exit the lanes.

One main tenet of the project is that it intends to provide commuters on the I-110 corridor more choices. Single-occupant vehicle users of the freeway can choose to pay a toll and utilize the lanes where before the option did not exist. Motorists can choose to use or not use the lanes based on their own opinion of value versus time, moreover, transit buses will continue to use the lanes at no additional charge. Therefore, as a result of the tolls, no disproportionately high or adverse impacts would occur on environmental justice populations.

**Construction-related impacts.** Since the construction work associated with conversion of the lanes will generally remain within the prism of the roadway, construction impacts to environmental justice populations will be minimal.

## ***AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES***

**Related transit improvements.** This project is funded by a grant from the U.S. Department of Transportation as a part of the Urban Partnership Agreement Program. The Los Angeles County Congestion Demonstration effort is being lead by Metro and includes other projects intended to enhance mobility in the Los Angeles Region. \$210.6 million in federal grant funding has been awarded to Metro and its partner agencies in order to implement these projects, the HOT lanes being one of them. Some of this

grant funding has been used to greatly enhance transit service along I-110 through the purchase of new transit buses. Although these transit enhancements are not considered a part of the HOT lanes project, they both are a part of the larger Congestion Reduction Demonstration Program. It is the goal of the HOT lanes project to improve efficiency on the HOV lanes to allow for increased throughput for passenger cars as well as transit buses. These related transit enhancements serve as an incremental net benefit to environmental justice populations who are more likely to be transit-dependent.

**Construction impacts.** Any lane or facility closures will be done in accordance with the project's Traffic Management Plan so as to minimize impacts. Any construction-related air quality or noise impacts will be minimized through implementation of Caltrans Standard Specifications.

**Tolls and transponder requirement.** Metro plans to waive the transponder deposit fee for those who use a credit card to set up his or her account. As low-income households are less likely to have a credit card or bank account, this is not intended necessarily as mitigation for environmental justice populations, but as another option afforded to HOT lane users.

As a requirement of the State legislation authorizing the HOT lanes project, Metro commissioned its own Low-Income Commuter Assessment. The assessment recommended measures Metro could implement to further minimize the impact to environmental justice populations. These measures include:

- Waiving account setup fees for low-income commuters
- Waiving or reducing minimum monthly fees for low-income commuters
- Consider requiring lower minimum account balances for accounts not linked to a credit card.

On March 26, 2010, the Metro Board of Directors approved a toll credit in the form of a Low-Income Commuter Discount that will credit the accounts of qualifying low-income households \$25 for account set-up/establishment fees that can be applied to the transponder deposit or pre-paid toll balance, and waive the monthly non-use fee for qualifying low-income households. Qualifying low-income households are defined as households with an annual income of \$35,000 or lower that reside within Los Angeles County.

## 2.1.4 | UTILITIES/EMERGENCY SERVICES

### Regulatory Setting

California Code of Regulations Street and Highways Code Sections 700-711 discuss utility relocation policies and procedures. Public Resources Codes 21083, 21087 and the California Environmental Quality Act Guidelines Section 15126.2(a) require lead agencies to assess the impact of a proposed project by examining alterations in the human use of the land, including public services. Public Utilities Commission General Order 131-D provides guidance for transportation projects that involve relocation of 50kV or higher transmission lines.

### Affected Environment

**Utilities.** Domestic water services in the study area are provided by the Los Angeles Department of Water and Power. Wastewater collection and treatment services are provided by the Sanitation Districts of Los Angeles County. Natural gas services in the area are provided by the Southern California Gas Company, and electricity is provided by Southern California Edison.

**Emergency Services.** Fire protection within the study area is provided by the City of Los Angeles and the County of Los Angeles. No fire departments are located within the study area; however, five have been identified just outside of the designated study area. The Orthopedic Hospital located north of Adams Boulevard is the only hospital located within the study area. The Memorial Hospital of Gardena was identified just outside of the study area boundaries.

### Environmental Consequences

Impacts to public utilities/services are determined based on such factors as noise, air quality, safety, circulation, accessibility, and disruption of operation during both the construction and the operation of the proposed project alternatives. Implementation of the proposed project would not result in temporary or long-term impacts to emergency services. Emergency responders will be allowed to use the HOT lanes when responding to calls.

A review of the existing utility as-builts for the project area compared with the proposed project indicates that the project will not require the relocation of existing utilities. During field review, two dry utility conduits were found embedded in the Adams Boulevard overcrossing sidewalk, but upon further investigation, it was discovered that these conduits are empty and will not require relocation.

**Avoidance, Minimization, and/or Mitigation Measures**

Coordination with local utilities has and will continue to occur during final design and construction of the project so as to avoid any possibility of interruption of utility service.

As with any freeway or highway construction project, it is a possibility that any lane or facility closures during construction could impact emergency service response time. During project construction, Metro will coordinate with local emergency service providers to keep them informed of the project construction schedule and any detour routes so as to avoid or minimize any impacts. Additionally, the project Traffic Management Plan will manage and minimize any circulation impacts during construction.

## 2.1.5 | TRAFFIC AND TRANSPORTATION/PEDESTRIAN AND BICYCLE FACILITIES

### Regulatory Setting

The Department, as assigned by FHWA, directs that full consideration should be given to the safe accommodation of pedestrians and bicyclists during the development of federal-aid highway projects (see 23 CFR 652). It further directs that the special needs of the elderly and the disabled must be considered in all federal-aid projects that include pedestrian facilities. When current or anticipated pedestrian and/or bicycle traffic presents a potential conflict with motor vehicle traffic, every effort must be made to minimize the detrimental effects on all highway users who share the facility.

The Department is committed to carrying out the 1990 Americans with Disabilities Act (ADA) by building transportation facilities that provide equal access for all persons. The same degree of convenience, accessibility, and safety available to the general public will be provided to persons with disabilities.

### Affected Environment

The existing I-110 corridor serves as a key transportation linkage between the South Bay and downtown Los Angeles, a major employment center. The corridor experiences heavy congestion during peak hours, generally from 7:00-9:00 AM and 3:00-7:00 PM.

**Pedestrian structures.** The Adams Boulevard overcrossing currently has pedestrian sidewalks on both the north and south sides, with crossings located at Flower Street to the west and Grand Avenue to the east. Depending on the alternative selected, it is anticipated that the crosswalk traversing South Flower Street may be realigned to be consistent with the pedestrian overcrossing structure that would replace the sidewalk on the north side of Adams Boulevard.

### Environmental Consequences

This project is a demonstration project, the intent of which is to explore new and innovative ways of alleviating traffic congestion despite the limitations the existing corridor infrastructure presents. As a demonstration project, the HOT lanes are legislatively authorized to operate for a two-year pilot program. However, Metro's federal grant requirement is for a one-year demonstration period. At the end of the one-year period, Metro and Caltrans will prepare a report to the California State Legislature on the success of the demonstration program, which will include a summary of the program, a survey of its users, the impact on carpoolers, revenues generated, how transit service or alternative modes of transportation were impacted, any effect on traffic congestion in both the HOT and neighboring mixed-flow lanes, impacts on greenhouse gas emission attributable to the HOT lanes demonstration project, and measures to minimize impacts to affected communities and commuters. At that time, Metro, Caltrans, and the legislature will determine if the pilot program will terminate or be extended.

The HOT lanes will be actively managed at all times to balance toll rates with the speed and demand of the lanes. When speeds fall below 45 miles per hour, the lanes

will no longer offer single-occupant vehicles the opportunity to purchase access. The adjustment to the lanes will be constant, depending on the traffic flow and speeds.

This project will also test this type of lane-management congestion reduction strategy on the facility's level of service and the specific effects it will have on traffic flow. Given the experimental nature of this type of project, it is challenging to construct a framework for modeling the effects of the project on traffic flow reliably. However, Metro and Caltrans do expect that operational adjustments during the one-year pilot period will ultimately bring a yet-unknown level of service improvement within the corridor.

There will likely be temporary impacts to traffic operations in the corridor during construction of the tolling infrastructure.

**Pedestrian and sidewalk impacts.** As the sidewalk on the north side of Adams Boulevard would be removed, pedestrian traffic would be temporarily re-routed to the south side of Adams Boulevard between Flower Street and Grand Avenue. As the total length of the detour would be less than 1,000 feet, this represents only a minor, temporary impact to pedestrian traffic in the area.

#### **Avoidance, Minimization, and/or Mitigation Measures**

The qualitative judgment is that the traffic and pedestrian impacts will not be significant. Construction-related impacts will be minimized to the fullest extent possible through the Traffic Management Plan and staged construction.

As one purpose of the this demonstration project is to test the effects of congestion pricing in the corridor, traffic studies will be performed to determine the effects on level of service and on congestion in the corridor. The receipt of the funding grant from the U.S. Department of Transportation indicates that this project has a high likelihood of effectiveness in the I-110 corridor, and studies will be ongoing during the demonstration period to measure the performance of the HOT lanes.

## **2.1.6 | CULTURAL RESOURCES**

### **Regulatory Setting**

“Cultural resources” as used in this document refers to all historical and archaeological resources, regardless of significance. Laws and regulations dealing with cultural resources include:

The National Historic Preservation Act of 1966 (NHPA), as amended, sets forth national policy and procedures regarding historic properties, defined as districts, sites, buildings, structures, and objects included in or eligible for the National Register of Historic Places. Section 106 of NHPA requires federal agencies to take into account the effects of their undertakings on such properties and to allow the Advisory Council on Historic Preservation the opportunity to comment on those undertakings, following regulations issued by the Advisory Council on Historic Preservation (36 CFR 800). On January 1, 2004, a Section 106 Programmatic Agreement (PA) between the Advisory Council, FHWA, State Historic Preservation Officer (SHPO), and the Department went into effect for Department projects, both state and local, with FHWA involvement. The PA implements the Advisory Council’s regulations, 36 CFR 800, streamlining the Section 106 process and delegating certain responsibilities to the Department. The FHWA’s responsibilities under the PA have been assigned to the Department as part of the Surface Transportation Project Delivery Pilot Program (23 CFR 773) (July 1, 2007).

Historic properties may also be covered under Section 4(f) of the U.S. Department of Transportation Act, which regulates the “use” of land from historic properties. See Appendix B for specific information regarding Section 4(f).

Historical resources are considered under the California Environmental Quality Act (CEQA), as well as California Public Resources Code (PRC) Section 5024.1, which established the California Register of Historical Resources. PRC Section 5024 requires state agencies to identify and protect state-owned resources that meet National Register of Historic Places listing criteria. It further specifically requires the Department to inventory state-owned structures in its rights-of-way.

### **Affected Environment**

The project area is situated within the Los Angeles Basin, and runs in a north-south direction. Prior to urbanization, this area consisted of fertile, Tertiary-Quaternary alluvial soil. The soil matrix consists primarily of sandy loam and clay, produced through thousands of years of flooding from the Los Angeles, San Gabriel, and Rio Hondo Rivers and their many tributaries. Historically, this much of Southern California was low-lying grassland cut by small riparian zones near the rivers. The natural environment today has been drastically altered from historic times. The rivers and tributaries of the Los Angeles Basin have been channelized to prevent flooding in urban areas. The majority of the ground surface surrounding the project area has been disturbed by previous construction activities.

The project area is historically within the territory of the Gabrielino Indians. The Gabrielino were a cohesive society of people living in chieftains unified by language, religious practices, customs, economic trade, and marriage. Extensive knowledge of natural resources and settlement size allowed the Gabrielino to develop a

sophisticated economy of vast trade networks. The Gabrielino population declined dramatically after 1770 due to social upheaval from the settlement of the area by Spanish missionaries and settlers, increasing disease, poor diet, and migration out of the area.

The history of California can be divided into four major periods representing a span of roughly 500 years. These periods can be categorized as the Explorer Period (1542-1769), the Spanish Mission Period (1769-1822), the Mexican Period (1822-1846), and the American Period (1846-present day). The core cities within the South Bay corridor, including Torrance, Inglewood, Hawthorne, and Gardena, began to develop in the early 20<sup>th</sup> century after years of agricultural use. By the 1950s developers began converting the large land tracts into residential housing. Today, the areas in and around I-110 are a mix of industrial and commercial structures.

**Area of Potential Effect.** The Area of Potential Effect (APE) was established in consultation with Caltrans Professionally Qualified Staff (PQS) and the Project Manager on June 3, 2009. The APE was established as the Caltrans right-of-way of I-110 from Adams Boulevard to south of the interchange with State Route 91, and the Caltrans right-of-way of I-105 from the Van Ness Avenue overcrossing to the Wilmington undercrossing. The APE represents the maximum physical limit of the project, including the extent of all construction.

**Background research.** In order to identify cultural resources located in or in the vicinity of the project area, a Historic Property Survey Report and Archaeological Survey Report were completed in June 2009. A records search encompassing the area of potential effect was conducted at the South Central Coastal Information Center (SCCIC) of the California Historical Resources Information System (CHRIS), located at California State University, Fullerton, on October 22, 2008. Sources consulted while conducting the records search include:

- National Register of Historic Places
- California Register of Historical Resources
- California Historical Landmarks
- Archaeological Site Records
- Hollywood United States Geological Service (USGS) 7.5' quadrangle map of 1974, photorevised 1981
- Inglewood USGS 7.5' quadrangle map of 1974, photorevised 1981
- Torrance USGS 7.5' quadrangle map of 1974, photorevised 1981

**Native American Consultation.** The Native American Heritage Commission (NAHC) was contacted in order to ascertain whether any Native American sacred lands or Traditional Cultural Properties were located in or near the project area. Reviews of the Sacred Land Files were requested on October 8, 2008. The NAHC responded on

October 8, indicating that there were no sites or traditional cultural properties in the project area.

**Cultural Resource Findings.** During the course of study, Caltrans PQS determined that no cultural resources were identified within the project APE. Bridges listed as Category 5 in the Caltrans Historic Highway Bridge Inventory are present within the APE; however, a Category 5 determination signifies that the bridge is not eligible for listing in the National Register.

### **Environmental Consequences**

Under the implementation of either the no-build or build alternative, Caltrans has determined that no historic properties will be affected by the project.

### **Avoidance, Minimization, and/or Mitigation Measures**

As there would not be any impacts to cultural resources as a result of the project, avoidance, minimization, and/or mitigation measures would not be necessary.

If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find.

If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendent (MLD). At this time, the person who discovered the remains will contact the Division of Environmental Planning, Cultural Resources Branch, so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.

## **2.2 | Physical Environment**

### **2.2.1 | HYDROLOGY AND FLOODPLAIN**

#### **Regulatory Setting**

Executive Order 11988 (Floodplain Management) directs all federal agencies to refrain from conducting, supporting, or allowing actions in floodplains unless it is the only practicable alternative. The Federal Highway Administration requirements for compliance are outlined in 23 CFR 650 Subpart A.

In order to comply, the following must be analyzed:

- The practicability of alternatives to any longitudinal encroachments
- Risks of the action
- Impacts on natural and beneficial floodplain values
- Support of incompatible floodplain development
- Measures to minimize floodplain impacts and to preserve/restore any beneficial floodplain values impacted by the project.

The base floodplain is defined as “the area subject to flooding by the flood or tide having a one percent chance of being exceeded in any given year.” An encroachment is defined as “an action within the limits of the base floodplain.”

#### **Affected Environment**

The ensuing discussion was adapted from the Storm Water Data Report (January 2010) prepared for the project by Caltrans staff.

#### **Environmental Consequences**

The proposed restriping of the inside shoulders should have minimal impacts on the existing drainage systems, with the possibility of additional inlets. There will be no meaningful change in the rate of storm water runoff and no alterations to floodplain hydrology.

Since there would be no alteration to existing topography, the proposed project would not support incompatible floodplain development.

#### **Avoidance, Minimization, and/or Mitigation Measures**

A construction Storm Water Pollution Prevention Plan (SWPPP) would be prepared prior to the start of construction to ensure compliance with existing National Pollutant Discharge Elimination System (NPDES) permits. The SWPPP would identify potential sources of pollutants, describe erosion and sediment controls, contain non-storm water provisions, describe post-construction storm water management, describe waste

management activities, include a maintenance and inspection component, include a list of contractors, incorporate other storm water related plans if applicable, and would list the name of the preparer.

All appropriate storm water Best Management Practices will be included in the project specifications package.

## **2.2.2 | WATER QUALITY AND STORM WATER RUNOFF**

### **Regulatory Setting**

Section 401 of the Clean Water Act (CWA) requires water quality certification from the State Water Resources Control Board (SWRCB) or from a Regional Water Quality Control Board (RWQCB) when the project requires a CWA Section 404 permit. Section 404 of the CWA requires a permit from the U.S. Army Corps of Engineers (Corps) to discharge dredged or fill material into waters of the United States.

Along with CWA Section 401, CWA Section 402 establishes the National Pollutant Discharge Elimination System (NPDES) permit for the discharge of any pollutant into waters of the United States. The federal Environmental Protection Agency has delegated administration of the NPDES program to the SWRCB and nine RWQCBs. The SWRCB and RWQCB also regulate other waste discharges to land within California through the issuance of waste discharge requirements under authority of the Porter-Cologne Water Quality Act.

Storm water discharges from the Department's construction activities disturbing one acre or more of soil are permitted under the Department's Statewide Storm Water NPDES permit CAS000003. These discharges must also comply with the substantive provisions of the SWRCB's Statewide General Construction Permit CAS000002. Non-Departmental construction projects (encroachments) are permitted and regulated by the SWRCB's Statewide General Construction Permit. All construction projects exceeding one acre or more of disturbed soil require a Storm Water Pollution Prevention Plan (SWPPP) to be prepared and implemented during construction. The SWPPP, which identifies construction activities that may cause discharges of pollutants or waste into waters of the United States or waters of the State, as well as measures to control these pollutants, is prepared by the construction contractor and is subject to Department review and approval.

Finally, the SWRCB and the RWQCBs have jurisdiction to enforce the Porter-Cologne Act to protect groundwater quality. Groundwater is not regulated by Federal law, but is regulated under the state's Porter-Cologne Act. Some projects may involve placement or replacement of on-site treatment systems (OWTS) such as leach fields or septic systems or propose implementation of infiltration or detention treatment systems which may pose a threat to groundwater quality.

### **Affected Environment**

Information contained within this section has been adapted from the Storm Water Data Report (Long Form) completed in January 2010 by Caltrans staff.

The project is located within Los Angeles River, Ballona Creek, and Dominguez Channel watersheds. The receiving waters within the project limits are the Los Angeles River and the Dominguez Channel.

According to the 303(d) list of impaired water bodies compiled by the California RWQCB, high priority pollutants in the Los Angeles River (Reach 2) are ammonia, coliform bacteria, copper, lead, nutrients (algae), oil and trash. The Dominguez Channel contains high priority pollutants of ammonia, copper, dieldrin (tissue), indicator

bacteria, lead (tissue), sediment toxicity, and zinc (sediment). The nearby Compton Creek contains coliform bacteria, copper, lead, pH, and trash pollutants at high priority levels.

There are no drinking water reservoirs or recharge facilities within the project limits.

### **Environmental Consequences**

The project is anticipated to result in a total Disturbed Soil Area of 0.015 acres, or approximately 653 square feet. This includes the area for new bridge footings at the Adams Boulevard overcrossing and new sign posts along the route. A small amount of impervious area (0.00135 acres) will be added with the work to the Adams Boulevard overcrossing structure but this addition will be minor. The proposed project would not further impair the 303(d) listed water bodies.

Construction of the proposed project could affect water quality from construction activities. Since construction of the proposed project would be undertaken in accordance with the applicable National Pollutant Discharge Elimination System (NPDES) permits, impacts would be minimal and adverse impacts to water quality are not anticipated.

### **Avoidance, Minimization, and/or Mitigation Measures**

The proposed project would be subject to the NPDES permitting process that contain standard provisions intended to provide a required level of storm water pollution prevention.

The Storm Water Data Report prepared for the project recommends treatment Best Management Practices (BMPs), design BMPs, and temporary construction BMPs to prevent contaminated or sediment-containing runoff from entering storm drains. These BMPs include biofiltration swales, detention devices, and gross solids removal devices. The type and final location of the proposed devices will be determined during final design. Two treatment BMP detention devices will be implemented in conjunction with the proposed project, near the I-110/SR-91 interchange and near the I-110 at Manchester Avenue.

### **2.2.3 | GEOLOGY/SOILS/SEISMIC/TOPOGRAPHY**

For geologic and topographic features, the key federal law is the Historic Sites Act of 1935, which establishes a national registry of natural landmarks and protects “outstanding examples of major geological features.” Topographic and geologic features are also protected under the California Environmental Quality Act.

This section also discusses geology, soils, and seismic concerns as they relate to public safety and project design. Earthquakes are prime considerations in the design and retrofit of structures. The Department’s Office of Earthquake Engineering is responsible for assessing the seismic hazard for Department projects. The current policy is to use the anticipated Maximum Credible Earthquake (MCE), from young faults in and near California. The MCE is defined as the largest earthquake that can be expected to occur on a fault over a particular period of time.

#### **Affected Environment**

The ensuing discussion is adapted from a Geotechnical Design Report (January 2010) by Parsons Brinckerhoff, Inc.

The topography along the project alignment is relatively level. The grade elevation along I-110 is approximately 32 feet at the I-110/SR-91 interchange, increasing gently to 150 feet in the vicinity of the I-105 interchange, then increasing to 244 feet in the area of the I-10 interchange. The surface drainage generally follows the grade of I-110.

The project alignment lies within Peninsular Ranges. A series of ranges is separated by longitudinal valleys, trending northwest-southeast, subparallel to faults branching from the San Andreas fault. The topographical trend is similar to the Coast Ranges, but the geology is more similar to the Sierra Nevada, with granitic rock intruding the older metamorphic rocks. The Peninsular Ranges extend into lower California and are bound on the east by the Colorado Desert. The Los Angeles Basin and island group (Santa Catalina, Santa Barbara, and the distinctly terraced San Clemente and San Nicholas islands), together with the surrounding continental shelf (cut by deep submarine fault troughs) are included in this province.

The project area is located in a seismically active part of southern California. Many faults, which are capable of producing earthquakes, exist in the Los Angeles area. These faults may cause strong ground shaking at these sites. Faults along the alignment from north to south with a high to moderate potential for shaking include the Newport-Inglewood-Rose Canyon fault zone, Puente Hills blind thrust, Upper Elysian Park blind thrust, and Hollywood Fault.

The project alignment from south to north is generally underlain by alluvium, alluvial fan deposits, and artificial fill deposits. Based on the “Preliminary Geologic Maps of the Long Beach and Los Angeles 30’ x 60’ Quadrangles, Southern California”, the I-110 alignment generally lies over Quaternary deposits.

The average perched groundwater depth is between 30 and 40 feet below ground surface (bgs). Based on Los Angeles County Flood Control, Shallow Aquifer Map of Fall 1978, the free groundwater level was at an approximate elevation of 30 feet bgs.

However, groundwater levels in the vicinity of Figueroa Street OC are erratic due to the influence of the Newport-Inglewood Fault zone. This influence can be seen by comparing the depth of water level before and after the fault.

No unique geologic or physical features are present in the project area.

### **Environmental Consequences**

With the exception of additional bridge footings and approach retaining walls necessary for the construction of the pedestrian overcrossing at Adams Boulevard, drilling for sign structure foundations is the main construction work. The potential for liquefaction at the proposed sign structure locations is very low due to the presence of dense sandy materials, which are generally not susceptible to liquefaction.

Soils present at the project site are not anticipated to be corrosive to substructures, and any concrete substructures will be designed in accordance with Caltrans corrosion guidelines.

The degree of excavation and structural design involved with construction of the project is low, as most work will be done within the prism of the existing roadway, and relatively little soil will be displaced. Therefore, adverse impacts to geological features, groundwater, or other project-related effects due to seismic or geologic concerns are not anticipated.

### **Avoidance, Minimization, and/or Mitigation Measures**

As no adverse effects to geology, seismicity, or geologic features are anticipated to occur, no avoidance, minimization, and/or mitigation measures have been proposed.

## **2.2.4 | PALEONTOLOGY**

### **Regulatory Setting**

Paleontology is the study of life in past geologic time based on fossil plants and animals. A number of federal statutes specifically address paleontological resources, their treatment, and funding for mitigation as a part of federally authorized or funded projects. (e.g., Antiquities Act of 1906 [16 USC 431-433], Federal-Aid Highway Act of 1935 [20 USC 78]). Under California law, paleontological resources are protected by the California Environmental Quality Act, the California Code of Regulations, Title 14, Division 3, Chapter 1, Sections 4307 and 4309, and Public Resources Code Section 5097.5.

### **Affected Environment**

A Paleontological Technical Review was prepared in December 2009 for the project. The project area was reviewed, along with the project scope of work, maps, and engineering layouts. The project area is heavily disturbed and urbanized.

### **Environmental Consequences**

Due to the nature of the project area and work to be performed for the project, it is not anticipated that impacts to paleontological resources will occur.

### **Avoidance, Minimization, and/or Mitigation Measures**

As impacts to paleontological resources are not anticipated, no avoidance, minimization, or mitigation measures are necessary. However, if paleontological resources are encountered during project construction, work in the area shall immediately halt until a qualified paleontologist is notified and examines the find. Construction may only resume in that area once it is cleared by the paleontologist.

## 2.2.5 | HAZARDOUS WASTE/MATERIALS

### Regulatory Setting

Hazardous materials and hazardous wastes are regulated by many state and federal laws. These include not only specific statutes governing hazardous waste, but also a variety of laws regulating air and water quality, human health and land use.

The primary federal laws regulating hazardous wastes/materials are the Resource Conservation and Recovery Act of 1976 (RCRA) and the Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA). The purpose of CERCLA, often referred to as Superfund, is to clean up contaminated sites so that public health and welfare are not compromised. RCRA provides for “cradle to grave” regulation of hazardous wastes. Other federal laws include:

- Community Environmental Response Facilitation Act (CERFA) of 1992
- Clean Water Act
- Clean Air Act
- Safe Drinking Water Act
- Occupational Safety and Health Act (OSHA)
- Atomic Energy Act
- Toxic Substances Control Act (TSCA)
- Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA)

In addition to the acts listed above, Executive Order 12088, Federal Compliance with Pollution Control, mandates that necessary actions be taken to prevent and control environmental pollution when federal activities or federal facilities are involved.

Hazardous waste in California is regulated primarily under the authority of the federal Resource Conservation and Recovery Act of 1976, the California Health and Safety Code, and Title 22 of the California Code of Regulations. Other California laws that affect hazardous waste are specific to handling, storage, transportation, disposal, treatment, reduction, cleanup and emergency planning.

Worker health and safety and public safety are key issues when dealing with hazardous materials that may affect human health and the environment. Proper disposal of hazardous material is vital if it is disturbed during project construction.

### Affected Environment

Information regarding hazardous wastes/hazardous materials was obtained from a Preliminary Hazardous Waste Assessment, prepared in September 2009. Key elements of the project scope of work will involve environmental issues common to

**Figure 4 | Wilmington-Gramercy Right-of-Way**



highway construction projects. These elements deal directly with the widening at Adams Boulevard and construction activities within State right-of-way where hazardous materials and health and safety may be a concern. These activities include (but are not limited to) installation of new sign foundations, construction of a pedestrian plaza at Adams Boulevard, and removal of yellow road striping.

Databases from the State Water Resources Control Board (GeoTracker), the Department of Toxic Substances Control (EnviroStor), and the Integrated Waste Management Board's Solid Waste Information System (SWIS) were reviewed to determine if the project area requires any special consideration due to impacts from off-site hazardous waste sources.

### **Environmental Consequences**

Existing areas with known environmental impacts are located either within or just outside the I-110 project area. These areas are chiefly located near the Artesia Transit Center and in the vicinity of the

110/105 interchange.

The Artesia Transit Center is at the southwest corner of the Route 91/I-110 interchange (see Figure 5). A portion of the transit center is occupied by an abandoned landfill. Investigation of the soil and groundwater throughout the site encountered contaminants of concern including methane, gasoline, diesel, trichloroethylene (TCE), perchloroethylene (PCE), vinyl chloride, 1,2-dichloropropane, copper, lead, and zinc. The TCE and PCE are primarily found in the southeast corner of the site. Groundwater at the site was reported at 25 feet below ground surface. Although the site is outside the project area, work in the project area may still encounter impacts related to migration of mobile contaminants of concern in soil vapor or groundwater.

On the east side of I-110 approximately between Gardena Boulevard to the north and 190<sup>th</sup> Street to the south is an area known as the Wilmington/Gramercy Right-of-Way (see Figures 4-6). This is the site of an industrial sump that was partially excavated and spread along the right-of-way owned by Caltrans and the Los Angeles

**Figure 5 | Wilmington-Gramercy Right-of-Way and Artesia Transit Center**



Department of Water and Power (LADWP). Currently, this site is regulated by the State Department of Toxic Substances Control (DTSC), which is mandating a remedial investigation and feasibility study. Investigation of the soil and groundwater throughout the site encountered contaminants of concern including aromatic volatile organic compounds, gasoline range organics, petroleum hydrocarbons, polynuclear aromatic hydrocarbons, styrene, halogenated volatile organic compounds, and metals. The groundwater level at the site was reported to be from 33 to 39 feet below ground surface. Construction activities at this area could encounter hazardous waste constituents, especially during installation of new sign structures requiring deep foundations that extend below the shallow soil cover in the site area.

**Figure 6 | Wilmington-Gramercy Right-of-Way**



Investigation of the soil and groundwater throughout the site encountered contaminants of concern including aromatic volatile organic compounds, gasoline range organics, petroleum hydrocarbons, polynuclear aromatic hydrocarbons, styrene, halogenated volatile organic compounds, and metals. The groundwater level at the site was reported to be from 33 to 39 feet below ground surface. Construction activities at this area could encounter hazardous waste constituents, especially during installation of new sign structures requiring deep foundations that extend below the shallow soil cover in the site area.

An area known as Caltrans site 16 is located west of Normandie Avenue and extends under Route 105 in the City of Athens (see Figure 7). This site is also currently regulated by the DTSC, which is mandating an operation and maintenance program. Site 16 was used as a series of three landfills, one on top of the other. The upper layer of the mound is mainly soil with concrete and rubble, containing primarily lead contamination. The middle layer is a mixture of soil, concrete, brick, wood and glass with no contamination. The lower-most layer was deposited between the mid-1940s and early 1950s as mainly landfill debris. The lowest layer is the most contaminated, exceeding one or more of the State and Federal action levels for lead, copper, zinc, total petroleum hydrocarbons, and semi-volatile organic compounds.

Possible pathways of contamination include blowing dust and percolation downward to groundwater. A soil gas survey conducted in 2007 detected the following constituents of concern: methane, hydrogen sulfide, aromatic volatile organic compounds, and halogenated volatile organic compounds. Construction activities in this area could encounter hazardous waste constituents, especially during installation of new sign structures requiring deep foundations that extend below the shallow soil cover in the site area.

**Figure 7 | Caltrans Site 16**



Deed restrictions are also in place pertaining to protection of the landfill cap. Any disturbance of the geotextile clay cap or cap over the landfill is strictly prohibited and will require authorization from the DTSC.

The site known as Caltrans Freeway Project 3, Site 15, is located at the intersection of Western Avenue and 120<sup>th</sup> Street, just south of I-105 (see Figure 8). This

**Figure 8 | Caltrans Freeway Project 3, Site 15**



site consists of approximately five acres, sloping towards an existing railroad and creekbed. The site was used as an uncontrolled dump site beginning in 1928. Oil production activity has also occurred at and around the site, and oil storage tanks are

still in use on property adjacent to the northeast corner of the site. Preliminary investigations at the site indicate that hazardous wastes are present in the soil. Heavy metals have been detected at the central and western portions of the parcel from 10 to 15 feet deep. Total petroleum hydrocarbons and petroleum constituents are present on the western portion of the site from 10 to 40 feet deep. Possible pathways of contamination include blowing dust, surface water flowing into the creek, and percolation downward to groundwater. Possible receptors include onsite workers, residents in the area, and persons digging on the site. The site was fenced in 1987. Five groundwater monitoring wells have been installed at Site 15. Samples taken from these wells exceeded Maximum Contaminant Levels (MCLs) for several metals for drinking water, but volatiles and semi-volatiles were not detected.

Information about the project indicates surface and subsurface soils may be disturbed during construction. The pedestrian plaza at Adams Boulevard and excavation for sign foundations will disturb soil surface and/or subsurface, which will generate excess soil that will be potentially contaminated with aurally deposited lead (ADL) due to the historical use of leaded gasoline. Particulate emissions in engine exhaust contained lead from leaded gasoline, which was deposited adjacent to roadways and/or runoff to road embankments and along State right-of-ways. Since excess soil will be generated, analytical laboratory data on total and soluble lead concentrations in soil is needed to evaluate the degree of soil contamination within the project area. Laboratory analysis consists of total and soluble lead and analysis using the Toxicity Characteristic Leaching Procedure (TCLP). Soil data is then statistically evaluated to determine appropriate transportation and disposal for contaminated soil.

The scope of work may include removal of yellow thermoplastic traffic stripe marking during restriping of the HOT lanes. Yellow thermoplastic traffic striping and pavement marking contain lead and chromium that require special handling during removal and subsequent disposal. Residue produced from the removal of yellow thermoplastic contains heavy metals in concentrations that exceed thresholds established by the California Health and Safety Code and Title 22 of the California Code of Regulations. Yellow thermoplastic may produce toxic fumes when heated.

## **Avoidance, Minimization, and/or Mitigation Measures**

Any project-related activities at Caltrans site 16 that may affect surface or subsurface soil on Caltrans right-of-way in both eastbound and westbound directions of Route 105 between east of Western Avenue and Normandie Avenue should be avoided in order to avoid disturbance of the landfill cap.

**ADL and yellow thermoplastic striping.** General Caltrans requirement for project specifications on construction projects requires project-specific Lead Compliance Plan (LCP) to prevent or minimize worker exposure to lead while handling removed yellow thermoplastic residue. Specific Cal-OSHA requirements for working with lead can be found in Title 8, California Code of Regulations, Section 1532.1, "Lead." The LCP shall contain the elements listed in Title 8, California Code of Regulations, Sections 1532.1(e)(2)(B) and 1532.2, and shall be approved by an Industrial Hygienist certified in Comprehensive Practice by the American Board of Industrial Hygiene.

Hazards related to ADL and/or yellow thermoplastic stripe are addressed during pre-construction planning in the LCP, which is a project-specific document. Since ADL and yellow thermoplastic will be a concern during the construction phase, hazard awareness training is recommended as part of worker health and safety training.

**Metal beam guard rails.** If there is to be any relocation or replacement of metal beam guard rails (MBGR) during construction of the project, the proper handling and disposal of treated wood waste and possible ADL contaminated soil would be required. Treated wood waste requires proper management and disposal of treated wood posts, and installation of new MBGRs would generate excess soil that may contain ADL, also requiring proper management and disposal.

## 2.2.6 | AIR QUALITY

### Regulatory Setting

The Clean Air Act as amended in 1990 is the federal law that governs air quality. Its counterpart in California is the California Clean Air Act of 1988. These laws set standards for the quantity of pollutants that can be in the air. At the federal level, these standards are called National Ambient Air Quality Standards (NAAQS). Standards have been established for six criteria pollutants that have been linked to potential health concerns; the criteria pollutants are: carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), ozone (O<sub>3</sub>), particulate matter (PM), lead (Pb), and sulfur dioxide (SO<sub>2</sub>).

Under the 1990 Clean Air Act Amendments, the U.S. Department of Transportation cannot fund, authorize, or approve Federal actions to support programs or projects that are not first found to conform to State Implementation Plan for achieving the goals of the Clean Air Act requirements. Conformity with the Clean Air Act takes place on two levels—first, at the regional level and second, at the project level. The proposed project must conform at both levels to be approved.

Regional level conformity in California is concerned with how well the region is meeting the standards set for carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), ozone (O<sub>3</sub>), and particulate matter (PM). California is in attainment for the other criteria pollutants. At the regional level, Regional Transportation Plans (RTP) are developed that include all of the transportation projects planned for a region over a period of years, usually at least 20. Based on the projects included in the RTP, an air quality model is run to determine whether or not the implementation of those projects would conform to emission budgets or other tests showing that attainment requirements of the Clean Air Act are met. If the conformity analysis is successful, the regional planning organization, such as Southern California Association of Governments for the Los Angeles region and the appropriate federal agencies, such as the Federal Highway Administration, make the determination that the RTP is in conformity with the State Implementation Plan for achieving the goals of the Clean Air Act. Otherwise, the projects in the RTP must be modified until conformity is attained. If the design and scope of the proposed transportation project are the same as described in the RTP, then the proposed project is deemed to meet regional conformity requirements for purposes of project-level analysis.

Conformity at the project-level also requires “hot spot” analysis if an area is “nonattainment” or “maintenance” for carbon monoxide (CO) and/or particulate matter. A region is a “nonattainment” area if one or more monitoring stations in the region fail to attain the relevant standard. Areas that were previously designated as nonattainment areas but have recently met the standard are called “maintenance” areas. “Hot spot” analysis is essentially the same, for technical purposes, as CO or particulate matter analysis performed for NEPA purposes. Conformity does include some specific standards for projects that require a hot spot analysis. In general, projects must not cause the CO standard to be violated, and in “nonattainment” areas the project must not cause any increase in the number and severity of violations. If a known CO or particulate matter violation is located in the project vicinity, the project must include measures to reduce or eliminate the existing violation(s) as well.

## **Affected Environment**

The ensuing discussion is adapted from the Air Quality Report prepared for the project by the Caltrans District 7 Office of Engineering and Corridor Studies in February 2010.

The project site is located in the South Coast Air Basin (Basin) that includes the following counties: Orange, Los Angeles (non-desert portions), and the urban areas of Riverside and San Bernardino. Air quality regulation in the Basin is administered by the South Coast Air Quality Management District (SCAQMD).

The Basin climate is determined by its terrain and geographical location. The Basin is a coastal plain with connecting broad valleys and low hills. The Pacific Ocean forms the southwestern boundary and high mountains surround the rest of the Basin. The region lies in the semi-permanent high-pressure zone of the eastern Pacific. The resulting climate is mild and tempered by cool ocean breezes. This climatological pattern is rarely interrupted. However, periods of extremely hot weather, winter storms, and Santa Ana wind conditions do occur.

The annual average temperature varies little throughout the Basin, ranging from low to middle 60s, measured in degrees Fahrenheit. With a more pronounced oceanic influence, coastal areas show less variability in annual minimum and maximum temperatures than inland areas. The climatological station closest to the site that monitors temperature is the Los Angeles Civic Center Station (#045115) maintained by the Western Regional Climate Center. The annual average maximum temperature recorded from April 1906 to August 2009 at this station is 23.3°C (74°F), and the annual average minimum is 13.2°C (55.8°F). December and January are typically the coldest months in this area of the Basin.

The majority of annual rainfall in the basin occurs between November and April. Summer rainfall is minimal and generally limited to a few scattered thunderstorms in coastal regions and slightly heavier showers in the eastern portion of the Basin along the coastal side of the mountains. The Los Angeles Civic Center Station also monitors rainfall levels. Average monthly rainfall measured at this station varied from 9.91 centimeters (cm) (3.90 inches [in]) in February to 3.18 cm (1.25 in) or less between May and October, with an average annual total of 38.84 cm (15.29 in). Patterns in monthly and yearly rainfall totals are unpredictable due to fluctuations in the weather.

The Basin experiences a persistent temperature inversion (increasing temperature with increasing altitude) as a result of the Pacific high. This inversion limits the vertical dispersion of air contaminants, holding them relatively near the ground. As the sun warms the ground, the temperature of the lower air layer approaches the temperature of the base of the inversion cap (upper layer) until the inversion layer finally breaks, allowing vertical mixing with the lower layer. This phenomenon is observed from the mid-afternoon to late afternoon on hot summer days, when the smog appears to clear up suddenly. Winter inversions frequently break by mid-morning.

During evenings, surface or radiation inversions are formed when the ground surface becomes cooler than the air above it. The earth's surface undergoes such process on clear nights when heat energy is transferred from the ground to the cooler night sky. As the earth's surface cools during the evening hours, the air directly above it also cools while the atmosphere at higher altitudes remains relatively warm. This type of

inversion persists until sunrise when heat from the sun warms the ground, and the heating stimulates the air at ground level to break up the inversion.

Temperature inversion plays a significant role in determining ozone formation. Ozone precursors will mix and undergo photochemical reactions to produce smog. The closer the inversion cap is to the ground, the higher the concentrations of ozone precursors, and hence the ozone. Concentration levels of ozone are directly related to inversion layers height due to the limitation of the vertical mixing space.

Winds in the vicinity of the project area are usually driven by the dominant land/sea breeze circulation system. Regional wind patterns are dominated by daytime onshore sea breezes. At night, the wind generally slows and reverses direction traveling towards the sea. Wind direction will also be altered by local canyons at times; however, the dominant wind direction rotates into the south and causes a minor wind direction maximum from the south during the transition period from one wind pattern to another. Wind speeds in the project area average about 6.4 kilometers per hour (kph) or 4 miles per hour (mph). Summer wind speeds average slightly higher than winter wind speeds. Low average wind speeds together with a persistent temperature inversion limit the vertical dispersion of air pollutants throughout the Basin. Strong, dry, northerly or northeasterly winds, known as Santa Ana conditions tend to last for several days at a time.

The combination of temperature inversion and low velocity wind produces the greatest pollutant concentration. On days with no inversion or high wind, ambient air pollutant concentrations are at the lowest. During the days of inversion and low wind speed, air pollutants generated in urbanized areas are transported into Riverside and San Bernardino Counties. This condition is exacerbated during the summer, especially for ozone, when more hours of daylight result in more ozone.

In the winter, the greatest pollution problems are carbon monoxides (COs) and oxides of nitrogen (NOx) because of extreme inversions and air stagnation during the night and early morning hours. During the summer days, the longer daylight hours and the brighter sunshine combine to cause a reaction between hydrocarbons and oxides of nitrogen to form photochemical smog or ozone.

**Criteria Pollutants.** Since the passage of CAA and subsequent amendments, the EPA has established and revised the NAAQS. The NAAQS was established for six major pollutants or criteria pollutants. The NAAQS are two tiered: primary, to protect public health, and secondary, to prevent degradation to the environment (i.e., impairment of visibility, damage to vegetation and property). The six criteria pollutants are ozone, CO, PMs (PM<sub>10</sub> and PM<sub>2.5</sub>), nitrogen dioxide (NO<sub>2</sub>), sulfur dioxide (SO<sub>2</sub>), and lead (Pb). Table 7 presents the state and national AAQS. Table 8 presents a summary of health effects that result from exposure to these pollutants. A brief explanation of each pollutant is presented below.

**Ozone (O<sub>3</sub>).** Ozone is a toxic gas that irritates the lungs and damages materials and vegetation. Ozone is a secondary pollutant; it is not directly emitted. Ozone is a principal cause of lung and eye irritation in an urban environment. It is formed in the atmosphere through a series of reactions involving hydrocarbons (HC) and nitrogen oxides in the presence of sunlight.

**Particulate Matter (PM<sub>10</sub> and PM<sub>2.5</sub>).** PM includes both aerosols and solid particles of a wide range of size and composition. Of particular concern are those particles between 10 and 2.5 microns in size (PM<sub>10</sub>) and smaller than or equal to 2.5 microns (PM<sub>2.5</sub>). The size of the PM is referenced to the aerodynamic diameter of the particulate. The PM<sub>10</sub> criteria are aimed primarily at what the EPA refers to as “coarse particles.” Coarse particles are often found near roadways, dusty industries, construction sites, and fires. The PM<sub>2.5</sub> criteria, which are directed at particles less than or equal to 2.5 microns in size, are referred to as “fine particles.” These particles can also be directly emitted and they can also be formed when gases emitted from power plants, industries and automobiles react in the air. The principal health effect of airborne PM is on the respiratory system. Studies have linked particulate pollution with irritation of the airways, coughing, aggravated asthma, irregular heartbeat, and premature death in people with heart or lung disease.

**Carbon Monoxide (CO).** CO is a colorless and odorless gas, which, in the urban environment, is associated primarily with the incomplete combustion of fossil fuels in motor vehicles. CO combines with hemoglobin in the bloodstream and reduces the amount of oxygen that can be circulated through the body. High CO concentrations can lead to headaches, aggravation of cardiovascular disease, and impairment of central nervous system functions. CO concentrations can vary greatly over comparatively short distances. Relatively high concentrations are typically found near crowded intersections, along heavily used roadways carrying slow-moving traffic, and at or near ground level. Even under the most severe meteorological and traffic conditions, high concentrations of CO are limited to locations within a relatively short distance (300 to 600 feet [90 to 185 meters]) of heavily traveled roadways. Overall CO emissions are decreasing as a result of the Federal Motor Vehicle Control Program, which has mandated increasingly lower emission levels for vehicles manufactured since 1973.

**Nitrogen Oxides (NO<sub>x</sub>).** Nitrogen oxides from automotive sources are some of the precursors in the formation of ozone and secondary PM. Ozone and PM are formed through a series of photochemical reactions in the atmosphere. Because the reactions are slow and occur as the pollutants are diffusing downwind, elevated ozone levels are often found many miles from the source of precursor emission. The effects of nitrogen oxides emission are examined on a regional basis.

**Lead (Pb).** Lead is a stable compound, which persists and accumulates both in the environment and in animals. In humans, it affects the blood-forming or hematopoietic, the nervous, and the renal systems. In addition, lead has been shown to affect the normal functions of the reproductive, endocrine, hepatic, cardiovascular, immunological, and gastrointestinal systems, although there is significant individual variability in response to lead exposure. Since 1975, lead emissions have been in decline due in part to the introduction of catalyst-equipped vehicles, and decline in production of leaded gasoline. In general, an analysis of lead is limited to projects that emit significant quantities of the pollutant (i.e. lead smelters) and are not applied to transportation projects.

**Sulfur Oxides (SO<sub>x</sub>).** Sulfur oxides constitute a class of compounds of which sulfur dioxide (SO<sub>2</sub>) and sulfur trioxide (SO<sub>3</sub>) are of greatest importance. The oxides are formed during combustion of the sulfur components in motor fuels. Relatively few sulfur oxides are emitted from motor vehicles since motor fuels are now de-sulfured. The health effects of sulfur oxides include respiratory illness, damage to the respiratory tract, and bronchia-constriction.

**Table 7 | Ambient Air Quality Standards**

Pollutant	Averaging Time	State Standard	Federal Standard	Health and Atmospheric Effects	Typical Sources
Ozone (O <sub>3</sub> ) <sup>a</sup>	1 hour 8 hours	0.09 ppm 0.070 ppm	– <sup>b</sup> 0.08 ppm	High concentrations irritate lungs. Long-term exposure may cause lung tissue damage. Long-term exposure damages plant materials and reduces crop productivity. Precursor organic compounds include a number of known toxic air contaminants.	Low-altitude ozone is almost entirely formed from reactive organic gases (ROG) and nitrogen oxides (NO <sub>x</sub> ) in the presence of sunlight and heat. Major sources include motor vehicles and other mobile sources, solvent evaporation, and industrial and other combustion processes. Biologically-produced ROG may also contribute.
Carbon Monoxide (CO)	1 hour 8 hours 8 hours (Lake Tahoe)	20 ppm 9.0 ppm <sup>c</sup> 6 ppm	35 ppm 9 ppm –	Asphyxiant. CO interferes with the transfer of oxygen to the blood and deprives sensitive tissues of oxygen.	Combustion sources, especially gasoline-powered engines and motor vehicles. CO is the traditional signature pollutant for on-road mobile sources at the local and neighborhood scale.
Respirable Particulate Matter (PM10) <sup>a</sup>	24 hours Annual	50 µg/m <sup>3</sup> 20 µg/m <sup>3</sup>	150 µg/m <sup>3</sup> –	Irritates eyes and respiratory tract. Decreases lung capacity. Associated with increased cancer and mortality. Contributes to haze and reduced visibility. Includes some toxic air contaminants. Many aerosol and solid compounds are part of PM10.	Dust- and fume-producing industrial and agricultural operations; combustion smoke; atmospheric chemical reactions; construction and other dust-producing activities; unpaved road dust and re-entrained paved road dust; natural sources (wind-blown dust, ocean spray).
Fine Particulate Matter (PM2.5) <sup>a</sup>	24 hours Annual	– 12 µg/m <sup>3</sup>	35 µg/m <sup>3</sup> 15 µg/m <sup>3</sup>	Increases respiratory disease, lung damage, cancer, and premature death. Reduces visibility and produces surface soiling. Most diesel exhaust particulate matter – considered a toxic air contaminant – is in the PM2.5 size range. Many aerosol and solid compounds are part of PM2.5.	Combustion including motor vehicles, other mobile sources, and industrial activities; residential and agricultural burning; also formed through atmospheric chemical (including photochemical) reactions involving other pollutants including NO <sub>x</sub> , sulfur oxides (SO <sub>x</sub> ), ammonia, and ROG.

Pollutant	Averaging Time	State Standard	Federal Standard	Health and Atmospheric Effects	Typical Sources
Nitrogen Dioxide (NO <sub>2</sub> )	1 hour Annual	0.25 ppm –	– 0.053 ppm	Irritating to eyes and respiratory tract. Colors atmosphere reddish-brown. Contributes to acid rain.	Motor vehicles and other mobile sources; refineries; industrial operations.
Sulfur Dioxide (SO <sub>2</sub> )	1 hour 3 hours 24 hours Annual	0.25 ppm – 0.04 ppm –	– 0.5 ppm 0.14 ppm 0.030 ppm	Irritates respiratory tract; injures lung tissue. Can yellow plant leaves. Destructive to marble, iron, steel. Contributes to acid rain. Limits visibility.	Fuel combustion (especially coal and high-sulfur oil), chemical plants, sulfur recovery plants, metal processing.
Lead (Pb) <sup>d</sup>	Monthly Quarterly	1.5 µg/m <sup>3</sup> –	– 1.5 µg/m <sup>3</sup>	Disturbs gastrointestinal system. Causes anemia, kidney disease, and neuromuscular and neurological dysfunction. Also considered a toxic air contaminant.	Primary: lead-based industrial process like battery production and smelters. Past: lead paint, leaded gasoline. Moderate to high levels of aerielly deposited lead from gasoline may still be present in soils along major roads, and can be a problem if large amounts of soil are disturbed.

Sources: California Air Resources Board Ambient Air Quality Standards chart, 05/17/2006 (<http://www.arb.ca.gov/aqs/aaqs2.pdf>)  
Sonoma-Marín Area Rail Transit Draft Air Pollutant Standards and Effects table, November 2005, page 3-52.  
U.S. EPA and California Air Resources Board air toxics websites, 05/17/2006

Notes: ppm = parts per million; µg/m<sup>3</sup> = micrograms per cubic meter

<sup>a</sup> Annual PM10 NAAQS revoked October 2006; was 50 µg/m<sup>3</sup>. 24-hr. PM2.5 NAAQS tightened October 2006; was 65 µg/m<sup>3</sup>.

<sup>b</sup> [12/22/2006 Federal court decision](#) may affect applicability of Federal 1-hour ozone standard. Prior to 6/2005, the 1-hour standard was 0.12 ppm. Case is still in litigation.

<sup>c</sup> Rounding to an integer value is not allowed for the State 8-hour CO standard. A violation occurs at or above 9.05 ppm.

<sup>d</sup> The ARB has identified lead, vinyl chloride, and the particulate matter fraction of diesel exhaust as toxic air contaminants. Diesel exhaust particulate matter is part of PM10 and, in larger proportion, PM2.5. Both the ARB and U.S. EPA have identified various organic compounds that are precursors to ozone and PM2.5 as toxic air contaminants. There is no threshold level of exposure for adverse health effect determined for toxic air contaminants, and control measures may apply at ambient concentrations below any criteria levels specified for these pollutants or the general categories of pollutants to which they belong.

**Table 8 | Health Effect Summary From Criteria Pollutants**

<b>Pollutant</b>	<b>Sources</b>	<b>Primary Effects</b>
Ozone (O <sub>3</sub> )	Atmospheric reaction of organic gases with nitrogen oxides in the presence of sunlight.	Aggravation of respiratory diseases; irritation of eyes; impairment of pulmonary function; plant leaf injury.
Nitrogen Dioxide (NO <sub>2</sub> )	Motor vehicle exhaust; high temperature; stationary combustion; atmospheric reactions.	Aggravation of respiratory illness; reduced visibility; reduced plant growth; formation of acid rain.
Carbon Monoxide (CO)	Incomplete combustion of fuels and other carbon-containing substances, such as motor vehicle exhaust; and natural events, such as decomposition of organic matter.	Reduced tolerance for exercise; impairment of mental function; impairment of fetal development; impairment of learning ability; death at high levels of exposure; aggravation of some cardiovascular diseases (angina).
Particulate Matter (PM <sub>10</sub> and PM <sub>2.5</sub> )	Fuel combustion in motor vehicles, equipment, and industrial sources; construction activities; industrial processes; residential and agricultural burning; atmospheric chemical reactions.	Reduced lung function; aggravation of the effects of gaseous pollutants; aggravation of respiratory and cardio-respiratory diseases; increased cough and chest discomfort; soiling; reduced visibility.
Sulfur Dioxide (SO <sub>2</sub> )	Combustion of sulfur-containing fossil fuels; smelting of sulfur-bearing metal ores; industrial processes.	Aggravation of respiratory and cardiovascular diseases; reduced lung function; carcinogenesis; irritation of eyes; reduced visibility; plant injury; deterioration of materials (e.g., textiles, leather, finishes, coating).
Lead (Pb)	Contaminated soil.	Impairment of blood function and nerve construction; behavioral and hearing problems in children.

Source: EPA, 2006a<sup>1</sup>.

**Attainment Status.** The Basin is designated as in maintenance for NO<sub>2</sub> and CO and non-attainment for the following criteria pollutants: Ozone (1-hour and 8-hour), PM<sub>2.5</sub>, and PM<sub>10</sub>. A State Implementation Plan (SIP) is required for each criteria pollutant designated as in maintenance or non-attainment. The Basin currently has five applicable SIPs: The 1997 NO<sub>2</sub> SIP, 1997 Ozone SIP/AQMP (amended in 1999), the 2003 CO SIP, the 2002 PM<sub>10</sub> SIP, and 2007 8-hour ozone and PM<sub>2.5</sub>. The 2003 AQMPs/SIPs were approved by SCAQMD and have received an adequacy finding by the EPA on the emissions budgets for conformity determination. The EPA issued final non-attainment area designations on April 15, 2004 for 8-hour ozone. Designations and Phase I of the implementation regulations were published in the Federal Register on April 30, 2004, effective June 15, 2004. An 8-hour conformity determination for SCAG's 2004 RTP and Regional Transportation Improvement Program (TIP or RTIP) was made by the FHWA and FTA on June 15, 2005. On November 9, 2005, the EPA issued a final rule that will take the next steps to protect the public from ground-level ozone pollution. This rule, called the Phase II Ozone Rule, describes the actions states must take to reduce ground level ozone.

On June 15, 2005 the 1-hour ozone standard was rescinded along with all non-attainment and attainment-maintenance designations. However, the 1-hour ozone NAAQS designation and classification status was retained in reference to the effective data of designation for the 8-hour NAAQS for purposes of the anti-backsliding regulations (40 CFR 51.905).

Designation of PM<sub>2.5</sub> non-attainment areas was first published in the Federal Register on January 5, 2005, and became effective on April 5, 2005. On March 10, 2006, the EPA published a final rule that establishes the transportation conformity criteria and procedures for determining which transportation projects must be analyzed for local air quality impacts in PM<sub>2.5</sub> and PM<sub>10</sub> non-attainment and maintenance areas (71 FR 12468). This rule requires PM<sub>2.5</sub> and PM<sub>10</sub> hot-spot analyses to be performed for POAQC's in non-attainment/maintenance areas. Regional conformity determinations for PM<sub>2.5</sub> have been made by the FHWA on March 30, 2006. On September 21, 2006, EPA revised its NAAQS for PM<sub>2.5</sub> by strengthening the 24-hour standard from 65 µg/m<sup>3</sup> to 35 µg/m<sup>3</sup>. Subsequently, EPA released new area designations in the Federal Register on November 13, 2009 (effective December 13, 2009), which did not change the attainment status for the Basin.

Recently, the approval of the 2005 CO Redesignation Request and CO Maintenance Plan for the Basin was published in the Federal Register on May 11, 2007, and became effective on June 11, 2007. As a result, the Basin was redesignated from non-attainment to attainment-maintenance for the CO NAAQS under CAA section 107 (d)(3)(E).

Finally, the 2007 AQMP, adopted by the AQMD governing board on June 1, 2007 includes basin strategies and control measures to attain the new Federal 8-hour ozone deadline by 2024; and the new annual and 24-hour PM<sub>2.5</sub> standards by 2015 per 40 CFR §93.123(c)(4). The 2007 AQMP employs the most up-to-date science, analytical tools, the most recent planning assumptions (i.e., within the last five years), and approved motor vehicle emission model; and incorporates comprehensive strategies aimed at controlling pollution as required by the EPA. The 2007 AQMP has been incorporated into the SIP submittal by the California Air Resources Board (ARB) to address attainment strategies for PM<sub>2.5</sub> and 8-hour ozone. Based on their review, the EPA has found that the "baseline" reasonable further progress motor vehicle emissions budgets for 8-hour ozone and PM<sub>2.5</sub> in the 2007 South Coast SIP, as amended on April 30, 2008, are adequate for transportation conformity purposes. The EPA, at the same time, has found that the "SIP-based" motor vehicle emissions budgets for 8-hour ozone and PM<sub>2.5</sub> in the amended 2007 South Coast SIP are inadequate for transportation conformity purposes (73 FR 28110).

The goal of a SIP is to secure an attainment designation for the criteria pollutant at a future year. As such, a SIP is created if a pollutant is in non-attainment. Of the six criteria pollutants, two are in attainment: lead and sulfur dioxide (SO<sub>2</sub>); and two are in attainment-maintenance: NO<sub>2</sub> and CO. The remaining pollutants have or will have its respective SIP to address attainment for future years. The proposed project will comply with any federal, state, and local rules and regulations developed as part of implementing control measures in the respective SIPs. Table 9 below lists the designations per federal and state NAAQS:

**Table 9 | Designations of Criteria Pollutants in the SCAB\***

Pollutants	Federal	State
O <sub>3</sub> (1-hour)	Revoked by EPA (June 15, 2005)	Extreme non-attainment
O <sub>3</sub> (8-hour)	Severe-17 non-attainment	
CO	Attainment-maintenance	Attainment
PM <sub>10</sub>	Serious non-attainment	Non-attainment
PM <sub>2.5</sub>	Non-attainment	Non-attainment
NO <sub>2</sub>	Attainment-maintenance	Attainment

Source: [http://pd.dot.ca.gov/env/air/html/areadesig/canafed\\_index.htm](http://pd.dot.ca.gov/env/air/html/areadesig/canafed_index.htm)

\*ARB is considering designating SCAB (for NO<sub>2</sub>) and LA County (for lead) as nonattainment for state standards.

\*\*A request for reclassification to "extreme" was submitted to EPA in the State Implementation Plan (SIP).

**Sensitive Receptors.** Generally, sensitive receptors are facilities or land uses that include members of the population sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Sensitive receptors include residential areas, hospitals, elder-care facilities, rehabilitation centers, elementary schools, daycare centers, and parks. Residential, commercial, public facilities and institutions, and industrial land uses in the vicinity of the project are located throughout this highly urbanized corridor. Residential areas are considered sensitive to air pollution because residents, including children and the elderly, tend to be at home for extended periods of time, resulting in sustained exposure to pollutants.

Existing sensitive land uses in the project surrounding area include low, medium, and high one and two-story detached residences located west and east of I-110. The closest residences are located within 50 to 75 feet of the I-110 northbound and southbound shoulder. Other potentially sensitive uses in the area include public facilities and institutions, schools, hospitals, and industrial/commercial buildings. The closest schools to the project site are Norwood Street Elementary, and Central Continuation School, which are located approximately 0.5 to one mile from the project limits. University of Southern California as well as the LA Convention Center and Staples Center are also within one mile of the project limits. There are several hospitals/healthcare facilities located within two miles east and west of the project limits. Several industrial and commercial buildings exist within a 100-200 foot radius of the project limit. Park areas that consist of outdoor recreational facilities north and west of I-110 are within 2 miles of the proposed project area.

## Environmental Consequences

**Regional air quality analysis.** The authority requiring projects to undergo a regional emissions analysis originates from Section 176 (c) of the Clean Air Act Amendments of 1990. The law is codified as Title 23 of the United States Code (23 USC) and is known as the Federal Transit Act. Currently, the Transportation Conformity Rule is classified as 40 CFR 51.390 and 40 CFR 93.100-93.128.

The Transportation Conformity Rule requires a regional emissions analysis to be performed by the MPO for projects within its jurisdiction. For the Basin, the MPO is the SCAG. The regional emissions analysis includes all projects listed in the RTP and the RTIP. The Plan is a regional planning document spanning a 25-year period, and the

TIP implements the Plan on a 4-year increment. Both the Plan and TIP must support an affirmative conformity finding to obtain the FHWA approval. Projects that are included in the regional analysis are listed in the TIP and referenced in the Plan. Projects in a Plan and TIP that have been approved by the FHWA are considered to have met the conformity requirement for regional emissions analysis.

The project is included in the regional emissions analysis conducted by SCAG for the conforming 2008 Regional Transportation Plan (RTP): Making the Connections. The project's design and scope have not changed significantly from what was analyzed in the approved 2008 RTP. This analysis found that the plan, and therefore the individual projects contained in the plan, are conforming projects, and will have air quality impacts consistent with those identified in the SIPs for achieving the National Ambient Air Quality Standards (NAAQS). FHWA determined the RTP to conform to the SIP on June 5, 2008. A comprehensive analysis of potential air pollutants has concluded that the proposed project is not likely to result in adverse impact on the ambient air quality in the project vicinity. The project is also included in SCAG's currently conforming, financially constrained 2008 RTIP, as one of the Los Angeles Congestion Reduction Demonstration (LACRD) projects (project numbers LA0G138, LA0G137, and LA0G141). A project-level conformity analysis determination has been received from FHWA.

**Local air quality analysis.** The local analysis is commonly referred to as project-level air quality or "hot-spot" analysis. The primary focus is the operational impact on air quality created by the proposed improvement. Unlike a regional analysis, a local analysis is constrained in scope and is limited to a particular project. The criteria pollutants analyzed do not consist of all pollutants in non-attainment. The analysis is restricted to CO, PM<sub>10</sub>, and PM<sub>2.5</sub>. The analysis years consist of the year opening to traffic and the ultimate horizon year referenced in the approved Plan rather than a series of present and future years. The approach to the local analysis is tiered and is dependent on the status of the CO SIP: the CO analysis can be qualitative, quantitative, or computational. The PM<sub>10</sub> and PM<sub>2.5</sub> analyses are qualitative in scope.

**CO operational impact.** The Basin is classified as in attainment-maintenance for CO as indicated in Table 7. A CO Maintenance Plan for the SCAB was approved effective June 11, 2007. In California, the procedure for performing a CO analysis is detailed in the CO Protocol developed by the Institute of Transportation Studies at the University of California, Davis. The EPA Region IX, in October of 1997, approved the CO Protocol. The US EPA deemed the CO Protocol as an acceptable option to the mandated quantitative analysis. The CO Protocol incorporates §93.115 – 93.117, §93.126 – 93.128 into its rules and procedures. The CO Protocol Flowcharts were utilized in determining the type of project-level CO analysis required for the proposed projects. A step-by-step response to each step and level along the flowchart is provided in the Air Quality Technical Study. Based on this analysis, the project is satisfactory and no further analysis, such as modeling, is needed.

**Particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>).** The Federal Clean Air Act (FCAA) section 176 (c)(1)(B) is the statutory criterion that must be met by all projects in non-attainment and maintenance areas that are subject to transportation conformity. It states that federally-supported transportation projects must not "cause or contribute to any new violation of any standard in any area; increase the frequency or severity of any existing violation of any standard in any area; or delay timely attainment of any standard or any

required interim emission reductions or other milestones in any area.” To meet statutory requirements, EPA’s March 10, 2006 final rule requires qualitative PM<sub>2.5</sub> and PM<sub>10</sub> hot-spot analyses to be performed for projects of air quality concern (POAQC). Qualitative hot-spot analyses would be done for these projects before appropriate methods and modeling guidance are available and quantitative PM<sub>2.5</sub> and PM<sub>10</sub> hot-spot analyses are required under 40 CFR 93.123(b)(4). In addition, through the final rule, EPA determined that projects not identified in 40 CFR 93.123(b)(1) as POAQC have also met statutory requirements without any further hot-spot analyses (40 CFR 93.116(a)). The final rule requires Interagency Consultation concurrence on the project-level hot-spot analysis and findings for every project in a PM non-attainment and maintenance area, which is not fully exempt from conformity analysis requirement. Interagency Consultation concurrence is required for both projects where a detailed analysis is done, and for the decision that a project is not a POAQC and does not need a detailed analysis.

Based on a comparison of the proposed scope of the project with 40 CFR 93.123(b)(1), the proposed project would not be considered as a POAQC; therefore, a qualitative PM<sub>2.5</sub> and PM<sub>10</sub> hot-spot analysis is not required. The final rule, however, requires that all projects that are not exempt from the requirements to determine conformity, be reviewed by the Interagency Consultation to determine if the project is a POAQC or not. Within the Basin, the Interagency Consultation takes the form of the SCAG Transportation Conformity Working Group (TCWG) where representatives from the FHWA, EPA, ARB, SCAQMD, and other local and state partners join and discuss transportation conformity issues. Pursuant to the requirements set forth in 40 CFR 93, the project summary was submitted for the Interagency Consultation. The summary and TCWG concurrence can be viewed in Appendix F of this document. On September 2008, the SCAG TCWG, in its monthly scheduled meeting, had discussed the project and concurred that the proposed project would not be a POAQC and would not cause or contribute to, or increase the severity of or exceedances of, or delay timely attainment of the NAAQS for PM<sub>2.5</sub> and PM<sub>10</sub>. The following discussion is presented for informational purposes only since the project has been determined as not a POAQC and a qualitative hot-spot analysis is deemed not required.

The representative air monitoring station to the project site is the Los Angeles – North Main Street Station. This monitoring station is located approximately 4 miles from the project at its closest approach. The surrounding land use at the Los Angeles – North Main Street station is generally commercial and industrial, which is similar to the land uses in the vicinity of the proposed project. Hence, the air quality concentrations monitored at the Los Angeles – North Main Street station is representative of the conditions at the proposed project area.

**Table 10 | Existing and Future PM<sub>10</sub> and PM<sub>2.5</sub> Emissions by Project Alternatives\***

		Existing Year, 2009*	Opening Year, 2012*		Horizon Year, 2035*	
			Emissions	Change from No-Build**	Emissions	Change from No-Build**
Direct PM <sub>2.5</sub>	No-Build	239.0	228.0	-0.6	235.8	-8.4
	Build	X	227.4		227.4	
Direct PM <sub>10</sub>	No-Build	355.8	341.9	-0.2	367.4	-9.4
	Build	X	341.7		358.0	
Re-Entrained PM <sub>10</sub>	No-Build	717.2	717.2	-0.2	844.4	-2.7
	Build	X	717.0		841.7	

\*Emissions in unit lb/day.

\*\*Minus (-) sign denotes a decrease from No-Build.

ARB's EMFAC2007 model was utilized in estimating existing and future project-level PM<sub>2.5</sub> and PM<sub>10</sub> emissions for the project alternatives. A summary of total of tailpipe, brake wear, and tire wear PM<sub>2.5</sub> and PM<sub>10</sub> emissions and PM<sub>10</sub> re-entrained road dust data are presented in Table 10. Re-entrained road dust computations were performed using the emission factor equations provided in the Fifth Edition, Volume I of EPA's AP-42 document dated November 1, 2006. Summaries of PM<sub>2.5</sub> and PM<sub>10</sub> emissions in Table 10 indicate that the implementation of the project would result in reduction of PM<sub>2.5</sub> and PM<sub>10</sub> emissions when compared to the No-Build scenario. It should be noted that this reduction in the Build emissions is despite the general increase in the truck traffic and total traffic volumes along I-110. This reduction in the PM emissions is primarily due to an increase in vehicle speeds and decrease in VMTs along certain segments with the implementation of the proposed project.

**Construction impacts.** According to 40 CFR §93.123(c)(5), hot-spot analyses are not required to consider construction-related activities that cause temporary increases in emissions. Temporary increases in emissions are defined as those that occur only during the construction phase and that last five years or less at any individual site.

Construction activities associated with the proposed project would be temporary and would last the duration of project construction. Currently, project construction is scheduled to start in July 2010 and anticipated date of completion is December 2011. The discussion has concluded that project construction would not create adverse pollutant emissions. Short-term impacts to air quality may occur during construction phase. Additional sources of construction related emissions include:

- Exhaust emission and potential odors from construction equipment used on the construction site as well as those used to transport materials to and from the site; and
- Exhaust emissions from the motor vehicles of the construction crew.

Project construction may result in temporary emissions of CO, NO<sub>x</sub>, ROG, and PM<sub>10</sub>. Stationary or mobile powered on-site construction equipment may include trucks, signal boards, backhoes, concrete saws, crushing and/or processing equipment, trenchers, pavers and other paving equipment. The amount of worker trips to the site is unknown at this time. However, given the high volume of traffic in this area, the addition of worker trips is anticipated to be inconsequential and is unlikely to contribute or affect traffic flow on local roadways; and therefore, construction related emissions may be considered temporary.

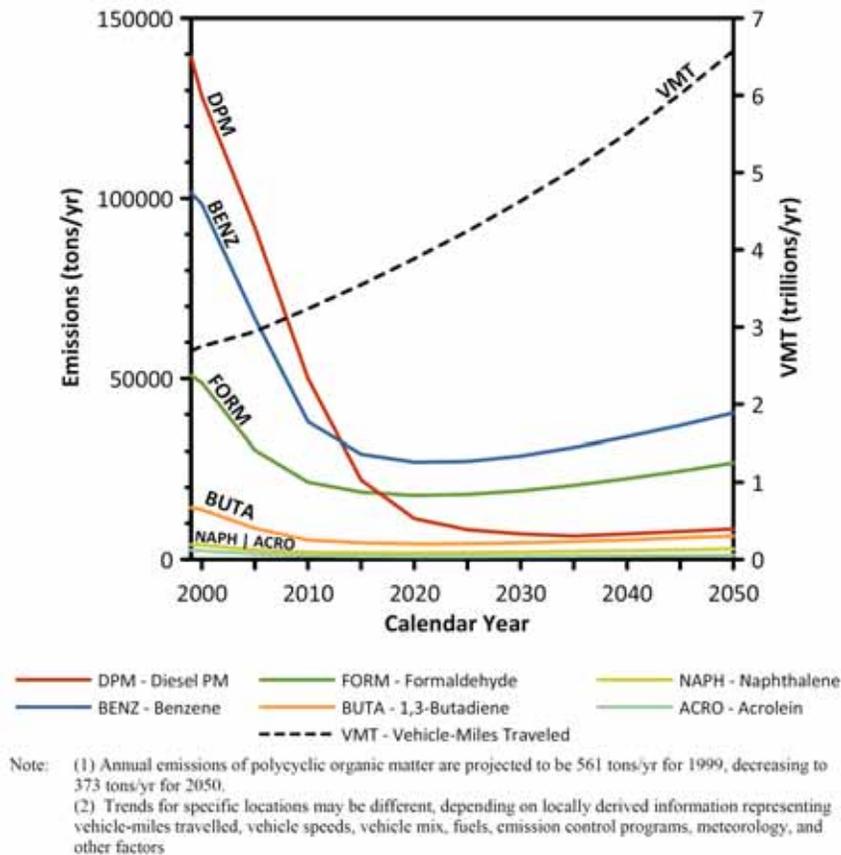
In order to further minimize construction-related emissions, all construction vehicles and construction equipment would be required to be equipped with the state-mandated emission control devices pursuant to state emission regulations and standard construction practices. After construction of the project is complete, all construction-related impacts would cease; resulting in a less than significant impact. Short-term construction PM<sub>10</sub> emissions would be further reduced with the implementation of SCAQMD's fugitive dust reduction measures (Rule 403). Note that Caltrans Standard Specifications for construction (Section 10 and 18 [Dust Control] and Section 39-3.06 [Asphalt Concrete Plants] must also be adhered to. Therefore, project construction is not anticipated to violate State or Federal air quality standards or contribute to the existing air quality violation in the air basin.

Prior to construction, Rule 403 entails the implementation of best available fugitive dust control measures during active operations capable of generating dust. All measures presented in Tables 1 through 3 of Rule 403 applicable to the construction activities associated with the project should be implemented to the greatest extent feasible. The proposed project will comply with any federal, state, and local rules and regulations developed as part of implementing control measures in the respective SIPs.

**Mobile Source Air Toxics (MSATs).** Controlling air toxic emissions became a national priority with the passage of the Clean Air Act Amendments (CAAA) of 1990, whereby Congress mandated that the U.S. Environmental Protection Agency (EPA) regulate 188 air toxics, also known as hazardous air pollutants. The EPA has assessed this expansive list in their latest rule on the Control of Hazardous Air Pollutants from Mobile Sources (Federal Register, Vol. 72, No. 37, page 8430, February 26, 2007) and identified a group of 93 compounds emitted from mobile sources that are listed in their Integrated Risk Information System (IRIS) (<http://cfcpub.epa.gov/ncea/iris/index.cfm>). In addition, EPA identified seven compounds with significant contributions from mobile sources that are among the national and regional-scale cancer risk drivers from their 1999 National Air Toxics Assessment (NATA) (<http://www.epa.gov/ttn/atw/nata1999/>). These are *acrolein, benzene, 1,3-butadiene, diesel particulate matter plus diesel exhaust organic gases (diesel PM), formaldehyde, naphthalene, and polycyclic organic matter*. While FHWA considers these the priority mobile source air toxics, the list is subject to change and may be adjusted in consideration of future EPA rules.

The 2007 EPA rule mentioned above requires controls that will dramatically decrease MSAT emissions through cleaner fuels and cleaner engines. According to an FHWA analysis using EPA's MOBILE6.2 model, even if vehicle activity (vehicle-miles traveled, VMT) increases by 145 percent as assumed, a combined reduction of 72 percent in the total annual emission rate for the priority MSAT is projected from 1999 to 2050, as shown in Figure 9.

**Figure 9 | National MSAT Emission Trends 1999-2050 for Vehicles Operating on Roadways Using EPA's Mobile6.2 Model**



Air toxics analysis is a continuing area of research. While much work has been done to assess the overall health risk of air toxics, many questions remain unanswered. In particular, the tools and techniques for assessing project-specific health outcomes as a result of lifetime MSAT exposure remain limited. These limitations impede the ability to evaluate how the potential health risks posed by MSAT exposure should be factored into project-level decision-making within the context of the National Environmental Policy Act (NEPA).

Nonetheless, air toxics concerns continue to be raised on highway projects during the NEPA process. Even as the science emerges, we are duly expected by the public and other agencies to address MSAT impacts in our environmental documents. The FHWA, EPA, the Health Effects Institute, and others have funded and conducted research studies to try to more clearly define potential risks from MSAT emissions associated with highway projects. The FHWA will continue to monitor the developing research in this emerging field.

**Incomplete or Unavailable Information for Project Specific MSAT Impacts Analysis.** In FHWA's view, information is incomplete or unavailable to credibly predict the project-specific health impacts due to changes in MSAT emissions associated with a proposed set of highway alternatives. The outcome of such an assessment, adverse or not, would be influenced more by the uncertainty introduced into the process through assumption and speculation rather than any genuine insight into the actual

health impacts directly attributable to MSAT exposure associated with a proposed action.

The U.S. Environmental Protection Agency (EPA) is responsible for protecting the public health and welfare from any known or anticipated effect of an air pollutant. They are the lead authority for administering the Clean Air Act and its amendments and have specific statutory obligations with respect to hazardous air pollutants and MSAT. The EPA is in the continual process of assessing human health effects, exposures, and risks posed by air pollutants. They maintain the Integrated Risk Information System (IRIS), which is “a compilation of electronic reports on specific substances found in the environment and their potential to cause human health effects” (EPA, <https://www.epa.gov/iris/>). Each report contains assessments of non-cancerous and cancerous effects for individual compounds and quantitative estimates of risk levels from lifetime oral and inhalation exposures with uncertainty spanning perhaps an order of magnitude.

Other organizations are also active in the research and analyses of the human health effects of MSAT, including the Health Effects Institute (HEI). Two HEI studies are summarized in Appendix D of FHWA’s Interim Guidance Update on Mobile source Air Toxic Analysis in NEPA Documents. Among the adverse health effects linked to MSAT compounds at high exposures are cancer in humans in occupational settings; cancer in animals; and irritation to the respiratory tract, including the exacerbation of asthma. Less obvious is the adverse human health effects of MSAT compounds at current environmental concentrations (HEI, <http://pubs.healtheffects.org/view.php?id=282>) or in the future as vehicle emissions substantially decrease (HEI, <http://pubs.healtheffects.org/view.php?id=306>).

The methodologies for forecasting health impacts include emissions modeling; dispersion modeling; exposure modeling; and then final determination of health impacts – each step in the process building on the model predictions obtained in the previous step. All are encumbered by technical shortcomings or uncertain science that prevents a more complete differentiation of the MSAT health impacts among a set of project alternatives. These difficulties are magnified for lifetime (i.e., 70 year) assessments, particularly because unsupportable assumptions would have to be made regarding changes in travel patterns and vehicle technology (which affects emissions rates) over that time frame, since such information is unavailable. The results produced by the EPA’s MOBILE6.2 model, the California EPA’s Emfac2007 model, and the EPA’s DraftMOVES2009 model in forecasting MSAT emissions are highly inconsistent. Indications from the development of the MOVES model are that MOBILE6.2 significantly underestimates diesel particulate matter (PM) emissions and significantly overestimates benzene emissions.

Regarding air dispersion modeling, an extensive evaluation of EPA’s guideline CAL3QHC model was conducted in an NCHRP study ([http://www.epa.gov/scram001/dispersion\\_alt.htm#hyroad](http://www.epa.gov/scram001/dispersion_alt.htm#hyroad)), which documents poor model performance at ten sites across the country – three where intensive monitoring was conducted plus an additional seven with less intensive monitoring. The study indicates a bias of the CAL3QHC model to overestimate concentrations near highly congested intersections and underestimate concentrations near uncongested intersections. The consequence of this is a tendency to overstate the air quality benefits of mitigating congestion at intersections. Such poor model performance is

less difficult to manage for demonstrating compliance with National Ambient Air Quality Standards for relatively short time frames than it is for forecasting individual exposure over an entire lifetime, especially given that some information needed for estimating 70-year lifetime exposure is unavailable. It is particularly difficult to reliably forecast MSAT exposure near roadways, and to determine the portion of time that people are actually exposed at a specific location.

There are considerable uncertainties associated with the existing estimates of toxicity of the various MSAT, because of factors such as low-dose extrapolation and translation of occupational exposure data to the general population, a concern expressed by HEI (<http://pubs.healtheffects.org/view.php?id=282>). As a result, there is no national consensus on air dose-response values assumed to protect the public health and welfare for MSAT compounds, and in particular for diesel PM. The EPA (<http://www.epa.gov/risk/basicinformation.htm#g>) and the HEI (<http://pubs.healtheffects.org/getfile.php?u=395>) have not established a basis for quantitative risk assessment of diesel PM in ambient settings.

There is also the lack of a national consensus on an acceptable level of risk. The current context is the process used by the EPA as provided by the Clean Air Act to determine whether more stringent controls are required in order to provide an ample margin of safety to protect public health or to prevent an adverse environmental effect for industrial sources subject to the maximum achievable control technology standards, such as benzene emissions from refineries. The decision framework is a two-step process. The first step requires EPA to determine a “safe” or “acceptable” level of risk due to emissions from a source, which is generally no greater than approximately 100 in a million. Additional factors are considered in the second step, the goal of which is to maximize the number of people with risks less than 1 in a million due to emissions from a source. The results of this statutory two-step process do not guarantee that cancer risks from exposure to air toxics are less than 1 in a million; in some cases, the residual risk determination could result in maximum individual cancer risks that are as high as approximately 100 in a million. In a June 2008 decision, the U.S. Court of Appeals for the District of Columbia Circuit upheld EPA’s approach to addressing risk in its two step decision framework. Information is incomplete or unavailable to establish that even the largest of highway projects would result in levels of risk greater than safe or acceptable.

Because of the limitations in the methodologies for forecasting health impacts described, any predicted difference in health impacts between alternatives is likely to be much smaller than the uncertainties associated with predicting the impacts. Consequently, the results of such assessments would not be useful to decision makers, who would need to weigh this information against project benefits, such as reducing traffic congestion, accident rates, and fatalities plus improved access for emergency response, that are better suited for quantitative analysis.

**Relevance Of Unavailable Or Incomplete Information To Evaluating Reasonably Foreseeable Significant Adverse Impacts On The Environment, And Evaluation Of Impacts Based Upon Theoretical Approaches Or Research Methods Generally Accepted In The Scientific Community.** Because of the uncertainties outlined above, a reliable quantitative assessment of the effects of air toxic emissions impacts on human health cannot be made at the project level. While available tools do allow us to reasonably predict relative emissions changes between alternatives for larger

projects, the amount of MSAT emissions from each of the project alternatives and MSAT concentrations or exposures created by each of the project alternatives cannot be predicted with enough accuracy to be useful in estimating health impacts. As noted above, the current emissions model is not capable of serving as a meaningful emissions analysis tool for smaller projects. Therefore, the relevance of the unavailable or incomplete information is that it is not possible to make a determination of whether any of the alternatives would have "significant adverse impacts on the human environment."

**MSAT Emissions in the Project Area.** The FHWA, in its Interim Guidance published on September 30, 2009 (Interim Guidance on Mobile Source Air Toxic Analysis in NEPA Documents) recommends a range of options deemed appropriate for addressing and documenting the MSAT issue in NEPA documents. This project is classified as serving to improve the operation of an existing highway without adding substantial new capacity but still may have meaningful differences in MSAT emissions among project alternatives. Therefore, level of emissions for the highest priority MSATs for the no-build and build alternatives was evaluated.

The basic procedure for analyzing emissions for on-road MSAT is to calculate emission factors using EMFAC2007 and apply the emission factors to speed and VMT data specific to the project. EMFAC2007 is the emission inventory model developed by the California Air Resources Board (CARB), which calculates emission inventories for motor vehicles operating on roads in California. The emission factors used in this analysis is from EMFAC2007 and is specific to the Los Angeles County portion of the South Coast Air Basin. Results were produced for the base year (2009), the first operational year once the project is complete (2012), and the horizon year, consistent with SCAG's RTP (2035). 2012 and 2035 analyses compared no-build conditions to expected conditions resulting from implementation of the project.

**Table 11 | 2012 Changes in Total Project MSAT Emission Estimates\***

Toxic Air Contaminant	Existing, 2009 (gms/day)	2012 No-Build (gms/day)	2012 Build (gms/day)		
			Emissions	Δ% from Existing*	Δ% from No Build*
Diesel PM	14,675	12,274	11,683	-2,992	-591
Benzene	14,128	10,149	10,005	-4,123	-144
1,3-Butadiene	2,773	1,920	1,889	-884	-31
Acetaldehyde	3,825	2,829	2,746	-1,079	-83
Acrolein	636	440	433	-203	-7
Formaldehyde	12,067	8,771	8,555	-3,512	-216

\* Minus (-) sign denotes a decrease from existing or no-build.

MSAT emissions for all alternatives in the existing (2009), opening (2012), and horizon (2035) years are summarized in Tables 11 and 12. The emissions are presented in grams per day of each pollutant for each scenario. The results indicate that the overall emissions of all priority MSATs would be lower with the build alternative (Alternative 2, the preferred alternative) than with the no-build alternative (Alternative 1) in 2012 and 2035, except for a slight increase of 0.4% in diesel PM in 2035. The analysis indicates that all MSAT emissions in 2012 and 2035 would be less than the existing (2009)

conditions, regardless of the alternative chosen. The emissions will likely be lower than present levels in the design year as a result of EPA's and California's control programs that are project to further reduce MSAT emissions. Local conditions may differ from these national projections in terms of fleet mix and turnover, VMT growth rates, and local control measures. However, the magnitude of the EPA-projected reductions is so great (even after accounting for VMT growth) that MSAT emissions in the study area are likely to be lower in the future in nearly all cases when compared to the present level.

**Table 12 | 2035 Changes in Total Project MSAT Emission Estimates\***

Toxic Air Contaminant	Existing 2009 (gms/day)	2035 No Build (gms/day)	2035 Build (gms/day)		
			Emissions	Δ% from Existing*	Δ% from No Build*
Diesel PM	14,675	4,224	4,239	-10,436	15
Benzene	14,128	4,064	3,896	-10,232	-168
1,3-Butadiene	2,773	616	598	-2,175	-18
Acetaldehyde	3,825	944	881	-2,944	-63
Acrolein	636	143	140	-496	-4
Formaldehyde	12,067	2,992	2,838	-9,229	-154

\* Minus (-) sign denotes a decrease from existing or no-build.

**Construction MSAT emissions.** Construction activity may generate a temporary increase in MSAT emissions. Project-level assessments that render a decision to pursue construction emission mitigation will benefit from a number of technologies and operational practices that should help lower short-term MSAT. Construction minimization and avoidance measures includes strategies that reduce engine activity or reduce emissions per unit of operating time, such as reducing the numbers of trips and extended idling. Operational agreements that reduce or redirect work or shift times to avoid community exposures can have positive benefits when sites are near populated areas. For example, agreements that stress work activity outside normal hours of an adjacent school campus would be operations-oriented mitigation. Verified emissions control technology retrofits or fleet modernization of engines for construction equipment could be appropriate mitigation strategies. Technology retrofits could include particulate matter traps, oxidation catalysts, and other devices that provide an after treatment of exhaust emissions. Implementing maintenance programs per manufacturers' specifications to ensure engines perform at EPA certification levels, as applicable, and to ensure retrofit technologies perform at verified standards, as applicable, could also be deemed appropriate. The use of clean fuels, such as ultra-low sulfur diesel, biodiesel, or natural gas also can be a very cost-beneficial strategy. The EPA has listed a number of approved diesel retrofit technologies; many of these can be deployed as emissions minimization measures for equipment used in construction.

**Toxic Air Contaminants (TACs).** In 1998, the EPA's Office of Environmental Health Hazard Assessment (OEHHA) completed a comprehensive health assessment of diesel exhaust. This assessment formed the basis for a decision by the ARB to formally identify particles in diesel exhaust as a toxic air contaminant that may pose a threat to human health.

Diesel exhaust is a complex mixture of thousands of gases and fine particles (commonly known as soot) that contains more than 40 toxic air contaminants. These include many known or suspected cancer-causing substances, such as benzene, arsenic, and formaldehyde. It also contains other harmful pollutants, including nitrogen oxides and PM from diesel-fueled engines (diesel PM).

The ARB has found that diesel PM contributes over 70 percent of the known risk from air toxics and poses the greatest cancer risks among all identified air toxics. Diesel trucks contribute more than half of the total diesel combustion sources. However, the ARB has adopted a Diesel Risk Reduction Plan (DRRP) with control measures that would reduce the overall diesel PM emissions by about 85% from 2000 to 2020. In addition, total toxic risk from diesel exhaust may only be exposed for a much shorter duration. Further, diesel PM is only one of many environmental toxics and those of other toxics and other pollutants in various environmental media may over shadow its cancer risks. Thus, while diesel exhaust may pose potential cancer risks to receptors spending time on or near high risk diesel PM facilities, most receptors' short term exposure would only cause minimal harm, and these risks would also greatly diminish in the future operating years of the project due to planned emission control regulations.

**Naturally Occurring Asbestos (NOA).** Asbestos is a term used for several types of naturally occurring fibrous minerals that are a human health hazard when airborne. The most common type of asbestos is chrysotile, but other types such as tremolite and actinolite are also found in California. Asbestos is classified as a known human carcinogen by state, federal, and international agencies and was identified as a toxic air contaminant by the ARB in 1986. All types of asbestos are hazardous and may cause lung disease and cancer.

Asbestos can be released from serpentinite and ultramafic rocks when the rock is broken or crushed. At the point of release, the asbestos fibers may become airborne, causing air quality and human health hazards. These rocks have commonly been used for unpaved gravel roads, landscaping, fill projects and other improvement projects in some localities. Asbestos may be released into the atmosphere due to vehicular traffic on unpaved roads, during grading for development projects, and at quarry operations. All of these activities may have the effect of releasing potentially harmful asbestos into the air. Natural weathering and erosion processes can act on asbestos bearing rock and make it easier for asbestos fibers to become airborne if such rock is disturbed. Serpentinite may contain chrysotile asbestos, especially near fault zones. Ultramafic rock, a rock closely related to serpentinite, may also contain asbestos minerals. Asbestos can also be associated with other rock types in California, though much less frequently than serpentinite and/or ultramafic rock. Serpentinite and/or ultramafic rock are known to be present in 44 of California's 58 counties. These rocks are particularly abundant in the counties of the Sierra Nevada foothills, the Klamath Mountains, and Coast Ranges. The California Department of Conservation, Division of Mines and Geology have developed a map of the state showing the general location of ultramafic rock in the state. Los Angeles County is one of the counties identified as containing serpentinite and ultramafic rock. However, only the Catalina Island portion of Los Angeles County has been found to contain such rock; therefore, it is not found in the project area. Therefore, no potential impacts from naturally occurring asbestos during project construction would occur.

## **Avoidance, Minimization, and/or Mitigation Measures**

Most of the construction impacts to air quality are short-term in duration and, therefore, will not result in adverse or long-term conditions. Implementation of the following measures will reduce any air quality impacts resulting from construction activities:

The construction contractor shall comply with Caltrans' Standard Specifications Section 7-1.01F and Section 10 (1999).

Section 7, "Legal Relations and Responsibility," addresses the contractor's responsibility on many items of concern, such as: air pollution; protection of lakes, streams, reservoirs, and other water bodies; use of pesticides; safety; sanitation; and convenience of the public; and damage or injury to any person or property as a result of any construction operation. Section 7-1.01F specifically requires compliance by the contractor with all applicable laws and regulations related to air quality, including air pollution control district and air quality management district regulations and local ordinances.

Section 10 is directed at controlling dust. If dust palliative materials other than water are to be used, material specifications are contained in Section 18.

Water or dust palliative will be applied to the site and equipment as frequently as necessary to control fugitive dust emissions.

Soil binder will be spread on any unpaved roads used for construction purposes, and all project construction parking areas.

Trucks will be washed off as they leave the right of way as necessary to control fugitive dust emissions.

Construction equipment and vehicles shall be properly tuned and maintained. Low-sulfur fuel shall be used in all construction equipment as provided in California Code of Regulations Title 17, Section 93114.

Locate equipment and materials storage sites as far away from residential and park uses as practical. Keep construction areas clean and orderly.

To the extent feasible, establish ESAs for sensitive air receptors within which construction activities involving extended idling of diesel equipment would be prohibited.

Use track-out reduction measures such as gravel pads at project access points to minimize dust and mud deposits on roads affected by construction traffic.

Cover all transported loads of soils and wet materials prior to transport, or provide adequate freeboard (space from the top of the material to the top of the truck) to reduce PM10 and deposition of particulate during transportation.

Remove dust and mud that are deposited on paved, public roads due to construction activity and traffic to decrease particulate matter.

To the extent feasible, route and schedule construction traffic to reduce congestion and related air quality impacts caused by idling vehicles along local roads during peak travel times.

Install mulch or plant vegetation as soon as practical after grading to reduce windblown particulate in the area.

Prior to construction, SCAQMD's Rule 403 entails the implementation of best available fugitive dust control measures during active operations capable of generating dust. All measures presented in Tables 1 through 3 of Rule 403 applicable to the construction activities associated with the project should be implemented to the greatest extent feasible. The proposed project will comply with any federal, state, and local rules and regulations developed as part of implementing control measures in the respective SIPs.

**Naturally Occurring Asbestos.** While unlikely, if naturally occurring asbestos, serpentine, or ultramafic rock is discovered during grading operations, the SCAQMD should be notified per Section 93105, Title 17 of the California Code of Regulations.

## 2.2.7 | NOISE AND VIBRATION

### Regulatory Setting

The National Environmental Policy Act (NEPA) of 1969 and the California Environmental Quality Act (CEQA) provide the broad basis for analyzing and abating highway traffic noise effects. The intent of these laws is to promote the general welfare and to foster a healthy environment. The requirements for noise analysis and consideration of noise abatement and/or mitigation, however, differ between NEPA and CEQA.

#### ***CALIFORNIA ENVIRONMENTAL QUALITY ACT***

CEQA requires a strictly baseline versus build analysis to assess whether a proposed project will have a noise impact. If a proposed project is determined to have a significant noise impact under CEQA, then CEQA dictates that mitigation measures must be incorporated into the project unless such measures are not feasible. The rest of this section will focus on the NEPA-23 CFR 772 noise analysis; please see [Chapter 3](#) of this document for further information on noise analysis under CEQA.

#### ***NATIONAL ENVIRONMENTAL POLICY ACT AND 23 CFR 772***

For highway transportation projects with FHWA (and the Department, as assigned) involvement, the federal-Aid Highway Act of 1970 and the associated implementing regulations (23 CFR 772) govern the analysis and abatement of traffic noise impacts. The regulations require that potential noise impacts in areas of frequent human use be identified during the planning and design of a highway project. The regulations contain noise abatement criteria (NAC) that are used to determine when a noise impact would occur. The NAC differ depending on the type of land use under analysis. For example, the NAC for residences (67 dBA) is lower than the NAC for commercial areas (72 dBA). The following table lists the noise abatement criteria for use in the NEPA-23 CFR 772 analysis.

**Table 13 | Noise Abatement Criteria**

<b>Activity Category</b>	<b>NAC, Hourly A- Weighted Noise Level, dBA L<sub>eq</sub>(h)</b>	<b>Description of Activities</b>
A	57 Exterior	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose
B	67 Exterior	Picnic areas, recreation areas, playgrounds, active sport areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.
C	72 Exterior	Developed lands, properties, or activities not included in Categories A or B above
D	–	Undeveloped lands.
E	52 Interior	Residence, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums

Figure 10 lists the noise levels of common activities to enable readers to compare the actual and predicted highway noise-levels discussed in this section with common activities.

**Figure 10 | Common Activity Noise Levels**

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
Jet Fly-over at 300m (1000 ft)	110	Rock Band
Gas Lawn Mower at 1 m (3 ft)	100	
Diesel Truck at 15 m (50 ft), at 80 km (50 mph)	90	Food Blender at 1 m (3 ft)
Noisy Urban Area, Daytime	80	Garbage Disposal at 1 m (3 ft)
Gas Lawn Mower, 30 m (100 ft)	70	Vacuum Cleaner at 3 m (10 ft)
Commercial Area		Normal Speech at 1 m (3 ft)
Heavy Traffic at 90 m (300 ft)	60	Large Business Office
Quiet Urban Daytime	50	Dishwasher Next Room
Quiet Urban Nighttime	40	Theater, Large Conference Room (Background)
Quiet Suburban Nighttime		Library
Quiet Rural Nighttime	30	Bedroom at Night, Concert Hall (Background)
	20	Broadcast/Recording Studio
	10	
Lowest Threshold of Human Hearing	0	Lowest Threshold of Human Hearing

In accordance with the Department’s *Traffic Noise Analysis Protocol for New Highway Construction and Reconstruction Projects, August 2006*, a noise impact occurs when the future noise level with the project results in a substantial increase in noise level (defined as a 12 dBA or more increase) or when the future noise level with the project approaches or exceeds the NAC. Approaching the NAC is defined as coming within 1 dBA of the NAC.

If it is determined that the project will have noise impacts, then potential abatement measures must be considered. Noise abatement measures that are determined to be reasonable and feasible at the time of final design are incorporated into the project plans and specifications. This document discusses noise abatement measures that would likely be incorporated in the project.

The Department’s *Traffic Noise Analysis Protocol* sets forth the criteria for determining when an abatement measure is reasonable and feasible. Feasibility of noise abatement is basically an engineering concern. A minimum 5 dBA reduction in the future noise level must be achieved for an abatement measure to be considered

feasible. Other considerations include topography, access requirements, other noise sources and safety considerations. The reasonableness determination is basically a cost-benefit analysis. Factors used in determining whether a proposed noise abatement measure is reasonable include: residents acceptance, the absolute noise level, build versus existing noise, environmental impacts of abatement, public and local agencies input, newly constructed development versus development pre-dating 1978 and the cost per benefited residence.

### **Affected Environment**

A noise review was conducted on October 16, 2008 for the proposed project. The Harbor Freeway within the project limits traverses a large area and therefore borders a multitude of land uses, including residential (both low and high density), commercial, industrial, and open space. There are sensitive noise receptors located in close proximity to the project limits, including approximately nine elementary schools, one junior high school, one community college, the University of Southern California, and three hospitals or clinics.

### **Environmental Consequences**

According to the Caltrans Traffic Noise Protocol, this project is not expected to result in traffic noise impacts. The project will not involve construction of a new highway on a new location or the physical alteration of an existing highway that significantly changes either the horizontal or vertical alignment or increases the number of through-traffic lanes. Therefore, sensitive receptors in the area will not be impacted.

There is a potential for construction-related noise impacts, and noise levels generated during construction shall comply with all applicable local, state, and federal regulations. However, no adverse noise impacts from construction are anticipated because construction would be conducted in accordance with Caltrans standard specifications and would be short-term, intermittent, and dominated by local traffic noise.

### **Avoidance, Minimization, and/or Abatement Measures**

Since the project is not expected to result in traffic noise impacts, noise abatement is not necessary. Construction-related noise impacts may occur in the immediate area of construction. These temporary construction noise impacts will be minimized by implementation of the following measures:

Equipment noise control is needed to reduce the noise emissions from construction sites by mandating specified noise levels for design of new equipment, and updating old equipment with new noise control devices.

Mufflers are very effective devices that reduce the noise emanating from the intake or exhaust of an engine, compressor, or pump. All new and existing equipment will be equipped or retrofitted with mufflers that will result in an immediate noise reduction at the construction site.

Crawler-mounted equipment tracks will be periodically maintained and lubricated in order to lessen the sound radiating from the track assembly resulting from metal to soil and metal to metal contact.

Exhaust pipe heights will be lowered closer to the ground wherever possible in order to increase the effectiveness of barriers as noise control.

In-use site noise control is necessary to prevent existing equipment from producing noise levels in excess of specified limits. Any equipment that produces noise levels less than the specified limits would not be affected. However, those exceeding the limit would be required to meet compliance by repair, retrofit, or elimination. New equipment with the latest noise-sensitive components and noise control devices are generally quieter than older equipment, if properly maintained and inspected regularly. They should be repaired or replaced if necessary to maintain the in-use noise limit. All equipment applying the in-use noise limit would achieve an immediate noise reduction if properly enforced.

Site restrictions should be applied to achieve noise reduction through different methods, resulting in an immediate reduction of noise emitted to the community without requiring any modification to the source noise emissions.

Shielding with barriers should be implemented to reduce construction equipment noise. The placement of barriers will be carefully considered to reduce limitation of site access. Barriers may be natural or man-made.

Efficient rerouting of trucks and control of traffic activity on construction site will reduce noise due to vehicle idling, gear shifting and accelerating under load. Proper traffic control will result in efficient work and reduce noise levels. Additionally, rerouting of trucks does not reduce noise levels but transfers noise to other areas that are less sensitive to noise.

Time scheduling of activities should be implemented to minimize noise impact on exposed areas. Local activity patterns and surrounding land uses must be considered in establishing site curfews. However, limiting working hours can decrease productivity. Sequencing the use of equipment with relatively low noise levels versus equipment with relatively high noise levels during noise sensitive periods is an effective noise control measure.

Equipment location should be as far from noise sensitive land use areas as possible. Quieter equipment will be substituted or quieter construction processes will be utilized wherever possible at or near noise sensitive areas.

Educating contractors and their employees to be sensitive to noise impact problems and noise control methods may be one of the most cost-effective ways to help operators and supervisors become more aware of the construction site noise problem, and implement the various methods of improving the conditions. A training program for equipment operators is recommended to instruct them in methods of operating their equipment to minimize environmental noise. Many training programs are presently given on the subject of job safety. This can be extended to include the impact due to noise and methods of abatement.

The measures outlined above are preliminary and will be selected and/or finalized upon selection of an alternative and the completion of design plans.

## **2.2.8 | ENERGY**

### **Regulatory Setting**

The CEQA Guidelines, Appendix F, Energy Conservation, state that EIRs are required to include a discussion of the potential energy impacts of proposed projects, with particular emphasis on avoiding or reducing inefficient, wasteful and unnecessary consumption of energy.

NEPA (42 USC Part 4332) requires the identification of all potentially significant impacts to the environment, including energy impacts.

### **Environmental Consequences**

When balancing energy used during construction and operation against energy saved by relieving congestion and other transportation efficiencies, the project would not have any meaningful or substantial energy impacts.

### **Avoidance, Minimization, and/or Abatement Measures**

The project would not have substantial energy impacts. Therefore, consideration of avoidance, minimization, and/or abatement measures is not necessary.

## **2.3 | Biological Environment**

### **2.3.1 | NATURAL COMMUNITIES**

This section of the document discusses natural communities of concern. The focus of this section is on biological communities, not individual plant or animal species. This section also includes information on wildlife corridors [include fish passage as appropriate] and habitat fragmentation. Wildlife corridors are areas of habitat used by wildlife for seasonal or daily migration. Habitat fragmentation involves the potential for dividing sensitive habitat and thereby lessening its biological value.

Habitat areas that have been designated as critical habitat under the Federal Endangered Species Act are discussed above in the Threatened and Endangered Species Section 2.3.4.

#### **Affected Environment**

The project setting is highly urbanized. Land use areas include primarily residential, commercial, and industrial.

#### **Environmental Consequences**

As the majority of the work will be done in the freeway median, there will be no impact to biological communities in the area. Existing habitat or wildlife corridors will not be affected.

#### **Avoidance, Minimization, and/or Mitigation Measures**

As there will be no impact to biological communities as a result of the implementation of either the build or no-build alternatives, no avoidance, minimization, and/or mitigation measures are proposed.

### **2.3.2 | PLANT SPECIES**

#### **Regulatory Setting**

The U.S. Fish and Wildlife Service (USFWS) and California Department of Fish and Game (CDFG) share regulatory responsibility for the protection of special-status plant species. "Special-status" species are selected for protection because they are rare and/or subject to population and habitat declines. Special status is a general term for species that are afforded varying levels of regulatory protection. The highest level of protection is given to threatened and endangered species; these are species that are formally listed or proposed for listing as endangered or threatened under the Federal Endangered Species Act (FESA) and/or the California Endangered Species Act (CESA). Please see the Threatened and Endangered Species Section 2.3.4 in this document for detailed information regarding these species.

This section of the document discusses all the other special-status plant species, including CDFG fully protected species and species of special concern, USFWS

candidate species, and non-listed California Native Plant Society (CNPS) rare and endangered plants.

The regulatory requirements for FESA can be found at United States Code 16 (USC), Section 1531, et seq. See also 50 CFR Part 402. The regulatory requirements for CESA can be found at California Fish and Game Code, Section 2050, et seq. Department projects are also subject to the Native Plant Protection Act, found at Fish and Game Code, Section 1900-1913, and the California Environmental Quality Act, Public Resources Code, Sections 2100-21177.

### **Affected Environment**

The project setting is highly urbanized, with little to no open space. As the project area is primarily the median of the freeway, vegetation is limited to non-existent. At the Adams Boulevard overcrossing, there may be some minimal impacts to landscaped ornamental vegetation. This involves non-native species in an ornamental setting.

### **Environmental Consequences**

Due to almost all impacts being confined to the existing prism of the roadway, and where there are impacts beyond, such as Adams Boulevard where vegetation is ornamental, impacts to plant species are extremely minimal.

### **Avoidance, Minimization, and/or Mitigation Measures**

As the implementation of either the no-build or build alternatives will have none to minimal impacts to any plant species in the area, no avoidance, minimization, and/or mitigation measures are proposed.

## **2.3.3 | ANIMAL SPECIES**

### **Regulatory Setting**

Many state and federal laws regulate impacts to wildlife. The U.S. Fish and Wildlife Service (USFWS), the National Oceanic and Atmospheric Administration (NOAA) Fisheries and the California Department of Fish and Game (CDFG) are responsible for implementing these laws. This section discusses potential impacts and permit requirements associated with wildlife not listed or proposed for listing under the state or federal Endangered Species Act. Species listed or proposed for listing as threatened or endangered are discussed in Section 2.3.4 below. All other special-status animal species are discussed here, including CDFG fully protected species and species of special concern, and USFWS or NOAA Fisheries candidate species.

Federal laws and regulations pertaining to wildlife include the following:

- National Environmental Policy Act
- Migratory Bird Treaty Act
- Fish and Wildlife Coordination Act

State laws and regulations pertaining to wildlife include the following:

- California Environmental Quality Act
- Sections 1600 – 1603 of the Fish and Game Code
- Section 4150 and 4152 of the Fish and Game Code

### **Affected Environment**

The project setting is highly urbanized, with surrounding land uses primarily including residential, commercial, and industrial. Open space is non-existent to limited. Wildlife in the project area is expected to be those species tolerant of human impacts. These would include American crow, pigeon, and house sparrow. Diversity is expected to be limited and numbers low.

### **Environmental Consequences**

Almost all impacts are confined to the existing prism of the roadway. Where there are impacts beyond, such as Adams Boulevard, impacts to animal species are extremely minimal. At Adams Boulevard, and any other location where ornamental landscape might be impacted, there is the potential for impacts to nesting birds from construction noise or grubbing.

### **Avoidance, Minimization, and/or Mitigation Measures**

If grubbing must occur during the bird nesting season, February 15 – September 1, a qualified biologist must be called to conduct a bird nesting survey prior to any clearing and grubbing activities. This should be done no more than one week prior to clearing and/or grubbing. If a songbird nest is found, a 150-foot radius no work zone must be implemented. If a raptor nest is found, a 500-foot radius no work zone must be implemented. The no work zones will remain in effect until the birds have fledged from the nest(s) in question.

## **2.3.4 | THREATENED AND ENDANGERED SPECIES**

### **Regulatory Setting**

The primary federal law protecting threatened and endangered species is the Federal Endangered Species Act (FESA): 16 United States Code (USC), Section 1531, et seq. See also 50 CFR Part 402. This act and subsequent amendments provide for the conservation of endangered and threatened species and the ecosystems upon which they depend. Under Section 7 of this act, federal agencies, such as the Federal Highway Administration, are required to consult with the U.S. Fish and Wildlife Service (USFWS) and the National Marine Fisheries Service (NOAA Fisheries) to ensure that they are not undertaking, funding, permitting or authorizing actions likely to jeopardize the continued existence of listed species or destroy or adversely modify designated critical habitat. Critical habitat is defined as geographic locations critical to the existence of a threatened or endangered species. The outcome of consultation under Section 7 is a Biological Opinion or an incidental take permit. Section 3 of FESA

defines take as “harass, harm, pursue, hunt, shoot, wound, kill, trap, capture or collect or any attempt at such conduct.”

California has enacted a similar law at the state level, the California Endangered Species Act (CESA), California Fish and Game Code, Section 2050, et seq. CESA emphasizes early consultation to avoid potential impacts to rare, endangered, and threatened species and to develop appropriate planning to offset project caused losses of listed species populations and their essential habitats. The California Department of Fish and Game (CDFG) is the agency responsible for implementing CESA. Section 2081 of the Fish and Game Code prohibits “take” of any species determined to be an endangered species or a threatened species. Take is defined in Section 86 of the Fish and Game Code as “hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill.” CESA allows for take incidental to otherwise lawful development projects; for these actions an incidental take permit is issued by CDFG. For projects requiring a Biological Opinion under Section 7 of the FESA, CDFG may also authorize impacts to CESA species by issuing a Consistency Determination under Section 2080.1 of the Fish and Game Code.

### **Affected Environment**

The project setting is highly urbanized. Land use areas include primarily residential, commercial, and industrial.

### **Environmental Consequences**

Due to the location of the project (in the median of urbanized freeways and an urbanized interchange), no sensitive species are expected in the project area.

### **Avoidance, Minimization, and/or Mitigation Measures**

As no sensitive species are expected to reside in the project area, no avoidance, minimization, and/or mitigation measures are proposed.

## **2.3.5 | INVASIVE SPECIES**

### **Regulatory Setting**

On February 3, 1999, President Clinton signed Executive Order 13112 requiring federal agencies to combat the introduction or spread of invasive species in the United States. The order defines invasive species as “any species, including its seeds, eggs, spores, or other biological material capable of propagating that species, that is not native to that ecosystem whose introduction does or is likely to cause economic or environmental harm or harm to human health.” Federal Highway Administration guidance issued August 10, 1999 directs the use of the state’s noxious weed list to define the invasive plants that must be considered as part of the NEPA analysis for a proposed project.

### **Avoidance, Minimization, and/or Mitigation Measures**

None of the species on the California list of noxious weeds is currently used by Caltrans for erosion control or landscaping.

## 2.4 | Construction Impacts

**Construction Noise.** During construction activities, noise from the project work may intermittently dominate the noise environment in the immediate area of construction. However, to minimize these short-term noise impacts during construction, the Caltrans standard specifications, Section 7-1.011, Sound Control Requirements, will be required as part of the project. The requirements state that noise levels generated during construction shall comply with applicable local, state, and federal regulations.

Construction equipment is expected to create noise ranging between 70-90 dBA at a distance of 50 feet. For each doubling of the distance from the construction site, noise is reduced by 6 dBA. However, no adverse noise impacts from construction are anticipated because construction would be conducted in accordance with Caltrans standard specifications and would be short term, intermittent, and dominated by local traffic noise. Caltrans Sound Control Requirements include the following measures for minimization of noise impacts:

- Equipment Noise Control should be applied to revising old equipment and designing new equipment to meet specified noise levels.
- In-Use Noise Control where existing equipment is not permitted to produce noise levels in excess of specified limits.
- Site Restrictions is an attempt to achieve noise reduction through modifying the time, place, or method of operation of a particular source.
- Personal Training of operators and supervisors is needed to become more aware of the construction site noise problem, and are given instruction on methods that they can implement to improve conditions in the local community.

**Water Quality Impacts Related to Construction Activities.** In compliance with the Clean Water Act (Section 402), an NPDES permit will be obtained from the SWRCB. The NPDES permit contains requirements that protect water quality at the project location. The permit requires Caltrans to maintain and implement an effective Storm Water Management Plan (SWMP) that identifies and describes the Best Management Practices (BMPs) used to reduce or eliminate the stormwater runoff discharge of pollutants to waters of drainage conveyances and waterways. Caltrans construction BMP's (SWRCB approved), SWPPP, and WPCP also incorporate the requirements of the SWRCB NPDES permit to be implemented jointly by both Caltrans, and the contractor hired to construct the project, prior to construction.

**Air Quality Impacts Related to Construction Activities.** Construction-related activities would create temporary air quality impacts during the construction activities. Project construction is anticipated to occur during 2010. During activities such as grading/trenching, new pavement construction, and re-striping exhaust emissions dust are anticipated to create short-term impacts to air quality. These short-term impacts consist of emissions of CO, NO\*, ROG\* (\*ozone precursors), and PM10 from construction equipment. Even though minor air quality impacts are anticipated, the emissions are temporary and not substantial. Therefore, project construction will not create adverse pollutant emissions for any of the build alternatives. In order to minimize construction-related emissions, several minimization measures are required as part of the project. They include:

- State-mandated emission control devices on all construction vehicles and equipment
- SCAQMD, Rule 403 Fugitive Dust Control Measures
- Caltrans Standard Specifications for construction (Sections 10 and 18 [Dust Control] and Section 39-3.06 [Asphalt Concrete Plants]) must also be adhered to.

**Hazardous Waste.** During construction, any disturbed materials potentially containing hazardous materials will be treated in accordance with Local, State, and Federal Regulations to ensure the safety of workers and the public. Proper off-site disposal of any soil containing unsafe levels of lead or other contaminants shall be implemented. Lead safe-work practices will be in place when workers conduct construction activities involving lead contaminated material in conformance with the Practices established by Local, State, and Federal regulations. Contaminated groundwater may be exposed during excavation of foundations. Proper measures involving containing, testing, transporting, and disposing of contaminated water will take place. Detailed compensatory measures will be included in the project once more developed plans and the EIR/EA are complete.

## 2.5 | Cumulative Impacts

### REGULATORY SETTING

Cumulative impacts are those that result from past, present, and reasonably foreseeable future actions, combined with the potential impacts of this project. A cumulative effect assessment looks at the collective impacts posed by individual land use plans and projects. Cumulative impacts can result from individually minor, but collectively substantial impacts taking place over a period of time.

Cumulative impacts to resources in the project area may result from residential, commercial, industrial, and highway development, as well as from agricultural development and the conversion to more intensive types of agricultural cultivation. These land use activities can degrade habitat and species diversity through consequences such as displacement and fragmentation of habitats and populations, alteration of hydrology, contamination, erosion, sedimentation, disruption of migration corridors, changes in water quality, and introduction or promotion of predators. They can also contribute to potential community impacts identified for the project, such as changes in community character, traffic patterns, housing availability, and employment.

CEQA Guidelines, Section 15130, describes when a cumulative impact analysis is warranted and what elements are necessary for an adequate discussion of cumulative impacts. The definition of cumulative impacts, under CEQA, can be found in Section 15355 of the CEQA Guidelines. A definition of cumulative impacts, under NEPA, can be found in 40 CFR, Section 1508.7 of the CEQ Regulations.

#### 2.5.1 | AFFECTED RESOURCES

**Land use.** The project area with regards to land use is contained within the existing I-110 roadway. No acquisitions of property will occur and therefore no conversion of existing land uses will occur. Accessibility will remain the same as existing conditions and no land uses will be affected. Therefore, implementation of the build alternative would not contribute to cumulative impacts with regards to land use.

**Growth.** The project is located in a heavily urbanized area with little to no undeveloped lands. The implementation of the build alternative for the project would not connect previously unconnected areas nor alter existing access patterns. The purpose of the project is to redistribute traffic on an already-congested freeway. As no growth impacts are expected to occur as a result of the project, cumulative impacts are not expected to occur.

**Community impacts.** The project would not involve acquisition of residences or businesses or disrupt existing access/travel to the communities in the project area. The conversion of the existing HOV lanes to toll lanes would not contribute to any adverse cumulative community impacts.

**Utilities and emergency services.** No utilities will be relocated as a result of implementation of the build alternative. No cumulative impacts to utility service are

anticipated. Emergency responders will be permitted to use the lanes when responding to calls and no access patterns will be altered as a result of the project.

It is a possibility that there may be cumulative impacts to emergency services during construction of the project. Construction activities associated with this project along with similar projects in construction at the same time have the potential to impede emergency service response time. This impact, however, will be minimized through the implementation of a Traffic Management Plan and pre-construction coordination with emergency service responders. It is anticipated that any related projects in the area would implement similar procedures.

Once operational, the project would create a beneficial impact to emergency service response times in the area.

**Traffic and transportation, bicycle and pedestrian facilities.** The intent of the project is to redistribute traffic volumes on the currently congested I-110. No adverse impacts to traffic flow are expected to occur, and comprehensive traffic studies are currently being performed to study the more precise effects of the project on the lanes. Once operational, the project will not contribute to a cumulative adverse effect on traffic in the area.

During construction, the project may have a cumulative impact with similar projects in construction at the same time. Any adverse effects on traffic flow will be minimized to the fullest extent possible by implementation of a Traffic Management Plan. It is anticipated that any other projects in construction in the area at the same time would implement similar measures.

**Cultural resources.** No previously identified cultural or archaeological resources were identified during a search of the project area. Without cultural or archaeological resources present in the project area, an adverse cumulative impact will not occur. Should the project encounter previously unknown cultural resources during construction, all work will stop until a qualified archaeologist can assess the nature and significance of the find. However, without known resources in the area, the potential for such an encounter is low.

**Hydrology and floodplain, water quality and storm water runoff.** The cumulative impact study area for water resources includes the immediate project area, located in the Los Angeles River, Ballona Creek, and Dominguez Channel watersheds. The project does not cross any waterways, nor does it impact any waters of the U.S.

During construction there is a possibility for cumulative impacts to storm water runoff if similar projects are in construction simultaneously. These impacts would be minimized through incorporation of storm water Best Management Practices and a Storm Water Pollution Prevention Plan, as required by law.

**Geology, soils, seismicity, and topography.** The cumulative impact study area for geology and soil resources is limited to the immediate project area. A small amount of soil disturbance will occur for alterations to the Adams Boulevard overcrossing and for new sign structures. However, potential impacts to soils and geology would be minimized through incorporation of geotechnical recommendations, engineering standards, and applicable regulations and practices. It is anticipated that similar

projects would adhere to similar standards, and as a result no cumulative impacts would occur.

**Paleontology.** The cumulative impact area for the project is limited to construction areas. As construction would be taking place in a heavily disturbed, urbanized area, the potential for impacts to paleontological resources is very low. If paleontological resources are encountered in the area, work will stop until the resource has been protected in place and evaluated by professionally qualified personnel. Due to these protective measures, potential for cumulative impacts is not anticipated.

**Hazardous waste and materials.** Cumulatively, this project is not expected to result in any adverse hazardous material impacts. All similar construction in the project area would be individually cleared of hazardous waste and/or identify any existing parcels that may contain hazardous materials.

**Air quality.** This project would improve traffic flow and reduce congestion, thereby improving air quality. The project would not serve as a traffic generator and would not increase capacity of the roadway. The project would not have any adverse cumulative impact on air quality. The modifications proposed at Adams Boulevard would remedy the existing heavy traffic congestion at the northern terminus of the I-110 HOV lanes. The Adams Boulevard modifications would reduce the number of idling cars and lessen the existing long queues during peak hours.

**Noise and vibration.** The cumulative impact area for noise and vibration is the proposed project area and those areas immediately adjacent. This project is not classified as a Type 1 project, which means the project will not involve construction of a new highway on a new location or the physical alteration of an existing highway that significantly changes either the horizontal or vertical alignment or increases the number of through-traffic lanes. Therefore, this project will not contribute to a cumulative noise impact.

There is the potential for a cumulative noise impact to occur during construction of the project, if similar highway projects are in construction at the same time. However, these impacts would be minimized with the implementation of standard construction noise abatement procedures, which are assumed to be included in other similar projects.

**Energy.** The cumulative impact area for energy consumption is the greater Los Angeles Basin. Other than temporary construction impacts, this project would not result in adverse cumulative impacts to energy resources.

**Biological environment.** No sensitive biological resources are located in the project area. This project would not cumulatively impact any biological resources.

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## Chapter 3 | California Environmental Quality Act (CEQA) Evaluation

### 3.1 | Determining Significance under CEQA

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

One of the primary differences between NEPA and CEQA is the way significance is determined. Under NEPA, significance is used to determine whether an EIS, or some lower level of documentation, will be required. NEPA requires that an EIS be prepared when the proposed federal action (project) *as a whole* has the potential to "significantly affect the quality of the human environment." The determination of significance is based on context and intensity. Some impacts determined to be significant under CEQA may not be of sufficient magnitude to be determined significant under NEPA. Under NEPA, once a decision is made regarding the need for an EIS, it is the magnitude of the impact that is evaluated and no judgment of its individual significance is deemed important for the text. NEPA does not require that a determination of significant impacts be stated in the environmental documents.

CEQA, on the other hand, does require the Department to identify each "significant effect on the environment" resulting from the project and ways to mitigate each significant effect. If the project may have a significant effect on any environmental resource, then an EIR must be prepared. Each and every significant effect on the environment must be disclosed in the EIR and mitigated if feasible. In addition, the CEQA Guidelines list a number of mandatory findings of significance, which also require the preparation of an EIR. There are no types of actions under NEPA that parallel the findings of mandatory significance of CEQA. This chapter discusses the effects of this project and CEQA significance.

### 3.2 | Discussion of Significance of Impacts

**Community impacts.** It was decided by project funding partners upon project conception that an EIR be written to address possible significant impacts to the surrounding communities, low-income and minority groups in particular. However, during project research and analysis, it was determined that adverse impacts would occur to the existing community but these impacts fell below a level of significance. In sensitivity to low-income households within the project area, Metro has posed several options for commuters to pay for a HOT lanes account, including offering a credit to be applied towards minimum account balances or transponders. The inclusion of these project features ensures that any impacts to the community remain below a level of significance.

## **LESS-THAN-SIGNIFICANT EFFECTS OF THE PROPOSED PROJECT**

Please refer to Chapter 2 for a more in-depth discussion of the less-than-significant effects of the proposed project.

## **SIGNIFICANT ENVIRONMENTAL EFFECTS OF THE PROPOSED PROJECT**

**Community impacts.** This project was initially thought to have significant community impacts, primarily to low-income populations. However, after analysis of the multiple available methods of toll payment and the credit Metro will make available to low-income commuters as a project component, it has been determined that any adverse impacts to the community will fall below a level of significance. Therefore, no mitigation has been proposed.

## **UNAVOIDABLE SIGNIFICANT ENVIRONMENTAL EFFECTS**

The project would not pose any unavoidable significant environmental impacts; consequently, there is no further discussion included in this document.

## **CLIMATE CHANGE**

### **Regulatory Setting**

While climate change has been a concern since at least 1988, as evidenced by the establishment of the United Nations and World Meteorological Organization's Intergovernmental Panel on Climate Change (IPCC), the efforts devoted to greenhouse gas (GHG) emissions reduction and climate change research and policy have increased dramatically in recent years. These efforts are primarily concerned with the emissions of GHG related to human activity that include carbon dioxide (CO<sub>2</sub>), methane, nitrous oxide, tetrafluoromethane, hexafluoroethane, sulfur hexafluoride, HFC-23 (fluoroform), HFC-134a (s, s, s, 2 –tetrafluoroethane), and HFC-152a (difluoroethane).

In 2002, with the passage of Assembly Bill 1493 (AB 1493), California launched an innovative and pro-active approach to dealing with GHG emissions and climate change at the state level. Assembly Bill 1493 requires the California Air Resources Board (CARB) to develop and implement regulations to reduce automobile and light truck GHG emissions. These stricter emissions standards were designed to apply to automobiles and light trucks beginning with the 2009-model year; however, in order to enact the standards California needed a waiver from the U.S. Environmental Protection Agency (EPA). The waiver was denied by EPA in December 2007. See *California v. Environmental Protection Agency*, 9th Cir. Jul. 25, 2008, No. 08-70011. However, on January 26, 2009, it was announced that EPA will reconsider their decision regarding the denial of California's waiver. On May 18, 2009, President Obama announced the enactment of a 35.5 mpg fuel economy standard for automobiles and light duty trucks which will take effect in 2012. This standard is the same standard that was proposed by California, and so the California waiver request has been shelved.

On June 1, 2005, Governor Arnold Schwarzenegger signed Executive Order S-3-05. The goal of this Executive Order is to reduce California's GHG emissions to: 1) 2000 levels by 2010, 2) 1990 levels by the 2020 and 3) 80 percent below the 1990 levels by

the year 2050. In 2006, this goal was further reinforced with the passage of Assembly Bill 32 (AB 32), the Global Warming Solutions Act of 2006. AB 32 sets the same overall GHG emissions reduction goals while further mandating that CARB create a plan, which includes market mechanisms, and implement rules to achieve “real, quantifiable, cost-effective reductions of greenhouse gases.” Executive Order S-20-06 further directs state agencies to begin implementing AB 32, including the recommendations made by the state’s Climate Action Team.

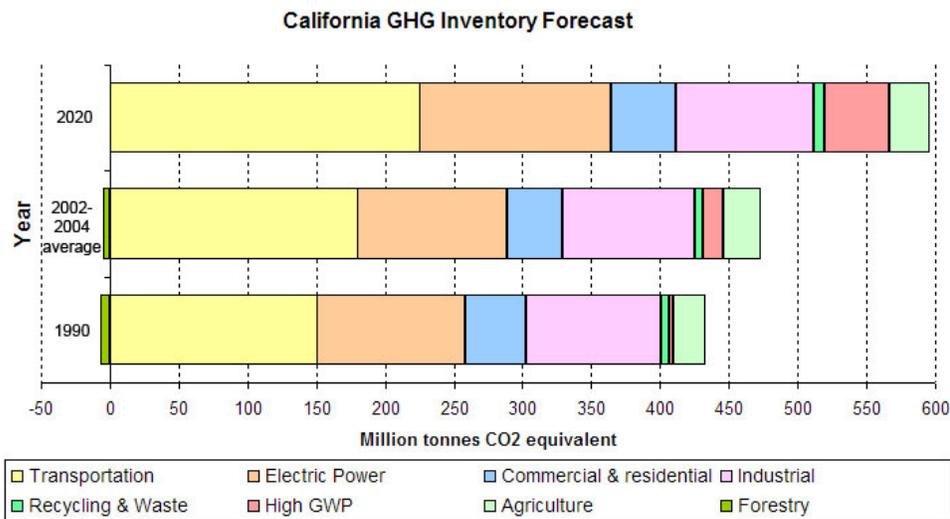
With Executive Order S-01-07, Governor Schwarzenegger set forth the low carbon fuel standard for California. Under this executive order, the carbon intensity of California’s transportation fuels is to be reduced by at least 10 percent by 2020.

Climate change and GHG reduction is also a concern at the federal level; however, at this time, no legislation or regulations have been enacted specifically addressing GHG emissions reductions and climate change. California, in conjunction with several environmental organizations and several other states, sued to force the U.S. Environmental Protection Agency (EPA) to regulate GHG as a pollutant under the Clean Air Act (*Massachusetts vs. Environmental Protection Agency et al.*, 549 U.S. 497 (2007)). The court ruled that GHG does fit within the Clean Air Act’s definition of a pollutant, and that the EPA does have the authority to regulate GHG. Despite the Supreme Court ruling, there are no promulgated federal regulations to date limiting GHG emissions.

According to Recommendations by the Association of Environmental Professionals on How to Analyze GHG Emissions and Global Climate change in CEQA Documents (March 5, 2007), an individual project does not generate enough GHG emissions to significantly influence global climate change. Rather, global climate change is a cumulative impact. This means that a project may participate in a potential impact through its incremental contribution combined with the contributions of all other sources of GHG. In assessing cumulative impacts, it must be determined if a project’s incremental effect is “cumulatively considerable.” See CEQA Guidelines sections 15064(i)(1) and 15130. To make this determination the incremental impacts of the project must be compared with the effects of past, current, and probable future projects. To gather sufficient information on a global scale of all past, current, and future projects in order to make this determination is a difficult if not impossible task.

As part of its supporting documentation for the Draft Scoping Plan, CARB recently released an updated version of the GHG inventory for California (June 26, 2008). Shown below is a graph from that update that shows the total GHG emissions for California for 1990, 2002-2004 average, and 2020 projected if no action is taken.

**Figure 11 | California Greenhouse Gas Inventory**



Source : <http://www.arb.ca.gov/cc/inventory/data/forecast.htm>

Caltrans and its parent agency, the Business, Transportation, and Housing Agency, have taken an active role in addressing GHG emission reduction and climate change. Recognizing that 98 percent of California’s GHG emissions are from the burning of fossil fuels and 40 percent of all human made GHG emissions are from transportation (see Climate Action Program at Caltrans (December 2006), Caltrans has created and is implementing the Climate Action Program at Caltrans that was published in December 2006. This document can be found at: <http://www.dot.ca.gov/docs/ClimateReport.pdf>

**Project Analysis**

***Project GHG Emissions***

The project GHG emissions in opening year 2012 and horizon year 2035 are compared with two baselines, as follows:

- The changes in CO<sub>2</sub> emissions along the project corridor, compared with the CEQA baseline (i.e., emissions during the Notice of Preparation [NOP] year 2009).
- The changes in CO<sub>2</sub> emissions along the project corridor compared with the no-build scenario.

These comparisons provide disclosure of estimated changes in project emissions of GHGs based on forecast traffic data.

***GHG Emissions Analysis***

The proposed project is a transportation facility; therefore, the GHG emissions would only include the direct GHG emissions that would be generated by the construction and operational activities of the project. Sources of GHG emissions are the same as those

analyzed for criteria pollutant emissions and include GHG emissions from vehicles traveling along the project corridor.

Project-related GHG emissions (No Build and Build Alternatives) were calculated using the emission factors for off-road and on-road mobile sources, annual VMTs along the project roadways, and guidelines of the CCAR Protocol. Climate change, as it relates to man-made GHG emissions, is by nature a global and cumulative impact. According to the Association of Environmental Professionals (AEP), in its paper titled *Alternative Approaches to Analyzing Greenhouse Gas Emissions and Global Climate Change in CEQA Documents*<sup>2</sup>, “an individual project does not generate enough greenhouse gas emissions to significantly influence global climate change. Global climate change is a cumulative impact; a project participates in this potential impact through its incremental contribution combined with the cumulative increase of all other sources of greenhouse gases.” The following GHG emissions estimate is presented for the purpose of disclosing project-related emissions.

Table 14 summarizes the annual operational GHG emissions that would occur within the project limits during existing (2009), opening (2012) and horizon years (2035). Sources considered in these emission calculations are the same as those analyzed for criteria pollutants. Since CO<sub>2</sub> is the primary GHG of concern, estimation was limited to CO<sub>2</sub>.

**Table 14 | Existing and Future Estimated CO<sub>2</sub> Emissions by Project Alternatives\*\***

Project Alternatives	Existing Year, 2009*	Opening Year, 2012*		Horizon Year, 2035*	
		Emissions	Change from 2009 <sup>+</sup>	Emissions	Change from 2009 <sup>+</sup>
No-Build	1556.2	1560.0	3.8	2009.8	453.6
Build	n/a	1553.8	-2.4	1952.3	396.1
Change Between No-Build and Build	n/a	-6.2	-	-57.5	-

\*Emissions are in tons/day.

<sup>+</sup> Minus (-) sign denotes a decrease from existing or no-build.

<sup>2</sup> AEP, 2007. Association of Environmental Professionals. *Alternative Approaches to Analyzing Greenhouse Gas Emissions and Global Climate Change in CEQA Documents*.

**Comparison with CEQA Baseline (Year 2009 Emissions).** The data in Table 14 show that in the analyzed future years, annual operational CO<sub>2</sub> emissions would generally result in slight increases relative to the CEQA baseline. The increase is relatively more in 2035 compared to that in 2012, partly due to the increase in VMT. The 2012 build alternative would have a decrease in CO<sub>2</sub> emissions compared to the baseline year (2009).

**Comparison with No-Project (NEPA Baseline).** Table 14 shows that in the opening year (2012) and the horizon year (2035), there would be a decrease in project GHG CO<sub>2</sub> emissions compared to the NEPA baseline (no-action).

It should be noted that the CO<sub>2</sub> emission factors assume certain reductions in vehicle emissions due to anticipated increase in efficiency of future vehicle models. However, the factors do not take into account additional reductions in vehicle emissions that would take place in response to AB 1493, when mobile source emission reductions are ultimately implemented through legislation.

One of the main strategies in the Department's Climate Action Program to reduce GHG emissions is to make California's transportation system more efficient. The highest levels of carbon dioxide from mobile sources, such as automobiles, occur at stop-and-go speeds (0-25 miles per hour) and speeds over 55 mph; the most severe emissions occur from 0-25 miles per hour (see Figure 12). To the extent that a project relieves congestion by enhancing operations and improving travel times in high congestion travel corridors GHG emissions, particularly CO<sub>2</sub>, may be reduced.

### **Construction Emissions**

GHG emissions for transportation projects can be divided into those produced during construction and those produced during operations. Construction GHG emissions include emissions produced as a result of material processing, emissions produced by onsite construction equipment, and emissions arising from traffic delays due to construction. These emissions will be produced at different levels throughout the construction phase; their frequency and occurrence can be reduced through innovations in plans and specifications and by implementing better traffic management during construction phases. In addition, with innovations such as longer pavement lives, improved traffic management plans, and changes in materials, the GHG emissions produced during construction can be mitigated to some degree by longer intervals between maintenance and rehabilitation events.

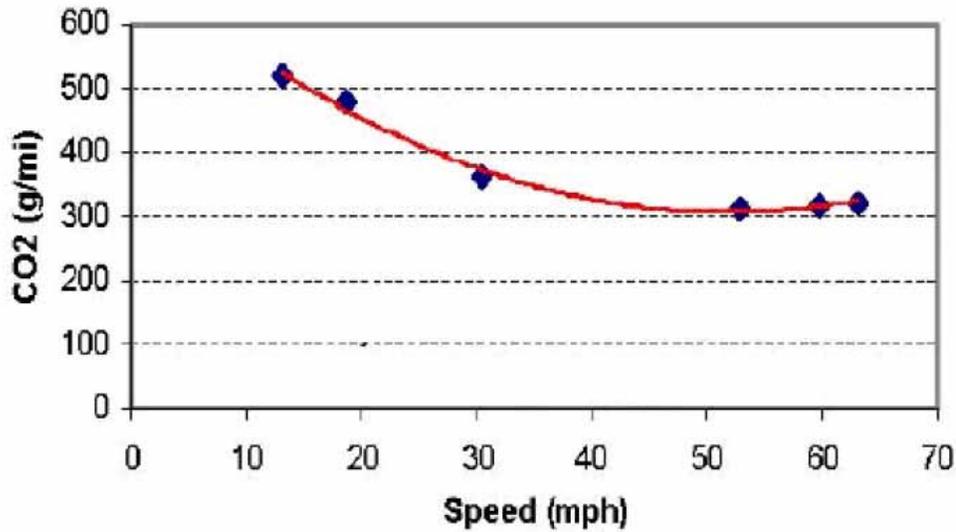
### **AB 32 Compliance**

Caltrans continues to be actively involved on the Governor's Climate Action Team as CARB works to implement the Governor's Executive Orders and help achieve the targets set forth in AB 32. Many of the strategies Caltrans is using to help meet the targets in AB 32 come from the California Strategic Growth Plan, which is updated each year. Governor Arnold Schwarzenegger's Strategic Growth Plan calls for a \$238.6 billion infrastructure improvement program to fortify the state's transportation system, education, housing, and waterways, including \$100.7 billion in transportation funding through 2016.<sup>3</sup> As shown on the figure below, the Strategic Growth Plan

<sup>3</sup> Governor's Strategic Growth Plan, Fig. 1 (<http://gov.ca.gov/pdf/gov/CSGP.pdf>)

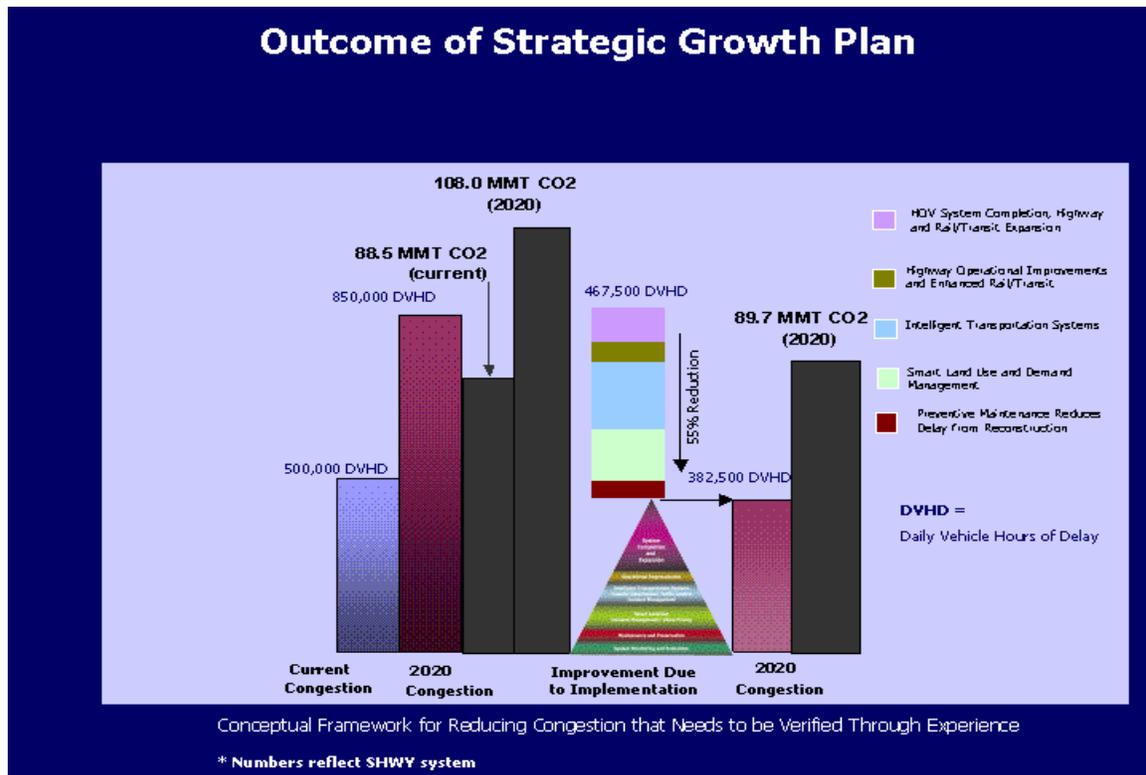
targets a significant decrease in traffic congestion below today's level and a corresponding reduction in GHG emissions. The Strategic Growth Plan proposes to do this while accommodating growth in population and the economy. A suite of investment options has been created that combined together yield the promised reduction in congestion. The Strategic Growth Plan relies on a complete systems approach of a variety of strategies: system monitoring and evaluation, maintenance and preservation, smart land use and demand management, and operational improvements.

**Figure 12 | Fleet CO<sub>2</sub> Emissions vs. Speed (Highway)**



Source: Center for Clean Air Policy— [http://www.ccap.org/Presentations/Winkelman%20TRB%202004%20\(1-13-04\).pdf](http://www.ccap.org/Presentations/Winkelman%20TRB%202004%20(1-13-04).pdf)

Figure 13 | Outcome of Strategic Growth Plan



As part of the Climate Action Program at Caltrans (December 2006, <http://www.dot.ca.gov/docs/ClimateReport.pdf>), Caltrans is supporting efforts to reduce vehicle miles traveled by planning and implementing smart land use strategies: job/housing proximity, developing transit-oriented communities, and high density housing along transit corridors. Caltrans is working closely with local jurisdictions on planning activities; however, Caltrans does not have local land use planning authority. Caltrans is also supporting efforts to improve the energy efficiency of the transportation sector by increasing vehicle fuel economy in new cars, light and heavy-duty trucks; Caltrans is doing this by supporting on-going research efforts at universities, by supporting legislative efforts to increase fuel economy, and by its participation on the Climate Action Team. It is important to note, however, that the control of the fuel economy standards is held by EPA and CARB. Lastly, the use of alternative fuels is also being considered; the Department is participating in funding for alternative fuel research at the UC Davis.

Table 15 summarizes the Department and statewide efforts that Caltrans is implementing in order to reduce GHG emissions. For more detailed information about each strategy, please see Climate Action Program at Caltrans (December 2006); it is available at <http://www.dot.ca.gov/docs/ClimateReport.pdf>

**Table 15 | Climate Change Strategies**

Strategy	Program	Partnership		Method/Process	Estimated CO <sub>2</sub> Savings (MMT)	
		Lead	Agency		2010	2020
Smart Land Use	Intergovernmental Review (IGR)	Caltrans	Local Governments	Review and seek to mitigate development proposals	Not Estimated	Not Estimated
	Planning Grants	Caltrans	Local and regional agencies & other stakeholders	Competitive selection process	Not Estimated	Not Estimated
	Regional Plans and Blueprint Planning	Regional Agencies	Caltrans	Regional plans and application process	0.975	7.8
	Strategic Growth Plan	Caltrans	Regions	State ITS; Congestion Management Plan	.007	2.17
Operational Improvements & Intelligent Trans. System (ITS) Deployment						
Mainstream Energy & GHG into Plans and Projects	Office of Policy Analysis & Research; Division of Environmental Analysis	Interdepartmental effort		Policy establishment, guidelines, technical assistance	Not Estimated	Not Estimated
Educational & Information Program	Office of Policy Analysis & Research	Interdepartmental, CalEPA, CARB, CEC		Analytical report, data collection, publication, workshops, outreach	Not Estimated	Not Estimated
Fleet Greening & Fuel Diversification	Division of Equipment	Department of General Services		Fleet Replacement B20 B100	0.0045	0.0065 0.45 .0225
Non-vehicular Conservation Measures	Energy Conservation Program	Green Action Team		Energy Conservation Opportunities	0.117	.34
Portland Cement	Office of Rigid Pavement	Cement and Construction Industries		2.5 % limestone cement mix 25% fly ash cement mix > 50% fly ash/slag mix	1.2 .36	3.6
Goods Movement	Office of Goods Movement	Cal EPA, CARB, BT&H, MPOs		Goods Movement Action Plan	Not Estimated	Not Estimated
<b>Total</b>					<b>2.72</b>	<b>18.67</b>

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To the extent that it is applicable or feasible for the project and through coordination with the project development team, minimization measures will also be included in the project to reduce the GHG emissions and potential climate change impacts from the project.

### **Adaptation Strategies**

“Adaptation strategies” refer to how Caltrans and others can plan for the effects of climate change on the state’s transportation infrastructure and strengthen or protect the facilities from damage. Climate change is expected to produce increased variability in precipitation, rising temperatures, rising sea levels, storm surges and intensity, and the frequency and intensity of wildfires. These changes may affect the transportation infrastructure in various ways, such as damaging roadbeds by longer periods of intense heat; increasing storm damage from flooding and erosion; and inundation from rising sea levels. These effects will vary by location and may, in the most extreme cases, require that a facility be relocated or redesigned. There may also be economic and strategic ramifications as a result of these types of impacts to the transportation infrastructure.

Climate change adaption must also involve the natural environment as well. Efforts are underway on a statewide-level to develop strategies to cope with impacts to habitat and biodiversity through planning and conservation. The results of these efforts will help California agencies plan and implement mitigation strategies for programs and projects.

On November 14, 2008, Governor Schwarzenegger signed Executive Order S-13-08 which directed a number of state agencies to address California’s vulnerability to sea level rise caused by climate change.

The California Resources Agency (now the Natural Resources Agency, (Resources Agency)), through the interagency Climate Action Team, was directed to coordinate with local, regional, state and federal public and private entities to develop a state Climate Adaptation Strategy. The Climate Adaptation Strategy will summarize the best known science on climate change impacts to California, assess California's vulnerability to the identified impacts and then outline solutions that can be implemented within and across state agencies to promote resiliency.

As part of its development of the Climate Adaptation Strategy, Resources Agency was directed to request the National Academy of Science to prepare a *Sea Level Rise Assessment Report* by December 2010 to advise how California should plan for future sea level rise. The report is to include:

- relative sea level rise projections for California, taking into account coastal erosion rates, tidal impacts, El Niño and La Niña events, storm surge and land subsidence rates;
- the range of uncertainty in selected sea level rise projections;
- a synthesis of existing information on projected sea level rise impacts to state infrastructure (such as roads, public facilities and beaches), natural areas, and coastal and marine ecosystems;
- a discussion of future research needs regarding sea level rise for California.

Furthermore Executive Order S-13-08 directed the Business, Transportation, and Housing Agency to prepare a report to assess vulnerability of transportation systems to sea level affecting safety, maintenance and operational improvements of the system and

economy of the state. The Department continues to work on assessing the transportation system vulnerability to climate change, including the effect of sea level rise.

Prior to the release of the final Sea Level Rise Assessment Report, all state agencies that are planning to construct projects in areas vulnerable to future sea level rise were directed to consider a range of sea level rise scenarios for the years 2050 and 2100 in order to assess project vulnerability and, to the extent feasible, reduce expected risks and increase resiliency to sea level rise. However, all projects that have filed a Notice of Preparation, and/or are programmed for construction funding the next five years (through 2013), or are routine maintenance projects as of the date of Executive Order S-13-08 may, but are not required to, consider these planning guidelines. Sea level rise estimates should also be used in conjunction with information regarding local uplift and subsidence, coastal erosion rates, predicted higher high water levels, storm surge and storm wave data. (Executive Order S-13-08 allows some exceptions to this planning requirement.)

Climate change adaptation for transportation infrastructure involves long-term planning and risk management to address vulnerabilities in the transportation system from increased precipitation and flooding; the increased frequency and intensity of storms and wildfires; rising temperatures; and rising sea levels. The Department is an active participant in the efforts being conducted as part of Governor's Schwarzenegger's Executive Order on Sea Level Rise and is mobilizing to be able to respond to the National Academy of Science report on *Sea Level Rise Assessment* which is due to be released by December 2010. Currently, the Department is working to assess which transportation facilities are at greatest risk from climate change effects. However, without statewide planning scenarios for relative sea level rise and other climate change impacts, the Department has not been able to determine what change, if any, may be made to its design standards for its transportation facilities. Once statewide planning scenarios become available, the Department will be able review its current design standards to determine what changes, if any, may be warranted in order to protect the transportation system from sea level rise.

A Notice of Preparation was filed on June 16, 2009 for the project. Therefore, this project is exempt from the requirements of Executive Order S-13-08. No further analysis is required.

## **Chapter 4 | Comments and Coordination**

Early and continuing coordination with the general public and appropriate public agencies is an essential part of the environmental process to determine the scope of environmental documentation, the level of analysis, potential impacts and mitigation measures and related environmental requirements. Agency consultation and public participation for this project have been accomplished through a variety of formal and informal methods, including: project development team meetings, interagency coordination meetings, public informational meetings, and public hearings. This chapter summarizes the results of Caltrans's efforts to fully identify, address and resolve project-related issues through early and continuing coordination.

### **4.1 | Scoping**

Scoping is a process designed to examine a proposed project early in the Environmental Impact Report / Environmental Assessment (EIR/EA) analysis and review process. Scoping is intended to identify the range of issues raised by the proposed project and to outline feasible alternatives or mitigation measures to avoid potentially significant environmental effects. The Scoping process inherently stresses early consultation with local agencies, responsible agencies, review agencies, trustee agencies, cooperating agencies, tribal governments, elected officials, interested/affected individuals, any other stakeholders, and any federal agency whose approval or funding of the proposed project will be required for completion of the project.

Scoping is considered an effective way to bring together and resolve the concerns of other agencies and individuals who may potentially be affected by the proposed project, as well as other interested persons, such as the general public, who might not be in accord with the action on environmental grounds.

At this time, the environmental document for the project is an Environmental Impact Report / Environmental Assessment (EIR/EA). The California Environmental Quality Act (CEQA) does require a formal scoping period for an EIR-level document. The hope was to ensure that the concerns of all stakeholders were known early in the process and incorporated into the environmental analyses and CEQA/NEPA document. During the scoping period, Caltrans solicited comments and input from all stakeholders and attempted to ensure their early involvement in the project development and environmental process.

Scoping was conducted from June 16, 2009 to July 15, 2009. Public Scoping Notification letters were mailed (postmarked June 18, 2009) to every individual, official, business, and agency listed in the project mailing list. To view the project mailing list, please refer to the Appendices section of this document.

### **4.2 | Consultation with Agencies**

Notices of Scoping and Notice of Preparation were sent to all state and federal agencies with a stake or interest in the project. The Notice of Preparation briefly described the proposed project, location, potential environmental effects, and the type of environmental document being prepared.

### 4.3 | Public Participation

In addition to the commencement of the formal CEQA-mandated scoping for the EIR/EA process, Metro had undertaken a substantial public outreach process. This continued public scoping effort was aimed to solicit comments and input from the affected public in order to frame the issues that were important to the corridor communities. All comments recorded during the ongoing public outreach process initiated by Caltrans and Metro will be part of the public record.

Outreach activities conducted by Metro took a variety of forms, including manned booths at conferences, briefings with community-based organizations and city councils, public community workshops, e-blasts and flier distribution, and Corridor Advisory Group meetings. Information was also made available on Metro's project website, <http://www.metro.net/expresslanes>.

**Conferences.** Metro and its outreach consultants manned a Congestion Reduction Demonstration Project booth at two conferences in September 2008 (the Ward African Methodist Episcopal Church, 84<sup>th</sup> Session of the Southern California Annual Conference on September 24, 2008, and the Southern California Association of Non-Profit Housing on September 26, 2008) and Mobility 21, 7<sup>th</sup> Annual Southern California Transportation Summit, on October 20, 2008. Fact sheets in both English and Spanish were provided, and participants were invited to submit their input via comment cards, registration forms, and exit surveys.

**Community briefings.** Metro held community briefings with the following community-based organizations, community advisory groups, legislative staff, and City Councils. Not all meetings listed focused on the implementation of the HOT lanes on I-110, however; some briefings focused on the similar project on Interstate 10.

Congestion Pricing Options Symposium (April 25, 2008)  
Metro TAC Focus Group Technical Advisory Committee (May 30, 2008)  
San Gabriel Valley COG City Managers Steering Committee (June 4, 2008)  
San Gabriel Valley Transportation Committee (June 12, 2008)  
San Gabriel Valley Legislative Caucus (June 14, 2008)  
Metro Task Force (June 18, 2008)  
San Gabriel Valley Economic Partnership (June 25, 2008)  
Foothill Transit Board Meeting (June 27, 2008)  
US DOT Summit LA Area Chamber (June 27, 2008)  
Technical Meeting at Caltrans (July 21, 2008) Metro Quarterly Legislative Staff Briefing (July 22, 2008)  
Los Angeles Urban League (July 23, 2008)  
San Gabriel Valley Economic Partnership (July 23, 2008)  
South Bay Transportation Committee (July 24, 2008)  
Los Angeles Alliance for a New Economy (July 25, 2008)  
Los Angeles Neighbor Initiative (July 31, 2008)  
City of Monrovia City Council (August 5, 2008)  
Jack Gabig, Lions International (August 7, 2008)  
South Bay Governance Council (August 8, 2008)  
McCourt Group (Los Angeles Dodgers) (August 18, 2008)  
Music Center (August 18, 2008)  
City of San Gabriel City Council (August 19, 2008)

Rideshare Coordinators (August 19, 2008)  
City of West Covina City Council (August 19, 2008)  
Los Angeles Economic Development Corporation (August 20, 2008)  
Congresswoman Roybal-Allard Staff Briefing (August 21, 2008)  
City of Paramount (September 3, 2008)  
Crenshaw Chamber of Commerce (September 4, 2008)  
Jacki Bacharach, Executive Director, South Bay Cities Council of Governments (September 4, 2008)  
FAST (Fixing Angelenos Stuck in Traffic) (September 11, 2008)  
Gateway Cities Council of Governments (September 11, 2008)  
Metro Quarterly Legislative Staff Briefing (September 11, 2008)  
City of El Monte City Council (September 16, 2008)  
SCAG Briefing (September 23, 2008)  
Metro Citizens Advisory Committee (September 24, 2008)  
Quad Chambers Government Affairs Committee (October 2, 2008)  
SCAG Briefing (October 2, 2008)  
City of Torrance Traffic Commission (October 6, 2008)  
Metro Technical Advisory Committee (October 8, 2008)  
Orthopaedic Hospital (October 14, 2008)  
Metro Planning Department (October 14, 2008)  
Assemblymember Mike Eng's Staff Briefing (October 17, 2008)  
Metro Bus Operators Group (October 21, 2008)  
Empowerment Congress West Area Neighborhood Development Council Land Use Committee (October 23, 2008)  
Councilwoman Janice Hahn's Staff Briefing (October 23, 2008)  
Foothill Transit Board Meeting (October 24, 2008)  
Assemblymember Mike Eng's Staff Briefing (October 27, 2008)  
BTH Undersecretary Bourgart (October 29, 2008)  
Lawndale Rotary Club (November 6, 2008)  
Southern California Transit Advocates (November 8, 2008)  
City of Torrance Transportation Committee (December 11, 2008)  
Mobility 21 (December 8, 2008)  
Metro General Managers Group Meeting (January 7, 2009)  
Quarterly Legislative Staff Briefing (January 8, 2009)  
Legal Aid Foundation of Los Angeles (January 14, 2009)  
Harbor Gateway North Neighborhood Council (January 27, 2009)  
SCAG Regional Council (February 5, 2009)  
Central City Association (February 25, 2009)  
Community Meeting and Workshop with Councilwoman Jan Perry (May 19, 2009)  
Federal, State, and Local Legislative Staff Briefing (June 8, 2009)  
South Bay Governance Council Briefing (June 12, 2009)  
South Bay Cities Council of Governments Board Meeting (June 25, 2009)  
Metro Quarterly Legislative Staff Briefing (July 7, 2009)  
San Antonio, Texas Chamber of Commerce Delegation (July 9, 2009)  
Los Angeles County Superior Court Administrator Briefing (July 14, 2009)

**Public Community Workshops.** Metro and Caltrans invited interested community members to three I-110 Congestion Reduction Community Workshop Meetings located along the corridor. The purpose of these meetings was to give interested parties the

opportunity to participate in identifying options that would increase traveling efficiency in the corridor.

Metro advertised the community workshops in both foreign-language and English newspapers. Advertisements were published in the following publications:

Downtown News: August 11 and September 8, 2008

Sing Tao (Chinese language): August 15 and 22, 2008

Chinese Daily News (Chinese language): August 15 and 22, 2008

Pasadena Star-News: August 22, 2008

San Gabriel Valley Tribune: August 22, 2008

Whittier Daily: August 15 and 22, 2008

Eastern Group Publications: August 11 and 21, 2008

Eastside Sun

Northeast Sun

Mexican-American Sun

Bell Gardens Sun

Commerce Comet

Montebello Comet

City Terrace Comet

ELA Brooklyn-Belvedere Comet

Monterey Park Comet

Wyvernwood Chronicle

Daily Breeze: September 10, 2008

Beach Reporter: August 28, September 5 and 11, 2008

Easy Reader: August 28, September 4 and 11, 2008

PV News: August 28, September 4 and 11, 2008

Gardena Valley News: August 28, September 4 and 11, 2008

Metro disseminated four separate e-mail blasts to their mailing list to inform as well as remind recipients of the community workshop meetings. On Friday, August 8, 2008, the meeting notification flyer was sent to 1062 e-mail addresses. Meeting reminder notifications were sent on August 14, September 2, and September 8, to 1135, 1247, and 1267 e-mail addresses, respectively. Recipients included, but were not limited to: elected officials, city departments and staff, community groups, faith-based organizations, neighborhood councils, chambers of commerce, councils of government, businesses, transit advocates, transportation organizations, schools, youth organizations, medical facilities, downtown venues, parks and recreational facilities, and members of the general public.

A total of 38,000 flyers advertising the community workshops were distributed along the I-110 corridor for both the August and September meetings.

Meetings were held in an open house format. Metro, Parsons Brinckerhoff, and Caltrans staff manned various information stations, where they discussed the project, answered questions, and recorded attendees' comments. Metro also led question and answer sessions. Meetings were held and located as follows:

Saturday, August 16, 2008, Carson Civic Center

Wednesday, August 20, 2008, Constituent Service Center, Los Angeles

Friday, September 12, 2008, Carson Civic Center. This meeting was an agenda item on the monthly South Bay Governance Council Meeting.

Thursday, November 13, 2008, San Pedro

Metro continues to hold public meetings at various points in the project development process to keep the public informed of project updates and provide a mechanism for community members to ask questions and voice concerns.

**Corridor Advisory Group Meetings.** Metro invited various community leaders and stakeholders along the I-110 corridor to participate in the Corridor Advisory Group (CAG). The purpose of the group is threefold. It provides feedback to the project team on study information and choices, particularly at project milestones. It also serves as a forum for collaborative discussions on specific project issues. Third, it serves as a link to wider constituencies within the community by helping to disseminate information about the project, and by sharing information learned from their community with the project team. The CAG has and will meet throughout the life of the project on a quarterly basis beginning in November 2008, with special unified sessions scheduled at major milestones.

CAG Meeting – Gardena (November 5, 2008)

CAG Meeting – Los Angeles (November 8, 2008)

CAG Meeting – Los Angeles (February 3, 2009)

CAG Meeting – Gardena (February 5, 2009)

CAG Meeting – Los Angeles (June 10, 2009)

CAG Meeting – Gardena (June 11, 2009)

**Technical Advisory Group Meetings.** The Technical Advisory Group (TAG) is comprised of agency representatives with technical expertise relative to the Congestion Reduction Demonstration Project, including Metro, Caltrans, Southern California Association of Governments (SCAG), Los Angeles Department of Transportation (LADOT), Metrolink, Federal Transit Administration (FTA), Federal Highway Administration (FHWA), Los Angeles County Department of Public Works, Foothill, Gardena, and Torrance Municipal Transit, San Gabriel Valley Council of Governments, South Bay Cities Council of Governments, Gateway Cities Council of Governments, and Los Angeles County Economic Development Corporation (LAEDC). Other agencies may be included over the course of the project. The role of the TAG is to evaluate and volunteer input on the technical aspects of the project and to consult with the Corridor Advisory Group.

**Public Hearings on Toll Rates.** State legislation authorizing the project, Senate Bill 1422, required Metro to hold a public hearing thirty days before the Metro Board of Directors adopts or adjusts a tolling policy. In an effort to solicit public participation, Metro held six hearings in locations encompassing both the I-10 and I-110 corridors. Hearings were held the following dates and locations:

Saturday, June 13, 2009, Metro Board Room, Los Angeles

Monday, June 15, 2009, Carson Community Center

Wednesday, June 17, 2009, Metro San Gabriel Valley Service Sector, El Monte

Thursday, June 18, 2009, Darby Park, Inglewood

Saturday, June 20, 2009, West Covina Civic Center

Monday, June 22, 2009, Civic Center Library, Torrance

Public notification of these hearings was done via articles in the Los Angeles Times, through the Corridor Advisory Groups, and meeting information posted on Metro's project website.

*E-blasts.* Metro disseminated e-mail blasts to their mailing lists to inform as well as remind recipients of the toll rate public hearings. Recipients included, but were not limited to, elected officials, city departments and staff, community groups, faith-based organizations, neighborhood councils, chambers of commerce, councils of government, businesses, transit advocates, transportation organizations, schools, youth organizations, medical facilities, downtown venues, parks and recreational facilities, and members of the general public. E-blasts were sent to:

Metro's Constituent Program Management Transportation Stakeholder Database  
(June 16, 2009)

Federal, State, and City of Los Angeles elected officials (June 17, 2009)

Constituents of Supervisor Mark Ridley-Thomas and posted on his website (June 16, 2009)

ACT Members, sent by LAWA (June 16, 2009)

Constituents of Supervisor Don Knabe, posted on his website, and included in his weekly e-newsletter (June 19, 2009)

*Media outreach.* A media briefing regarding the toll rate public hearings was held on Monday, June 8<sup>th</sup> at 9 AM in Caltrans Transportation Management Center, 2901 Broadway, Los Angeles, California 90041. Members of the press were contacted by fax and email with a press release and media advisory.

*Flyer distribution.* A total of 30,000 flyers advertising the toll rate public hearings on Thursday, June 18<sup>th</sup>, Saturday, June 20<sup>th</sup>, and Monday, June 22<sup>nd</sup>, were distributed.

*Advertisements.* Metro advertised the toll rate public hearings in both foreign-language and English newspapers. Advertisements ran in the following publications:

LA Downtown News: June 8, 2009 (circulation 49,000)

Torrance Daily Breeze: June 8 and 16, 2009 (circulation 66,059)

La Opinion (Spanish language): June 8 and 16, 2009 (circulation 123,885)

Compton Bulletin: June 10, 2009 (circulation 30,000)

Inglewood Today: June 11 and 18, 2009 (circulation 25,000)

Wave Newspaper Group: June 11 and 18, 2009 (circulation 140,000)

Sing Tao (Chinese language): June 16, 2009 (circulation 30,000)

Korea Daily (Korean language): June 16, 2009 (circulation 35,000)

Random Lengths: June 18, 2009 (circulation 22,500)

Los Angeles Sentinel: June 18, 2009 (circulation 21,000)

LA Watts Times: June 18, 2009 (circulation 25,000)

Advertisements were also distributed at the June 8<sup>th</sup> media briefing, June 8<sup>th</sup> legislative briefing, and all June 2009 CAG meetings and toll rate public hearings.

**Live Web Chat.** A Live web chat was held on Tuesday, July 7<sup>th</sup>, 2009, from noon to 1 PM. To advertise this opportunity, on June 26<sup>th</sup>, 2009, press releases were sent to Metro's media list, which reaches more than 200 outlets: every newspaper, TV and radio station covering Los Angeles County and a dozen major blogs focused on transportation. In addition, a press release was sent to City News Service, which

reaches more than 100 media outlets. On June 29<sup>th</sup>, 2009, an e-mail blast went to Metro's Employee Transportation Coordinator Database (1,257 rideshare stakeholders). Additional e-mail blasts were sent to stakeholders in Metro's Constituent Program Management database, Mayors and City Managers in 87 cities within Los Angeles County, and federal, state, and city of Los Angeles elected officials. Supervisor Mark Ridley-Thomas also sent his constituents an e-mail blast on June 30<sup>th</sup>, 2009.

**Metro Board Meeting.** On Thursday, July 23<sup>rd</sup>, 2009, the Metro Board of Directors voted to approve the toll rates and tolling policy as proposed in the toll rates public hearings. Two members of the public spoke at the board meeting, and official public comments were received.

#### **4.4 | Public Circulation of the Draft EIR/EA**

**Notice of Completion.** A Notice of Completion was prepared and submitted to the California State Office of Planning and Research – State Clearinghouse pursuant to CEQA. The public review period for the Draft EIR/EA began on February 12<sup>th</sup>, 2010, and ended on April 1<sup>st</sup>, 2010. Caltrans, however, accepted comments through April 2<sup>nd</sup>, 2010. The State Clearinghouse did not receive any comments from other state agencies during this time.

**Public Outreach.** A Notice of Public Hearing and Availability of Draft Environmental Impact Report/Environmental Assessment was mailed out, along with CD copies of the draft EIR/EA, to every agency, elected official, and individual listed in the project's mailing list (see Chapter 6). The letter specified how to submit comments on the project, the mailing address to which comments should be sent, and the due date for comments. The letter also stated that the draft EIR/EA would be available for review at the Caltrans District 7 office, located at 100 South Main Street, Los Angeles, California 90012.

The draft EIR/EA was also available for download at Caltrans' website.

To further publicize availability of the draft environmental document and public hearing, advertisements were placed in several newspapers located in the project area (please see Appendix H). Each publication's print schedule dictated the exact date of publication, and in many cases the ads ran two times per publication to generate as much interest among members of the public as possible. The advertisement ran in the following publications:

Inglewood Today: February 25 and March 2, 2010

Daily Breeze: February 12 and March 6, 2010

LA Watts Times: February 11 and 25, and March 4, 2010

Korea Daily (Korean language): February 24 and March 3, 2010

Downtown News: February 15 and March 8, 2010

LA Sentinel: February 25 and March 4, 2010

Beach Reporter: March 4, 2010 (erroneously ran again on March 11, 18, 25, and April 1, 2010)

La Opinion (Spanish language): February 12 and March 3, 2010

Wave Newspaper Group: February 25 and March 4, 2010

Random Lengths: March 4, 2010

**Public Hearing.** The public hearing for the project was held on March 9, 2010, from 6:00 PM to 8:00 PM. An informal open house, beginning at 5:00 PM, preceded the formal hearing. Members of the project team, including staff from Metro, Caltrans, Parsons Brinckerhoff, Galvin Preservation Associates, and Consensus Incorporated, were in attendance to speak with and answer questions from the public. Approximately 22 people attended the public hearing.

Upon arriving at the meeting site, attendees were encouraged to sign in, and were offered a welcome sheet/meeting agenda, a “Definition of Fees” matrix, a project fact sheet, frequently asked questions, and a comment sheet. These materials were provided in both English and Spanish. Translation services were also provided for Spanish-speakers during the hearing.

The public hearing was broadcast live on [www.ustream.tv](http://www.ustream.tv) for members of the public who could not attend in person. It was possible, watching the footage of the meeting, to submit comments and questions to be answered or entered into the public record. One comment was received and responded to in this manner during the hearing.

It was also possible to follow the meeting on Twitter ([www.twitter.com/110expresslanes](http://www.twitter.com/110expresslanes)). Main points of the presentation, comments, and questions and answers were “tweeted” to provide a running commentary to those following.

Lilian DeLoza of Consensus Inc. acted as the presiding officer for the hearing. Stephanie Wiggins, Metro’s executive officer for the project, and Ron Kosinski, Caltrans Deputy District Director of the Division of Environmental Planning, gave an overview of the project and the environmental document. After the presentation, the floor was opened to members of the public to make formal comments on the project. A summary of the comments received is included in Table 16. Please note that this is only a summary of comments and questions and answers, and the full text of comments received, as well as the responses to the comments and/or questions, is included in the Public Hearing Transcript in Appendix I.

**Table 16 | Summary of Comments Received (with responses as necessary) at Public Hearing**

Name	Comment/Question (response, if necessary, is noted in <b>bold</b> )
Hilary Norton	Thanked Caltrans and Metro for coming out to the Orthopaedic Hospital and expressed that she thought it was an incredibly thorough outreach process.  Stated that Fixing Angelenos Stuck in Traffic (FAST) has supported the HOT lanes to improve traffic circulation, and that she wanted to come voice support as a representative of this group and all of their community partners for the work that Caltrans and Metro have done and for making the new transponder technology even more responsive to their needs.  Feels that the pedestrian bridge covering the 110 is a wonderful addition, making the overall

	<p>area accessible for pedestrians, especially with Orthopaedic Hospital and the L.A. Trade Tech.</p> <p>Wanted to thank Caltrans and Metro on behalf of FAST for making this federal process and pilot program really exemplary.</p>
Clint Simmons	<p>Thinks that the HOT lanes are a good idea, but wanted to know what happens to people who are not using the lanes on a regular basis, since transponders are required for all users. <b>[Response:</b> Metro is aware of the necessity to publicize the necessity of the transponders and will develop a formal transponder distribution plan and a strong marketing campaign. An extension to the project schedule has been granted by the federal government, partly due to this issue. During the demonstration period, those caught without transponders in the HOT lanes will be given a window of opportunity to open a transponder account to avoid paying fines. The transponder requirement is not meant to be an impediment to using the lanes, or a mechanism to collect fines.]</p> <p>Is concerned that the HOT lanes are only benefitting users from outside of the area that are passing through, and not those living in the inner city, since there is no ingress/egress in the project area. <b>[Response:</b> All current ingress and egress points to and from the existing HOV lanes will remain. No ingress/egress will be closed.]</p> <p>Wanted to know what Caltrans and Metro are doing about employing people in the project area as a part of this project. <b>[Response:</b> This project and its larger Congestion Reduction program is supposed to create over 2400 construction-related jobs, and the expectation is that there will be local hiring for construction jobs related to this project. The Metro Board of Directors has not yet set a goal regarding this or related to minority businesses getting a part of the work as well, but it is an issue of importance to them.]</p> <p>Is concerned that Caltrans and Metro are not taking ideas from the community, and are only concerned with moving people from outside the area through.</p> <p>Is concerned with how the low-income threshold has been determined. <b>[Response:</b> Metro independently determined the low-income threshold through their Low-Income Commuter Assessment, which can be accessed at their website, <a href="http://www.metro.net">www.metro.net</a>. The threshold was established using guidance referenced in the authorizing statute as well as thresholds in use, or being adopted, in L.A. County programs.]</p> <p>Wanted to know how the levels of service will be controlled on the HOT lanes if everyone that has a transponder wants to use the lanes at the same time, and whether that will result in lower levels of service for people who have paid the toll. <b>[Response:</b> The Metro Board of Directors approved an operating plan for the HOT lanes which sets a 45 miles-per-hour threshold. If the speed within the HOT lanes falls below this threshold for a period of 10 minutes, single-occupant vehicles will no longer be able to purchase access to the lane. Those who purchase access to the lanes when eligible to do so will be able to complete their trip.]</p>
Lauren Ahkiam	<p>Wanted to know if there will be any improvements to the existing entrances/exits at the Adams Boulevard interchange, and whether those using the HOT lanes will be forced onto surface streets or if they will easily be able to re-enter the regular lanes. <b>[Response:</b> An additional turn lane will be added to the Adams Blvd. off-ramp and an additional lane will be added to Adams Blvd to improve operations for those exiting the HOT lanes at Adams Boulevard. North of Adams, currently the HOV lanes end and merge into mixed-flow traffic. No other improvements to the terminus of the HOV lane are proposed at this time.]</p> <p>Wanted clarification on whether revenues from the project would be redirected into public transit as well as for the maintenance of the HOT lanes. <b>[Response:</b> Any net toll revenues have to be reinvested in transit or carpool lane improvements in the corridor where they are generated. Any net revenue generated from the I-110 project will be reinvested in 110.]</p> <p>Wanted to know whether one of several cap parks, currently being considered along the 110 corridor, would be affected by the project. <b>[Response:</b> Coordination with the City of Los Angeles Redevelopment Agency has been ongoing and the proposed improvements at Adams Blvd. do not preclude development of a cap park in that area.]</p>
Damian Goodman	<p>Thanked Caltrans and Metro for the outreach efforts.</p> <p>Wanted to know whether the technical reports referenced as part of the EIR/EA were available. <b>[Response:</b> As stated in the DEIR/EA, the technical studies are available for public review upon request.]</p> <p>Is concerned that the project will not improve operations at the Adams Boulevard intersections, which currently experiences very heavy traffic and back-ups.</p> <p>Feels that there should be more investing in the community and streets amenities, perhaps with equal matching from Metro, rather than just the transportation facilities such as buses and</p>

	<p>transit stations.</p> <p>Would like to see reinvestment of toll moneys into facilitating a safer walking and biking environment through landscaping and lighting so that more people will want to travel to the different transit facilities.</p>
Daniel Walker	<p>Stated that he basically thinks the project is a good idea, but feels that the details of how it's done are important.</p> <p>Stated that the Adams Boulevard intersection is a mess, and that it is routinely backed up, even in off-peak hours.</p> <p>Wanted to know how the HOT lanes will be enforced, so that people cannot get away with using them without paying. <b>[Response:</b> The transponders will be able to detect erratic behavior in terms of vehicle movement. Cameras will be present within the corridor to take pictures of the license plates of offending vehicles, and a partnership with CHP has been arranged to dedicate officers to the I-110 corridor to make sure patrons are using their transponders correctly.]</p> <p>Wanted to know how the transition between the 110 and the 105 will work with the HOT lanes, and whether toll users will be able to use the connectors. <b>[Response:</b> The 105/110 HOV direct connectors may be modified to accommodate those who transition between the two routes, and currently the design allows this transition, but given the right-of-way limitations and difficulty of modifying those flyover ramps, the final decision on the direct connector transition will be made by Metro during the design phase.]</p> <p>Thinks that ultimately the HOV lanes should be connected from downtown out to El Monte, although he recognizes that this would be a more expensive project.</p> <p>Wants to know what will happen if the project doesn't work, and what will be done with the investment into transit and technology (signage and transponders, etc). <b>[Response:</b> If it is decided that the project will not be extended past the pilot program, improvements to the roadway and to Adams Blvd. will remain, as well as the increased transit service. As much of the signage will be adapted as possible. Transponder and reading equipment may be able to be re-sold to other toll roadway programs.]</p> <p>Stated that he still thinks it's worth a try to improve bus service and improve circulation through the area, but he would like to better understand how it's going to work and whether people will really use the services.</p>
Leticia Ortiz	<p>Wanted clarification as to whether the construction currently under way at Adams and Figueroa is part of this project. <b>[Response:</b> The construction currently occurring near the Adams/Figueroa intersection is part of the Exposition Line Light Rail Transit Project.]</p>
Alex Brideau III (submitted online during hearing via uStream)	<p>Wanted to know if there is a possibility for transponder units to be linked with vehicle's existing GPS systems. <b>[Response:</b> Given the fact that this is a one-year demonstration project, it is more efficient to use/adapt existing technologies currently used in the state. However, the federal government is currently looking into developing protocols and standards that would allow for this type of communication system.]</p>

#### 4.5 | Comments and Responses

The following pages contain comment letters received during the public circulation of the Draft EIR/EA and the corresponding responses to those comments. Responses have been aligned to the right of the corresponding comment.

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SCAG's support of the I-110 HOT lanes project is acknowledged.



**SOUTHERN CALIFORNIA  
ASSOCIATION OF  
GOVERNMENTS**  
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Committee Chair**  
Jon Edrington, El Centro

**Policy Committee Chairs**  
Community, Economic and  
Transportation  
Gail Hershkowitz, Perris  
Energy & Environment  
Keith Marks, Azusa

**Transportation  
Main Title, Draft Producers**

March 12, 2010

Brownen Trice, Senior Community Relations Officer  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza, M/S 99-82-2  
Los Angeles, CA 90012

RE: The Interstate 110 (Harbor Freeway / Transitway) High-Occupancy Toll  
Lanes Project Draft Environmental Impact Report / Environmental Assessment  
and the Interstate 10 (San Bernardino Freeway / El Monte Busway) High-  
Occupancy Toll Lanes Project Draft Environmental Impact Report /  
Environmental Assessment

Dear Ms. Trice:

The proposed conversion of existing High-Occupancy Vehicle (HOV) lanes to High-Occupancy Toll (HOT) lanes or "Express Lanes" on Interstate 110 (I-110) between 182nd Street and Adams Boulevard and on Interstate 10 (I-10) between Alameda Street and Interstate 605 (I-605) complements efforts currently being undertaken by SCAG to develop a regional congestion pricing strategy. The Express Lanes demonstration projects are anticipated to better determine the applicability of value-pricing as a means of reducing congestion in the SCAG region. In accordance with SB 1422 (Rialley-Thomas), the Los Angeles County Metropolitan Transportation Authority (Metro) and the California Department of Transportation (Caltrans) will report to California Legislature, including a summary of the demonstration program, a survey of its users, the impact on carpools, revenues generated, how transit service or alternative modes of transportation were impacted, any potential effect on traffic congestion in the HOV lane and in the neighboring lanes, the number of toll paying vehicles that utilized the HOT lanes, any potential reductions in the greenhouse gas emissions that are attributable to congestion reduction resulting from the HOT lane demonstration project, and a description of the mitigation measures on the affected communities and commuters in this demonstration program.

Metro and Caltrans have now reached an important milestone in these demonstration projects as the Environmental Impact Reports / Environmental Assessments are circulated for public review and comment. SCAG supports this action and looks forward to continuing our partnership in addressing the region's transportation needs and anticipates working closely on these important projects.

Sincerely,

Rich Macias  
Director, Regional and Comprehensive Planning

The Regional Council is comprised of 63 elected officials representing 189 cities, six counties, six County Transportation Commissions and a Tribal Government representative within Southern California.

12.19

U.S. Department of Homeland Security  
FEMA Region IX  
111 Broadway, Suite 1200  
Oakland, CA 94607-4072



March 8, 2010

Ronald J. Kosinski, Deputy District Director   
Division of Environmental Planning  
Department of Transportation, District 7  
100 S Main Street MS-16A  
Los Angeles, California 90012

Dear Mr. Kosinski:

This is in response to your request for comments on a Notice of Public Hearing and Availability of Environmental Impact Report/Environmental Assessment on 07-LA-110 (PM 9.7/20.7), 07-LA-105 (PM R4.9/R9.6) EA 2074400 in the City of Los Angeles.

Please review the current effective countywide Flood Insurance Rate Maps (FIRMs) for the County of Los Angeles (Community Number 065043) and City of Los Angeles (Community Number 060137), Maps revised September 26, 2008. Please note that the City of Los Angeles, Los Angeles County, California is a participant in the National Flood Insurance Program (NFIP). The minimum, basic NFIP floodplain management building requirements are described in Vol. 44 Code of Federal Regulations (44 CFR), Sections 59 through 65.

A summary of these NFIP floodplain management building requirements are as follows:

- All buildings constructed within a riverine floodplain, (i.e., Flood Zones A, AO, AH, AE, and AI through A30 as delineated on the FIRM), must be elevated so that the lowest floor is at or above the Base Flood Elevation level in accordance with the effective Flood Insurance Rate Map.
- If the area of construction is located within a Regulatory Floodway as delineated on the FIRM, any *development* must not increase base flood elevation levels. **The term *development* means any man-made change to improved or unimproved real estate, including but not limited to buildings, other structures, mining, dredging, filling, grading, paving, excavation or drilling operations, and storage of equipment or materials.** A hydrologic and hydraulic analysis must be performed *prior* to the start of development, and must demonstrate that the development would not cause any rise in base flood levels. No rise is permitted within regulatory floodways.

[www.fema.gov](http://www.fema.gov)

Per the current FIRMs of the project area, the proposed project will not be constructed within a riverine floodplain or is located within a Regulatory Floodway. This project will not increase base flood elevation levels.

Ronald J. Kosinski, Deputy District Director  
Page 2  
March 8, 2010

- All buildings constructed within a coastal high hazard area, (any of the "V" Flood Zones as delineated on the FIRM), must be elevated on pilings and columns, so that the lowest horizontal structural member, (excluding the pilings and columns), is elevated to or above the base flood elevation level. In addition, the posts and pilings foundation and the structure attached thereto, is anchored to resist flotation, collapse and lateral movement due to the effects of wind and water loads acting simultaneously on all building components.
- Upon completion of any development that changes existing Special Flood Hazard Areas, the NFIP directs all participating communities to submit the appropriate hydrologic and hydraulic data to FEMA for a FIRM revision. In accordance with 44 CFR, Section 65.3, as soon as practicable, but not later than six months after such data becomes available, a community shall notify FEMA of the changes by submitting technical data for a flood map revision. To obtain copies of FEMA's Flood Map Revision Application Packages, please refer to the FEMA website at <http://www.fema.gov/business/nfip/firms.shtml>.

**Please Note:**

Many NFIP participating communities have adopted floodplain management building requirements which are more restrictive than the minimum federal standards described in 44 CFR. Please contact the local community's floodplain manager for more information on local floodplain management building requirements. The City of Los Angeles floodplain manager can be reached by calling Susan S. Shu, Senior Civil Engineer, at (213) 485-4493. The Los Angeles County floodplain manager can be reached by calling George De La O, at (626) 458-7155.

If you have any questions or concerns, please do not hesitate to call Cynthia McKenzie of the Mitigation staff at (510) 627-7190.

Sincerely,



Gregor Blackburn, CFM, Branch Chief  
Floodplain Management and Insurance Branch

cc:  
Susan S. Shu, Senior Civil Engineer, City of Los Angeles  
George De La O, Senior Civil Engineer, Los Angeles County  
Garret Tam Sing/Salomon Miranda, State of California, Department of Water Resources,  
Southern Region Office

Cynthia McKenzie, Senior Floodplanner, CFM, DHS/FEMA Region IX  
Alessandro Amaglio, Environmental Officer, DHS/FEMA Region IX

[www.fema.gov](http://www.fema.gov)

Construction of the project will not be located within a coastal high hazard area or special flood hazard area. No revisions to the FIRM will be necessary.

keren.duram@yahoo.com

**Keren Duran**

9323 San Gabriel Avenue  
South Gate, California 90280

March 24, 2010

Ron Kosinski   
Deputy District Director  
California Department of Transportation  
Division of Environmental Planning  
100 South Main Street MS 16A  
Los Angeles, California 90012

Dear Mr. Ron Kosinski:

I have lived in the greater Los Angeles area all of my life. I have always enjoyed having the freedom to travel that we Angelenos have to visit the vast areas of our cities. The use of freeways in Los Angeles is essential, particularly when driving long distances. However, I have recently been informed about The California Department of Transportation's (Caltrans) proposal to convert the existing High Occupancy Vehicle Lane on Interstate 110 into a High Occupancy toll lane. I strongly urge you to not only to reconsider such a proposal, but also to terminate such a proposal.

I would like to begin by stating that environmental awareness is very important to me. I recycle, reuse, use cloth instead of plastic bags, take my own coffee mugs to coffee shops, walk, and use public transportation whenever possible. As I have never owned a car, I have been using public transportation, both in and out of Los Angeles, for over a decade.

I am aware that the use of cars is detrimental to the environment and that the use of freeways is detrimental to the health of the residents surrounding freeways. However, the vast majority of people in Los Angeles the vast majority of the time use cars and not public transportation. This is not necessarily because the vast majority of Angelenos are environmentally unaware or are against public transportation, it is because the existing public transportation is insufficient for most needs that Angelenos have. There is no public transportation to certain areas, buses are late or pass infrequently, sometimes one has to wait for the next bus as the prior one is full, and there are an insufficient number of Rapid buses. Better public transportation is certainly needed and wanted. To give a personal example, in a car it would take me about 20 minutes to drive to downtown from South Gate whereas it takes me about an hour using public transportation. Thus, Angelenos have no viable or practical choice but to use their cars as their primary mode of transportation.

Charging to use the freeway as a whole, or as the proposal suggests, the existing High Occupancy Lane, hurts the unemployed, underemployed, and the working class. This is because for members of the categories above solely paying rent and bills uses almost all of their money.

Page 1 of 2

The addition of a HOT lane facility would not represent a burden to the unemployed, underemployed, or working class because all drivers are afforded a choice: they can choose to use or not to use the toll lane(s). In fact, the HOT lane facility is likely a benefit for those users. Vehicles that choose to travel inside the HOT lanes will reduce traffic in the mixed-flow lanes, thus improving traffic flow. Those who choose to stay in the mixed-flow lanes, for any reason, would benefit from the reduced traffic in the mixed-flow lanes. This improvement in traffic flow represents an improvement over current existing conditions. Because users are afforded a choice, and because

implementation of the HOT lanes would improve overall traffic flow, implementation of the project would not be considered discriminatory.

The I-110 HOT lanes project introduces the concept of congestion pricing as a means to improve traffic on our freeways. The demonstration project incorporates pricing with an emphasis on increased transit and other alternative modes to driving alone. As you are aware, Senate Bill 1422 (Ridley-Thomas) conveys tolling authority to the Los Angeles County Metropolitan Transportation Authority (Metro) on Interstates 10 and 110 for this demonstration project. A frequent concern in tolling, often expressed with respect to congestion pricing, is that low-income commuters may find it a burden to pay the tolls. As a result, Section 2.149.9(c)(7) of California law requires Metro to assess the impact of the program on commuters of low income and provide measures to minimize these impacts.

While concerns about the impact of road pricing on low-income drivers are common, they often decrease as drivers gain actual experience with pricing. They also decrease when toll revenues are used to enhance transit services along the same routes or corridors, thus providing more choices for low-income travelers (and others). The Metro ExpressLanes program will increase transit service along I-10 and I-110 with the purchase of 59 clean-fuel buses. The priced lanes themselves also increase the options available to low-income drivers, since there may be occasions when the cost of a HOT lane trip would be lower than the cost of delay. For example, arriving late to work or to a child-care center (source: "Equity Concerns of Congestion Pricing Initiatives in the US", June 2008, USDOT). No other HOT lanes in California offer a low-income discount.

However, as mentioned above, SB 1422 requires Metro to conduct a Low-Income Commuter Assessment for the HOT lanes program. The study was recently completed, and as a result, the Metro Board approved the following on March 25, 2010:

A finding that low-income commuters, defined as residents of Los Angeles County with an annual household income of \$35,000 (2009 dollars) or less are likely to be impacted; and

Measures to minimize the impact of tolls on low-income commuters include a \$25 credit to qualifying low-income households for account setup/establishment fees that can be applied to the transponder deposit or pre-paid toll balance, and waiving of the monthly \$3 non-usage fee for qualifying low-income households.

Adding another expense, and an unnecessary one, would only burden them and not help them. Further, though the proposal would also somewhat affect the middle class, charging to use any lane of a freeway would discriminate against the members of the categories above by straining their pocketbook even more for the use of something essential when travelling in Los Angeles: the freeway.

Although the proposal would not charge those drivers who have a minimum of two people in their car, allowing drivers of single occupancy vehicles who have the ability to pay to use the toll lane as long as the threshold of 45 miles per hour is maintained creates only an economically discriminatory system. Drivers should be encouraged to use the High Occupancy Lane because it is better for the environment and lessens traffic congestion. Drivers should not be able to pay their way into a faster lane to the detriment of those who do not have the ability to pay. As tax dollars were used to pay for the construction of freeways, drivers, the vast majority of who are taxpayers, should not also be charged to use something so essential in Los Angeles. Further, bettering public transportation would lessen congestion, promote throughput, and maximize the efficiency of all freeways.

If the federally-granted funding requires pricing, such as toll lanes, then it is in the best interest of Californians to not use federal funds and to exclusively rely on state funds to help reduce the congestion in freeways. Similarly, even if Governor Arnold Schwarzenegger approved Senate Bill 1422, which allows pricing, such as toll lanes, that does not mean that the state must use pricing to drive on freeways.

I urge you to terminate such a proposal as it would hurt the most vulnerable drivers in Los Angeles, would not better the public transportation system, and would likely have a minimal impact on lessening global warming.

I thank you for permitting me to comment on this proposal.

Sincerely,

  
Keren Duran

3622 West 132<sup>nd</sup> Place  
Hawthorne, CA 90250  
April 2, 2010

Mr. Ron Kosinski *RK*  
Deputy District Director  
California Department of Transportation  
Division of Environmental Planning  
100 South Main Street MS 16A  
Los Angeles, CA 90012

Mr. Kosinski,

Yesterday I read a Public Notice printed in the Beach Reporter. The publication date was April 1, 2010. I have included a copy for your reference. The Public Notice was a Notice of Availability of Draft Environmental Document and Announcement of Public Comment Period for the Interstate 110 (Harbor Freeway/Transitway) High Occupancy Toll Lanes Project.

First, this Public Notice does not comply with the timely notification requirements found in the California Environmental Quality Act (CEQA) under which this document was prepared and distributed. The public hearing noticed in the Public Notice was held twenty-three (23) days before the Public Notice was published. The deadline for submitting comments in response to the Public Notice was three (3) days prior to the publication of the Public Notice. This is clearly in violation of CEQA Guidelines. My recommendation is that you redo the public notice process, including the public hearing, in order to provide sufficient notice to allow members of the public to both attend the public meeting and to provide written comments on the document.

Second, I think that this is a very bad idea. There is a problem with traffic congestion on the 110 Freeway. There is no doubt about that. There are two problem areas in this stretch of the 110 Freeway. The first is the junction with the 105 Freeway. The added traffic from this junction plus the lack of an off-ramp or any way to exit in the 2-3 miles of this stretch cause a tie up at this location. Shifting to toll lanes will not help alleviate this problem area. The second area is near the intersection with the 10 freeway where the existing car pool lanes end. Loss of the car pool lanes force all cars to merge together creating a problem area. Once again, converting to toll lanes will not alleviate this problem area.

Carpool lanes on this stretch of the 110 Freeway are currently well used. During rush hour there are many cars and buses that utilize these lanes. Converting these lanes into toll lanes will simply gridlock the car pool lanes. The 45 MPH rule is unenforceable. Anyone caught can simply say that they entered when the carpool lane when it was allowable.

A better alternative is to extend the existing car pool lanes to the north, through downtown, and to the south to meet existing carpool lanes south of the 405 intersection. This alternative was not discussed in the Project Description and/or the discussion of Project Alternatives. The Alternatives section is weak with few alternatives mentioned and with only one alternative

Caltrans and Metro apologize for this oversight. The Public Notice ad was mistakenly run in the Beach Reporter on April 1, 2010. However, the advertisement was run previously in the Beach Reporter on March 4, 2010 and in several other publications in the area as well, before the close of the comment period and prior to the public hearing.

The I-110/I-10 interchange is beyond the scope of this project. The aim of the project is to improve operations of the I-110 corridor by maximizing efficiency and throughput of the HOV lane. Unfortunately, not all operational deficiencies in the corridor can be corrected with implementation of the project, but work will be done at the I-105 interchange and at the HOV terminus in an effort to accommodate the increased throughput.

The 45 MPH threshold is established because the maximum number of vehicles per lane are traveling at 45 MPH. When average speeds fall below 45 MPH, operations in the lane begin to break down. In order to manage the demand for the HOT lane, and ensure a guaranteed trip for the carpool/transit/toll-paying driver, Metro has established a toll policy which mandates that single-occupant vehicles will not be able to access the HOT lane when travel speeds in that lane fall below 45 MPH for at least 10 minutes. Dynamic message signs will be changed at that time to reflect this. Toll-paying drivers who are already in the HOT lane when travel speeds drop will be allowed to complete their trip. The time at which their transponder was scanned upon entering the lane will help enforce this policy.

At this time, extension of the HOV lanes to the north or south is beyond the scope of this project. As stated in the Draft EIR/EA, the project's funding source mandates the conversion of HOV to HOT lanes for a one-year demonstration period. However,

implementation of this project would not preclude extension of the HOV lanes in the future.

CEQA Guidelines state that there is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the rule of reason, and an EIR must consider a reasonable range of potentially feasible alternatives. In this case, no other alternatives except Alternative 2 were found to be feasible in achieving the project's purpose while complying with the project's funding requirements.

carried forward for assessment. CEQA case law would indicate that one alternative is unacceptable.

I hope that you take these comments into account when preparing your Final Environmental Impact Report and responses to comments. I look forward to hearing back from you.

Respectfully,  
  
Lawrence J. Smith, Jr.



South Coast  
Air Quality Management District  
21865 Copley Drive, Diamond Bar, CA 91765-4182  
(909) 396-5000 • www.aqmd.gov

E-MAILED: APRIL 14, 2010

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

April 14, 2010

**Draft Environmental Impact Report / Environmental Assessment  
for the Interstate 110 (Hawthorne Freeway) Transitway  
High-Occupancy Toll Lanes Project**

South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document, including with an extended review period. The following comments are meant as guidance for the Lead Agency and should be incorporated into the Final EIR/EA.

SCAQMD staff is concerned that the air quality impacts of this project are not adequately disclosed in the materials made available for review. As indicated in our June 30, 2009 comment letter (attached) to the project's Notice of Preparation, the SCAQMD has developed guidelines to assist public agencies with the preparation of air quality CEQA analyses. In particular, localized significance thresholds (LST's) have been developed to determine potentially significant impacts from construction activities. The project proposes to construct new toll lane infrastructure and to widen the Adams Boulevard overcrossing. Quantification of air quality impacts from this construction were not presented in the Draft EIR/EA, yet the lead agency determined that air quality impacts would be less than significant. SCAQMD staff encourages the lead agency to quantify any potential air quality impacts prior to making a significance determination in the Final EIR/EA. If impacts are found to be significant, all feasible mitigation measures should be considered.

In addition, the lead agency states that the purpose of the proposed project is to lessen congestion along the I-110 corridor. Information made available to SCAQMD staff (including paper copies of the Draft EIR/EA, materials on cd, and outline reports) does not appear to present the rationale indicating how the proposed project will achieve this goal. The Final EIR/EA should provide additional justification about how the proposed conversion of carpool lanes to toll lanes will accomplish the stated objective. For example, a description of how many vehicles are expected to shift into the carpool lane and how many single occupancy vehicles (i.e., hybrids and natural gas vehicles) will shift from the carpool lane into general use lanes should be provided. If traffic impacts in the Draft EIR/EA are reported incorrectly, then air quality impacts may be underestimated. A more thorough explanation of the traffic assumptions for the project should be provided in the Final EIR/EA.

The air quality analysis for the project has been prepared in accordance with the requirements under NEPA and CEQA as well as those by the Clean Air Act, Transportation Conformity Regulations, and policies and guidance by the EPA, FHWA, and Caltrans as appropriate. A mobile source air toxics (MSAT) analysis has been prepared following the latest FHWA MSAT Interim Guidance, and a CO analysis based on the EPA-approved CO Protocol developed by the Institute of Transportation Studies at the University of California, Davis, in cooperation with Caltrans. A PM analysis has been conducted based on the joint EPA/FHWA guidance released on March 10, 2006, titled "Transportation Conformity Guidance for Qualitative Hot-spot Analysis in PM2.5 and PM10 Non-attainment and Maintenance Areas."

Section 2.2.6 of the Draft EIR/EA provides: "According to 40 CFR 93.123(c)(5), hot-spot analyses are not required to consider construction-related activities that cause temporary increases in emissions. Temporary increases in emissions are defined as those that occur only during the construction phase and that last five years or less at any individual site." Currently, project construction is scheduled to last less than two years (November 2010 to August 2012). Construction-related emissions from the proposed project are discussed in the Draft EIR/EA sections 2.2.6, 2.4, and 3.2. Operational emissions are discussed in the Draft EIR/EA sections 2.2.6 and 3.2. Caltrans evaluates significance of an impact on a project-by-project basis. Furthermore, the Draft EIR/EA as well as Caltrans' Standard Specifications requires any construction contractors to comply with the SCAQMD's Rule 403 and to implement its control measures as appropriate to minimize fugitive dust during construction/demolition/site preparation activities.

The 2 HOV lanes on the 110 freeway are successful, and handle significant volumes in the peak hour – approximately 3000 vehicles for both lanes – and sometimes experience congestion like many other HOV lanes in Los Angeles County. The HOT lane one-year demonstration project is going to test the ability of using various pricing strategies to maximize the efficiency of these 2 lanes in a 24-hour period by accommodating more traffic and eliminating congestion in the lanes. There are times

Mr. Ron Kozimaki  
Deputy Director, District 7

April 14, 2010

Pursuant to Public Resources Code Section 21092.5, please provide the SCAQMD staff with written responses to all comments contained herein prior to the adoption of the Final EIR/EA. The SCAQMD staff would be happy to work with the Lead Agency to address these issues and any other questions that may arise. If you have any questions regarding these comments, please contact Ian MacMillan at (909) 396-3244.

Sincerely,



Ian MacMillan  
Program Supervisor, CEQA - Inter-Governmental Review  
Planning, Rule Development & Area Sources

Attachment

04  
LAC09010201  
Comment Number

2

at the fringes of the peak hours that will be able to accommodate more traffic (those single-occupant vehicles willing to pay), while during the peak hour, access may be limited to HOV only, if the volumes and speeds indicate that congestion is slowing traffic down to 45 miles per hour or below. This project will attempt to maintain capacity volumes and avoid congestion, which will maximize the vehicle and person throughput of the 2 HOT lanes, which will in turn improve the overall operating conditions on the I-110 freeway.

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## Chapter 5 | List of Preparers

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Garrett Damrath, Branch Chief  
Allison Morrow, Environmental Planner (CEQA/NEPA)  
Jason Roach, Associate Environmental Planner (Cumulative Impact Analysis)  
Le Chen, Associate Environmental Planner (CEQA/NEPA)  
Sarah Berns, Environmental Planner (GIS)  
Paul Caron, Branch Chief (Biology)  
Dawn Kukla, Branch Chief (Paleontology)  
Michelle Goossens, Associate Environmental Planner (Cultural Resources)

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MD Shaheed, Transportation Engineer (Air Quality)  
Jin S. Lee, Senior Transportation Engineer (Noise & Vibration)  
Hamid Sarraf, Transportation Engineer (Noise & Vibration)  
Roland Cerna, Transportation Engineer (Noise & Vibration)  
Steve Chan, Senior Transportation Engineer (Hazardous Materials)  
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Dawn Helou, Senior Transportation Engineer (HOV Operations)

### **GPA Environmental** (Community Impact Assessment)

### **Parsons Brinckerhoff, Inc.** (Project Report)

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# Chapter 6 | Distribution List

Category	Prefix	Name	Title	Affiliation	Address	City, State, Zip
Federal Agency		United States Army Corps of Engineers			815 Whittier Blvd, Suite 600	Los Angeles, CA 90033-2325
Federal Agency		United States Fish and Wildlife Service			4810 Wilshire Blvd, Suite 1050	Los Angeles, CA 90048
Federal Agency		United States Forest Service			2710 Wilshire Blvd, Suite 1050	Los Angeles, CA 90048
Federal Agency		United States Geological Survey			16000 Ardmore Blvd	Van Nuys, CA 91410-1839
Federal Agency		United States Department of Agriculture			1400 Independence Ave, SW	Washington DC 20250
Federal Agency		United States Department of the Interior			1400 Independence Ave, SW	Washington DC 20250
Federal Agency		NOMMA National Marine Fisheries Service			Jackson Center One, 1111 Jackson St, Suite 525	Oakland, CA 94607
Federal Agency		National Parks Service			501 West Ocean Blvd	Long Beach, CA 90802-4213
Federal Agency		Federal Emergency Management Agency			1111 Broadway, Suite 1200	Thousand Oaks, CA 91320
Federal Agency		Federal Highway Administration, California Division			605 Capitol Mall, Ste 6 105	Oakland, CA 94612-4052
State Agency		Shirley Luffar	Director	California Department of Conservation	801 9th Street, MS 34-01	Sacramento, CA 95814
State Agency		El D Post	Regional Manager, South Coast Region	California Department of Fish and Game	4849 View Ridge Ave	San Diego, CA 92123
State Agency		Kim Miller	Deputy Secretary and Chief Counsel	California Resources Agency	1419 North Street, Suite 1311	Sacramento, CA 95814
State Agency		S.V. Bennett	Captain	California Highway Patrol	411 N. Central Ave, Suite 412	Gardena, CA 91203
State Agency		Mindy Fox	Assistant Director, Office of Education and Training	South Coast AQMD	21805 E. Colby Drive	Diamond Bar, CA 91765
State Agency		John Jacki Answorth	Deputy Director, South Coast District Office	California Inland Water Management Board	10071 Street, PO Box 4255	Sacramento, CA 95814
State Agency		Frank Kelly	Deputy Director, South Coast District Office	California Coastal Commission	200 Oceanview, 10th floor	Long Beach, CA 90802-4416
State Agency		John McNeil	Deputy Director, South Coast District Office	California Coastal Commission	10111 Wilshire Blvd, Suite 1050	Sacramento, CA 95814
State Agency		Richard McDonald	Office of the Chief	California Department of Water Resources	1416 9th Street, Rm 304	Sacramento, CA 95814
State Agency		Mildred Wayne Corakison	State Historic Preservation Officer	State Clearinghouse	PO Box 3044	Sacramento, CA 95814
State Agency		Terry Roberts	State Clearinghouse Director	California Public Utilities Commission	505 Van Ness Ave.	Sacramento, CA 95814
State Agency		Andrew Berniswale	Environmental Review	State Water Resources Control Board - Los Angeles	320 W 4th St, Ste 200	San Francisco, CA 94102
State Agency		Theresa Rodgers	Administrative Assistant	Governor's Office of Emergency Services	3552 Schwitzer Ave	Los Angeles, CA 90013
State Agency		Henry Huntless	Director	California Department of Toxic Substances Control	1449 W Temple St, Room 101	Los Angeles, CA 90026-6688
State Agency		Greg Holmes	LA Environmental Chemistry Lab	California Department of Toxic Substances Control	11120 N. Shoreline, MS 7	Los Angeles, CA 90014
State Agency		California CTC Union		California Department of Toxic Substances Control	MEWA, Unemployment Office, MS 27, PO Box 942874	Los Angeles, CA 90014
Federal and State Legislators		California State Senator #22		Administrative Offices West	817 S Olive St, Ste 716	Los Angeles, CA 90014
Federal and State Legislators		California State Senator #26		Administrative Offices West	700 State Drive	Los Angeles, CA 90037
Federal and State Legislators		California State Senator #25		Administrative Offices West	One Manchester Blvd, #600	Inglewood, CA 90301
Federal and State Legislators		California State Assemblymember #48		California State Assemblymember 48th	2511 Alhambra Blvd #200	Pasadena, CA 91107
Federal and State Legislators		California State Assemblymember 44th		California State Assemblymember 44th	1700 State University St, Suite 1500	Los Angeles, CA 90017
Federal and State Legislators		California State Assemblymember 51th		California State Assemblymember 51th	700 State University St, Suite 1500	Los Angeles, CA 90017
Federal and State Legislators		California State Assemblymember 56th		California State Assemblymember 56th	2000 W Artesia Blvd Ste. 210	Compton, CA 90220
Federal and State Legislators		US Senator		US Senator	One Manchester Blvd, #601	Inglewood, CA 90301
Federal and State Legislators		US Representative, District 34		US Representative, District 34	4201 Long Beach Blvd, Suite 327	Long Beach, CA 90807
Federal and State Legislators		US Representative, District 31		US Representative, District 31	312 N. Spring St, Suite 1748	Los Angeles, CA 90012
Federal and State Legislators		US Representative, District 33		US Representative, District 33	11111 Santa Monica Blvd, #715	Los Angeles, CA 90025
Federal and State Legislators		US Representative, District 36		US Representative, District 36	255 E Temple St, #1800	Los Angeles, CA 90012
Federal and State Legislators		US Representative, District 37		US Representative, District 37	4915 W Sunset Blvd, #266	Los Angeles, CA 90028
Federal and State Legislators		US Representative, District 38		US Representative, District 38	10124 S Broadway #1	Los Angeles, CA 90003
Federal and State Legislators		US Representative, District 37		US Representative, District 37	100 W Broadway, West Tower Ste. 600	Long Beach, CA 90802
Los Angeles		Antonio Villarreal	Mayor		200 N. Spring St	Los Angeles, CA 90012
Los Angeles		Ed Hayes	Councilmember 1st District		200 N Spring St, Rm 410	Los Angeles, CA 90012
Los Angeles		Benjamin Pitts	Councilmember 8th District		200 N Spring St, Rm 400	Los Angeles, CA 90012
Los Angeles		Jan Nery	Councilmember 10th District		200 N Spring St, Rm 420	Los Angeles, CA 90012
Los Angeles		Janece Helm	Councilmember 15th District		200 N Spring St, Rm 435	Los Angeles, CA 90012
Carson		Jim Dear	Mayor		701 E Carson St	Carson, CA 90745
Carson		Paul K. Tavel	City Council		701 E Carson St	Carson, CA 90745
Gardena		Paul K. Tavel	Mayor		1700 West 162nd St	Gardena, CA 90247
Gardena		Paul K. Tavel	City Council		1700 West 162nd St	Gardena, CA 90247
Los Angeles County		John M. Sorensen	Supervisor, 1st District		800 Kenneth Lahn Hall of Administration, 600 West Temple St	Los Angeles, CA 90012
Los Angeles County		Mark Ridley Thomas	Supervisor, 2nd District		800 Kenneth Lahn Hall of Administration, 600 West Temple St	Los Angeles, CA 90012
Los Angeles County		Don Knabe	Supervisor, 4th District		800 Kenneth Lahn Hall of Administration, 600 West Temple St	Los Angeles, CA 90012
Regional Agency		Susan Chapman	CEQA Review Coordinator	Los Angeles County Metropolitan Transportation Authority	One Gateway Plaza, MS 96-2A-2	Los Angeles, CA 90012
Regional Agency		Stephanie Wiggins	Executive Officer	Los Angeles County Metropolitan Transportation Authority	650 S. Main St, PO Box 14164	Los Angeles, CA 90012
Regional Agency		Jan Kanan	Chief Executive Officer	Orange County Transportation Authority	100 S. Vincent Ave, Suite 201	Orange, CA 92663-1044
Regional Agency			South Coast			West Covina, CA 91790



# APPENDICES

## Appendix A. CEQA Checklist

Supporting documentation of all CEQA checklist determinations is provided in Chapter 2 of this Environmental Impact Report/Environmental Assessment. Documentation of “No Impact” determinations is provided at the beginning of Chapter 2. Discussion of all impacts, avoidance, minimization, and/or compensation measures is under the appropriate topic headings in Chapter 2.

### CEQA Environmental Checklist

This checklist identifies physical, biological, social and economic factors that might be affected by the proposed project. In many cases, background studies performed in connection with the projects indicate no impacts. A NO IMPACT answer in the last column reflects this determination. Where there is a need for clarifying discussion, the discussion is included in Section VI following the checklist. The words "significant" and "significance" used throughout the following checklist are related to CEQA, not NEPA, impacts.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
<b>I. AESTHETICS:</b> Would the project:				
a) Have a substantial adverse effect on a scenic vista	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
 <b>II. AGRICULTURE RESOURCES:</b> In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?

**III. AIR QUALITY:** Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non- attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

d) Expose sensitive receptors to substantial pollutant concentrations?

e) Create objectionable odors affecting a substantial number of people?

**IV. BIOLOGICAL RESOURCES:** Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**V. CULTURAL RESOURCES:** Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**VI. GEOLOGY AND SOILS:** Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**VII. HAZARDS AND HAZARDOUS MATERIALS:** Would the project:

- |  |                          |                          |                                     |                                     |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?                                   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

**VIII. HYDROLOGY AND WATER QUALITY:** Would the project:

- |   |                          |                          |                                     |                                     |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Violate any water quality standards or waste discharge requirements?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| f) Otherwise substantially degrade water quality?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| j) Inundation by seiche, tsunami, or mudflow   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

**IX. LAND USE AND PLANNING:** Would the project:

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Physically divide an established community?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Conflict with any applicable habitat conservation plan or natural community conservation plan?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

**X. MINERAL RESOURCES:** Would the project:

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?                                | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

**XI. NOISE:** Would the project result in:

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

**XII. POPULATION AND HOUSING:** Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

**XIII. PUBLIC SERVICES:**

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire protection?

Police protection?

Schools?

Parks?

Other public facilities?

**XIV. RECREATION:**

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

**XV. TRANSPORTATION/TRAFFIC:** Would the project:

- |  |                          |                          |                                     |                                     |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| e) Result in inadequate emergency access?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| f) Result in inadequate parking capacity?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |

**XVI. UTILITIES AND SERVICE SYSTEMS:** Would the project:

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?                            | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?                                     | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Comply with federal, state, and local statutes and regulations related to solid waste?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

**XVII. MANDATORY FINDINGS OF SIGNIFICANCE**

- |  |                          |                          |                                     |                                     |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |

## **Appendix B. Resources Evaluated Relative to the Requirements of Section 4(f)**

This section of the document discusses parks, recreational facilities, wildlife refuges and historic properties found within or adjacent to the project area that do not trigger Section 4(f) protection either because: 1) they are not publicly owned, 2) they are not open to the public, 3) they are not eligible historic properties, 4) the project does not permanently use the property and does not hinder the preservation of the property, or 5) the proximity impacts do not result in constructive use.

The Historical Property Survey Report prepared for the project concluded that no properties that require evaluation are present within the project vicinity. Therefore, the provisions of Section 4(f) are not triggered.

Implementation of the build alternative would not change existing access points, acquire any right-of-way, or impact the protected, features, or attributes of any park or recreational areas in the vicinity of the project. For more information on specific parks and recreational areas near the project area, please see Section 2.1.1, Land Use. There are no existing or planned publicly owned parks, recreation areas, or wildlife or waterfowl refuges within or immediately adjacent to the disturbance limits of the proposed project. Therefore, the provisions of Section 4(f) are not triggered.

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## **Appendix D. List of Technical Studies**

Air Quality Technical Study (February 2010)

Natural Environment Study (December 2009)

Historic Property Survey Report/Archaeological Survey Report (June 2009)

Community Impact Assessment (prepared by Galvin Preservation Associates) (February 2010)

Geotechnical Design Report (prepared by Parsons Brinckerhoff) (January 2010)

Preliminary Hazardous Waste Assessment (September 2009)

Storm Water Data Report (prepared by Parsons Brinckerhoff) (February 2010)

Los Angeles Region Express Lanes Project, AB 1467 Application (March 2008)

Visual Impact Assessment (July 2009)

Noise Impact Assessment (June 2009)

Paleontological Technical Review (December 2009)

Traffic Report (February 2010)

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## **Appendix E. Project Summary PM Form and TCWG Concurrence**

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

<b>RTIP ID#</b> <i>(required)</i> LA0G092				
<b>TCWG Consideration Date</b> September 23, 2008				
<b>Project Description</b> <i>(clearly describe project)</i> This is a demonstration pilot project that would initially convert existing high occupancy vehicle (HOV) lanes to high occupancy vehicle toll (HOT) lanes along portions of the I-10 and the I-110 freeways in Los Angeles County. <b>Please note:</b> heavy duty diesel vehicles are not allowed in HOV or HOT lanes, and buses using these facilities will be CNG. Therefore, heavy duty diesel vehicles do not now, nor will they in the future, use these facilities. Single Occupancy Vehicles (SOV) or those vehicles that do not meet the minimum occupancy requirement, during times of excess capacity, could have the option of paying a fee to use the HOT lanes on these facilities. A fee structure would be designed to keep traffic on the HOT lanes moving at speeds of at least 45 mph. The fee structure would vary by time of day and level of traffic congestion. The fees collected in the future would pay for operating expenses and excess revenues would pay for transit improvements such as purchasing additional buses (CNG), enhancing transit centers and expanding park and ride facilities and HOV facility improvements.				
<b>Type of Project</b> <i>(use Table 1 on instruction sheet)</i> Change to existing state highway.				
<b>County</b> Los Angeles	<b>Narrative Location/Route &amp; Postmiles:</b>  I-10 from Alameda St./Union Station to I-605, PM 18 – 31  I-110 from 182 <sup>nd</sup> Street/Artesia Transit Center to Adams Blvd., PM 10 – 22.  Caltrans Projects – EA# n/a			
<b>Lead Agency:</b> Los Angeles County Metropolitan Transportation Authority				
<b>Contact Person</b> Stephanie Wiggins	<b>Phone#</b> 213-922-1023	<b>Fax#</b> 213-922-2228	<b>Email</b> wiggins@metro.net	
<b>Hot Spot Pollutant of Concern</b> <i>(check one or both)</i> PM2.5 X PM10 X				
<b>Federal Action for which Project-Level PM Conformity is Needed</b> <i>(check appropriate box)</i>				
<b>Categorical Exclusion (NEPA)</b>	<input checked="" type="checkbox"/> <b>EA or Draft EIS</b>	<input type="checkbox"/> <b>FONSI or Final EIS</b>	<input type="checkbox"/> <b>PS&amp;E or Construction</b>	<input type="checkbox"/> <b>EIRr</b>
<b>Scheduled Date of Federal Action:</b> 6/2009				
<b>NEPA Delegation – Project Type</b> <i>(check appropriate box)</i>				
<input type="checkbox"/> <b>Exempt</b>	<input type="checkbox"/> <b>Section 6004 – Categorical Exemption</b>	<input checked="" type="checkbox"/> <b>Section 6005 – Non-Categorical Exemption</b>		
<b>Current Programming Dates</b> <i>(as appropriate)</i>				
	<b>PE/Environmental</b>	<b>ENG</b>	<b>ROW</b>	<b>CON</b>
<b>Start</b>			N/A	
<b>End</b>	6/2009	9/2009	N/A	12/2010

<p><b>Project Purpose and Need (Summary):</b> <i>(attach additional sheets as necessary)</i></p> <p>Metro has been selected by the USDOT to conduct a congestion pricing demonstration project on portions of the I-10 and I-110 in Los Angeles County. This demonstration will assess the ability to increase throughput and manage the flow on the existing freeways through congestion pricing. (Throughput is the number of people who are moved, not the number of vehicles) Congestion pricing is an emerging field to help maximize the number of people who use transportation facilities.</p> <p>Key congestion pricing benefits could include reduction in delays, an increase in the predictability of trip times, improvements to transit speeds and reliability of service, increases in transit ridership, and reductions in fuel consumption and vehicle emissions.</p> <p>This pilot project will serve to demonstrate how congestion pricing can work for Los Angeles freeways. According to the 2000 Census, 70% of Los Angeles County commuters drive alone to work, and only 7% use transit. A goal of this project is to increase the mode shares of carpooling and transit, and the incentive is a faster travel time by maintaining the speed of 45 mph in the HOT lanes.</p>
<p><b>Surrounding Land Use/Traffic Generators</b> <i>(especially effect on diesel traffic)</i></p> <p>The I-10 component of the demonstration project connects downtown Los Angeles with communities along the corridor to the I-605. The corridor generally includes residential and commercial uses. The I-110 component of the demonstration project connects downtown Los Angeles with communities along the I-110 corridor to the Artesia Transit Center. The corridor generally includes residential, commercial and industrial uses.</p>
<p><b>Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility</b></p> <p>Opening Year counts (2010):</p> <p>I-10 Corridor: 230,000 – 260,000 AADT; 10,200 – 15,700 truck AADT with trucks as 4 -6.5 percent of total vehicles</p> <p>I-110 Corridor: 260,000 – 350,300 AADT; 9,300 – 19,600 truck AADT with trucks as 3 – 7 percent of total vehicles</p>
<p><b>RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility</b></p> <p>This project is a one year pilot demonstration project.</p>
<p><b>Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT NA</b></p> <p><b>RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT NA</b></p>
<p><b>Describe potential traffic redistribution effects of congestion relief</b> <i>(impact on other facilities)</i></p> <p>This project is expected to increase the occupancy of vehicles (increase person throughput) on the I-10 and I-110 freeways. It will not remove current mixed flow traffic lanes, but rather, offer a time incentive to carpool, vanpool and transit users. No potential diesel truck traffic redistribution effects are anticipated in the all-purpose lanes adjacent to the proposed HOT lanes during the timeframe of the pilot project.</p>
<p><b>Comments/Explanation/Details</b> <i>(attach additional sheets as necessary)</i></p> <p>The project does <u>not</u> qualify as a project of air quality concern because the project would not result in any increase in the number of diesel trucks that would utilize these facilities. Trucks are not allowed to use these facilities; so, as previously noted, there are no impacts from trucks. Traffic analysis for this project is currently underway. Preliminary analysis indicates that the impact of this project on the two freeway segments is, at a minimum, neutral, and possibly even positive. The project sponsor intends to collect data the project's potential effects on the overall facility, including diesel trucks. This project's investment in transit service and improvements is anticipated to increase the mode share of transit, and as a result increase throughput in these corridors without increasing congestion. Diesel trucks are not allowed to use HOV or HOT lanes in California. The buses used on these facilities are and will continue to be fueled by CNG, not diesel. Therefore, these facilities have no, and will continue to have no, effect on diesel traffic in the all-purpose lanes adjacent to the proposed HOT lanes during the timeframe of the pilot project.</p>

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**OUR PROGRAMS & PROJECTS**

Compass Blueprint

**Environment**

Air Quality

Energy

Environmental Impact Reports

Environmental Justice

Intergovernmental Review

Solid & Hazardous Waste Management

Water

Housing

Local Profiles

Overall Work Program

Regional Comprehensive Plan

Regional Transportation Improvement Program

Regional Transportation Plan

SB 375 Regional Implementation Process

State of the Region

Strategic Plan

Transportation

**REGIONAL COUNCIL**

Districts & Representatives

Executive Officers

## TCWG Project-Level PM Hot Spot Analysis Project Lists

### Review of PM Hot Spot Interagency Review Forms

September 2008	Determination
<p><b>IMP050507</b></p> <ul style="list-style-type: none"> <li>Fig. 1 - Aten Road Map 2 of 3</li> <li>Fig 2. - Aten Road Map 3A of 3</li> <li>Fig 3. - Aten Rehab A Photo</li> </ul>	Not a POAQC - Hot Spot analysis not required.
<p><b>34770</b></p> <ul style="list-style-type: none"> <li>Fig. 1 - Regional Location</li> <li>Fig. 2 - Local Vicinity</li> </ul>	Not a POAQC - Hot Spot analysis not required.
<p><b>LA0G092</b></p>	Not a POAQC - Hot Spot analysis not required.

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## **Appendix F. Environmental Commitment Record**

Log No.	Mitigation Type	Implementation/ Monitoring Phase	Mitigation Measure
<b>BIOLOGY</b>			
1-1	Pre-Construction Surveys	Construction	If grubbing/removal of vegetation must occur during bird nesting season (Feb 15-Sep 1), a biologist must be called to conduct a bird nesting survey prior to grubbing. This should be done no more than one week prior to grubbing activities. If a nest is found, a 150-foot radius no work zone for songbirds must be implemented and a 500-foot radius no work zone for raptors. This will be in effect until the birds have fledged from the nest in question, per the biologist.
<b>CULTURAL RESOURCES</b>			
2-1	Unearth Human Remains/Cultural Materials Provisions	Construction	If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find. If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendent (MLD). At this time, the person who discovered the remains will contact the Division of Environmental Planning, Cultural Resources Branch, so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.
<b>PALEONTOLOGY</b>			
3-1	Unexpected Discovery Provisions	Construction	If paleontological resources are encountered during project construction, work in the area shall immediately halt until a qualified paleontologist is notified and examines the find. Construction in the area may only resume once it is cleared by the paleontologist.
<b>COMMUNITY/SOCIAL IMPACTS</b>			
4-1	Temporary Pedestrian Detours	Construction	Pedestrian traffic temporarily affected by construction of the pedestrian plaza will be detoured as necessary.
4-2	Transit Services	Operation	All revenue generated as a result of collecting tolls from SOV will be reinvested into the I-110 corridor. This includes transit services and upkeep and maintenance of the facility.

4-3	Minimization measures to environmental justice populations	Operation	As a part of the project's operational plan, Metro will offer a toll credit in the form of a Low-Income Commuter Discount that will credit the accounts of qualifying low-income households \$25 for account set-up/establishment fees that can be applied to the transponder deposit or pre-paid toll balance, and waive the monthly non-use fee for qualifying low income households (this includes Los Angeles County households with a yearly income of \$35,000 or less).
4-4	Construction impacts to emergency service responders	Construction	Throughout project construction, coordination will occur with local emergency service providers to keep them informed of the project construction schedule and any detour routes so as to avoid or minimize any impacts to emergency service response time.
<b>NOISE ATTENUATION</b>			
6-1	Construction Noise Impacts	Construction	Impacts to noise levels during construction will be lessened with implementation of Caltrans Standard Specifications for noise. This includes, but is not limited to, noise control devices, repair, retrofitting, or elimination of older equipment, use of mufflers, correctly maintained and lubricated equipment, adjustment of exhaust pipe heights, site restrictions, barrier shielding, time scheduling of activities and efficient rerouting/traffic control/equipment locations, and education of contractors and their employees.
<b>AIR QUALITY</b>			
7-1	Dust Control and other Best Management Practices	n/a	Please refer to the "Construction" section of this document for further information on environmental commitments regarding air quality.
<b>HAZARDOUS MATERIALS INVESTIGATION/TREATMENT</b>			
8-1	Road Striping Paint Lead and Aerially-Deposited Lead Provisions	Construction	General Caltrans requirements for project specifications on construction projects require a project-specific Lead Compliance Plan (LCP) to prevent or minimize worker exposure to lead while handling removed yellow thermoplastic residue. Specific Cal-OSHA requirements for working with lead can be found in Title 8, California Code of Regulations, Section 1532.1, "Lead". The LCP shall contain the elements listed in Title 8, California Code of Regulations, Sections 1532.1(e)(2)(B) and 1532.2, and shall be approved by an Industrial Hygienist certified in Comprehensive Practice by the American Board of Industrial Hygiene. Hazard awareness training is recommended as a part of worker health and safety training.
8-2	Avoidance of Caltrans Site 16	Construction	Any project-related activities that would affect surface or subsurface soil at Caltrans Site 16 on state right-of-way in both eastbound and westbound directions of Route 105 between east of Western Ave and Normandie Ave are to be avoided in order to avoid disturbance of the landfill cap.

8-3	Metal Beam Guard Rails and Treated Wood Waste	Construction	If there is to be any relocation or replacement of metal beam guard rails (MBGR) during construction, proper handling and disposal of treated wood waste and possible ADL-contaminated soil would be required. Treated wood waste requires proper management and disposal of treated wood posts, and installation of new MBGRs would generate excess soil that may contain ADL, also requiring proper management and disposal.
<b>CONSTRUCTION</b>			
9-1	Noise/Air Quality Specs Related to Construction Activities (such as dust control spec.)	Construction	The construction contractor will adhere to Caltrans Standard Specifications section 7-1.01F and Section 10 (1999). Section 7 addresses the contractor's responsibility on many items of concern, including air pollution. Section 7-1.01F specifically requires compliance by the contractor with all applicable laws and regulations related to air quality, including air pollution control district and air quality management district regulations and local ordinances. Section 10 is directed at controlling dust. If dust palliative materials other than water are to be used, material specifications are contained in Section 18.
9-2	Specific Dust Control Measures	Construction	Water or dust palliative will be applied to the site and equipment as frequently as necessary to control fugitive dust emissions. Soil binder will be spread on any unpaved roads used for construction purposes, and all construction parking areas. Trucks will be washed off as they leave the right of way as necessary. Use track-out reduction measures such as gravel pads at project access points to minimize dust and mud deposits on roads affected by construction traffic. Cover all transported loads of soils and wet materials prior to transport, or provide adequate freeboard to reduce particulate spread and deposition. Remove dust and mud on paved, public roads due to construction traffic. Install mulch or plant vegetation as soon as practical after grading to reduce windblown PM. All measures presented in Tables 1-3 of SCAQMD's Rule 403 applicable to construction should be implemented to the greatest extent feasible.
9-3	Idling Measures	Construction	Construction equipment and vehicles shall be properly tuned and maintained. Low-sulfur fuel shall be used in all construction equipment as provided in California Code of Regulations, Title 17, Section 93114. To the extent feasible, route and schedule construction traffic to reduce congestion and related air quality impacts caused by idling vehicles along local roads during peak travel times.
9-4	Naturally Occurring Asbestos	Construction	While unlikely, if naturally occurring asbestos, serpentine, or ultramafic rock is discovered during grading operations, the SCAQMD should be notified per Section 93105, Title 17 of the California Code of Regulations.

9-5	Traffic Management during Construction	Construction	A Traffic Management Plan will be prepared for the project that will address possible traffic impacts and detours.
<b>WATER QUALITY REQUIREMENTS</b>			
10-1	Permanent Storm Water Control Measures including Operations and Maintenance Information	Design/Construction	Two treatment Best Management Practices (detention devices) will be implemented at PM 9.83 and PM 15.94.
10-2	National Pollutant Discharge Elimination System permits	Construction	This project is subject to the NPDES permit nos. CAS000002 and CAS000003 to minimize impacts to water quality during construction. All stipulations of said permits will be followed and/or implemented.
10-3	Replacement of Plantings	Construction	All existing planting that is disturbed due to construction will be replaced following Caltrans Replacement Planting Policy.
10-4	Storm Water Pollution Prevention Plan	Construction	A Storm Water Pollution Prevention Plan (SWPPP) will be prepared for the project and all pertinent Best Management Practices will be adhered to.

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## Appendix G. Administrative Account Fee Matrix

### Metro ExpressLanes Administrative Account Fees Approved 4/22/10

	Metro - Standard	Metro - Low Income Commuters*
<b>Account Establishment - Credit/Debit Card</b>		
Prepaid Toll Balance - Credit/Debit Card	\$ 40.00	\$ 40.00
Transponder Deposit - Credit/Debit Card <sup>1</sup>	Waived	Waived
Low Income Toll Credit Discount <sup>2*</sup>	Not Available	\$ (25.00)
<b>Total Cost for Account Establishment</b>	<b>\$ 40.00</b>	<b>\$ 15.00</b>
<b>Account Establishment - Cash/Check</b>		
Prepaid Toll Balance - Cash/Check Customer	\$ 50.00	\$ 50.00
Transponder Deposit - Cash/Check Customer <sup>3</sup>	\$ 25.00	\$ 25.00
Low Income Toll Credit Discount <sup>2*</sup>	Not Available	\$ (25.00)
<b>Total Cost for Account Establishment</b>	<b>\$ 75.00</b>	<b>\$ 50.00</b>
<b>Account Replenishment</b>		
Minimum Balance Threshold - Credit/Debit Card	\$ 10.00	\$ 10.00
Replenish Amount - Credit/Debit Card	\$ 40.00	\$ 40.00
Minimum Balance Threshold - Cash/Check	\$ 25.00	\$ 25.00
Replenish Amount - Cash/Check	\$ 50.00	\$ 50.00
<b>Account Administration Services</b>		
Monthly Non Usage Fee per Transponder <sup>4</sup>	\$ 3.00	Waived
Transponder Replacement Fee <sup>5</sup>	\$ 35.00	\$ 35.00
Defective/Malfunctioning Transponder	No Charge	No Charge
Credit Card Declined	\$ 25.00	\$ 25.00
Returned Check Fee	\$ 25.00	\$ 25.00
Negative Balance Fee	\$ 25.00	\$ 25.00
Forced Account Closing Fee	\$ 25.00	\$ 25.00
Mailed Customer Invoice/Statement Fee	-	-
Return Transponder in Good Condition	\$ (25.00)	\$ (25.00)
Failed to Return Transponder in Good Condition	\$ 25.00	\$ 25.00

<sup>1</sup> Deposit Amount is waived when account is established with a Credit Card. When the account is closed and the transponder is not returned or in good working condition, the \$25 deposit will be charged to the customer.

<sup>2</sup> Discount provided to Low Income Commuters that can be applied either toward the Transponder Deposit or Prepaid Toll Balance.

<sup>3</sup> Refundable when account is closed and the transponder is returned in good working condition.

<sup>4</sup> Monthly Non-Usage fee is waived when customer uses the Los Angeles ExpressLanes four trips per month whether carpool, vanpool, or toll paying SOV; and waived for qualifying low income commuters

<sup>5</sup> Transponder is Lost, stolen, damage

\* Must reside in Los Angeles County; have an annual income at or below \$35,000; limit one per household

4/26/2010

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## **Appendix H. Advertisement of Notice of Availability and Announcement of Public Comment Period**

<b>M</b> Metro	<b><u>PUBLIC NOTICE</u></b>	
	Notice of Availability of Draft Environmental Document and Announcement of Public Comment Period for the Interstate 110 (Harbor Freeway / Transitway) High Occupancy Toll Lanes Project	
		
<b>What's Being Planned?</b>	The California Department of Transportation (Caltrans) in cooperation with Los Angeles County Metropolitan Transportation Agency (Metro) proposes to convert the existing High Occupancy Vehicle Lane into a High Occupancy Toll Lane on Interstate 110.	
<b>Why This Ad?</b>	Caltrans has studied the effects that the proposed project may have on the environment and community. The results of these studies are contained in an environmental document known as an Environmental Impact Report/ Environmental Assessment (EIR/EA). The purpose of this notice is to inform the public of its completion and availability to any interested individuals.	
<b>What's Available?</b>	The EIR/EA is available for review and copying at the Caltrans District 7 Division of Environmental Planning (100 S. Main Street, Los Angeles) on weekdays from 8:00 a.m. to 4:30 p.m.	
<b>Where Do You Come In?</b>	Do you have any comments regarding the EIR/EA? Do you disagree with the findings of the studies? Would you care to make any other comments about the project? Please submit any written comments no later than March 29, 2010 to:  Mr. Ron Kosinski Deputy District Director California Department of Transportation Division of Environmental Planning 100 South Main Street MS 16A Los Angeles, CA 90012	
<b>When and Where?</b>	A public hearing will be held to allow any interested individuals an opportunity to discuss certain design features of the project with Caltrans staff before the final design and alternative is selected. The public hearing will be held on Tuesday, March 9, 2010 at the Andrew Norman Hall, Los Angeles Orthopaedic Hospital Foundation, 2400 South Flower Street, Los Angeles, CA 90007, from 6:00 pm to 8:00 pm. Individuals who require special accommodations are requested to contact the Department's Public Affairs Office at (213) 897-3656 at least 21 days in advance prior to scheduled hearing date.	
<b>Contact</b>	For additional information, please contact Ron Kosinski at (213) 897-0703.	
Thank you for your interest in this transportation project. Caltrans improves mobility across California!		

## **Appendix I. Public Hearing Transcript**

March 9 Outreach Transcript

1 ALTERNATIVES ANALYSIS PRESENTATION AND COMMENTS

2

3

4 EXPRESS LANE PROJECTS )  
5 110 EXPRESS LANES )  
6 \_\_\_\_\_ )

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10 THE LOS ANGELES ORTHOPAEDIC HOSPITAL

11 ANDREW NORMAN HALL

12 2400 SOUTH FLOWER STREET

13 LOS ANGELES, CALIFORNIA 90007

14 TUESDAY, MARCH 9, 2010, 6:01 P.M.

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24 Reported by: Marceline F. Noble

CSR No. 3024

25 NDS Job No.: 136603

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1 I. Introductions 6:00 p.m. - 6:05 p.m.

2 Lillian Deloza, Regional Program Manager

3 \* welcome & Introduction



8 the proposal to high occupancy toll lanes.

9 Now, you probably heard of this project as  
10 also the Express Lane project, which is the same thing  
11 that we're talking about today. It's just branded the  
12 Expressway Project.

13 The purpose of tonight's public hearing is to  
14 receive testimony and answer questions regarding the  
15 project alternative, the draft Environmental Impact  
16 Report -- document, sorry, and give you the opportunity  
17 to present your comments concerning this proposed  
18 project.

19 Notices of the hearings were published in  
20 local newspapers and letters of the meeting were also  
21 sent to state, federal, county, and local elected  
22 officials and other private and public organizations as  
23 well as individuals.

24 The proceedings are being recorded by the  
25 court reporter tonight and they are also being recorded

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1 in live stream via USTREAM.

2 Caltrans is holding this public hearing prior  
3 to making any commitment to this project. No decision  
4 will be made until the complete public record has been  
5 reviewed including information gathered at this meeting.

6 If you would like to also follow us on  
7 Twitter tonight or comment about the public hearing, you  
8 can do so by using the pound sign 110 EL in your tweets.  
9 And that's a tag on Twitter. Please note that any  
10 tweets are not part of the official public commentary  
11 here.

12                   When you came in you should have received an  
13 agenda, a Fact Sheet and a comment card and a speaker  
14 card. If you would like to make comments tonight, would  
15 you please -- please fill out your speaker card and hand  
16 it over to one of our -- one of the staff members so  
17 that I can call on you when we start the public hearing.

18                   Comments will be limited to three minutes per  
19 person, and if you have any questions regarding the  
20 presentation I ask that you hold onto them until the end  
21 and then we will answer them.

22                   During the public hearing, I will call on  
23 speakers and then I will say followed by X person so  
24 that you can be ready for when you're up next.

25                   with that, I'd like to introduce our speakers

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1 tonight. We have Stephanie Wiggins with Metro and Ron  
2 Kosinski with Caltrans.

3                   Thank you.

4                   MS. WIGGINS: Thank you, Lillian, and good  
5 afternoon, everyone. Thank you for attending the public  
6 hearing.

7                   My role tonight is to provide a brief overview  
8 of the project and then Ron Kosinski will actually  
9 provide a more detailed overview of the draft  
10 environmental document.

11                   Again, my name is Stephanie Wiggins, I'm the  
12 executive officer for this congestion reduction  
13 demonstration project or Express Lanes program and  
14 Caltrans and Metro actually joined together to apply for  
15 a grant from the federal government for a one-year

16 demonstration project. And we were successful in  
17 April of 2008 of receiving a \$210 million grant. And  
18 the goals of that grant are really to see if we can use  
19 congestion pricing as a way to move more people, not  
20 more vehicles within the same space.

21 And we are focusing on a one-year demonstration  
22 period for the Harbor Transit way, basically looking at  
23 converting the existing carpool lanes to high occupancy  
24 toll lanes, HOT Lanes, which we have branded as Express  
25 Lanes.

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1 we also want to really increase -- or encourage  
2 people to use transit. We want to encourage people to  
3 ride share. So we are looking at opportunities to  
4 promote carpooling on the lanes.

5 we also realize that whenever we introduce  
6 pricing or tolling we have to address equity and so we  
7 are also proposing an opportunity to address the impact  
8 on low-income commuters.

9 And as Lillian mentioned and as outlined in the  
10 draft environmental document, we have been out in the  
11 community since April 2008 trying to get input to ensure  
12 that we tailor this demonstration project to  
13 L.A. County. And we are executing this as a one-year  
14 demonstration project, but it's important to note that  
15 the concept of HOT Lanes or Express Lanes is not new.  
16 It's not new to Southern California. Its existence in  
17 Orange County, San Diego County and actually other parts  
18 of the country, it's just going to be new for  
19 L.A. County.

20 I want to focus on what you'll see out there on  
21 the lanes during that one-year demonstration period.  
22 Essentially if you've ever traveled on the 110 Harbor  
23 Freeway between Adams Boulevard and Artesia Transit  
24 Center, you'll notice that at certain times of the day  
25 there's available space in the carpool lanes if you look

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1 at the carpool lanes. This is an opportunity to allow  
2 single drivers who cannot use those lanes today, allow  
3 them the choice to shift over into those lanes when  
4 there's space available and at certain access points.

5 If you're an existing ride share or carpooling  
6 with two or more people in your car, you will not be  
7 charged a toll. This all be electronic, open road  
8 tolling. We will have a partnership with the CHP to  
9 have dedicated officers to help us enforce those lanes  
10 and we will have dedicated tow trucks also to help  
11 quickly remove any incidents that may occur on the  
12 lanes.

13 We're not going to be changing any of the  
14 current access points to access the Express Lanes. And  
15 because it's really important to manage the trip for all  
16 the customers, we're requesting that all vehicles using  
17 those Express Lanes have a transponder.

18 The specific improvements that are identified  
19 for the 110 demo project really are focused on the  
20 northern end, the northern terminus of the Harbor  
21 Transit Way. We are looking at proposing to make  
22 improvements at the offramp at Adams Boulevard. We want  
23 to widen the offramp and add a right-turn lane. We also

24 want to widen westbound Adams Boulevard and add a  
25 right-turn lane and add a second lane on Figueroa Way.

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1 It's anticipated that all of these improvements  
2 will cut down the delay in half that occurs today at  
3 Adams Boulevard while vehicles are waiting to exit the  
4 freeway.

5 You'll notice also in being able to accomplish  
6 or construct the additional right-turn lane on Adams  
7 Boulevard will actually take away the existing sidewalk.  
8 So in lieu of the existing sidewalk, we are proposing to  
9 build a pedestrian bridge, and we would continue to work  
10 with the community on the aesthetics of this pedestrian  
11 bridge, but the idea would be to ensure that there is  
12 pedestrian mobility still available and also coordinate  
13 this pedestrian bridge with any future planned park in  
14 the area.

15 So the toll rates, this will all be electronic,  
16 open road tolling. The board through a series of at  
17 least six public hearings last summer adopted a minimum  
18 toll rate per mile of 25 cents and a maximum toll rate  
19 per mile of a 1.40. So what that means for the 110  
20 freeway user, that single driver who chooses to shift  
21 over to use the express lane, the average peak toll is  
22 probably about \$4. And those toll rates can vary within  
23 the range based upon the demand. And the toll rate is  
24 actually based on the traffic levels in the Express  
25 Lanes to ensure 45 mile per hour -- at least a 45 mile

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1 per hour trip.

2 And it's important to note that that \$1.40 rate  
3 of the maximum toll really represents the price to  
4 discourage any further entry from single drivers. It's  
5 not set to try to maximize revenue.

6 And, in fact, the tolling policy that was  
7 approved by the board actually states that if the speeds  
8 in Express Lanes fall below 45 miles per hour for a  
9 sustained period of time, say like more than ten  
10 minutes, then the traffic -- single drivers will not be  
11 allowed to get into those Express Lanes until those  
12 speeds climb back above 45 miles per hour.

13 Electronic toll collection really means that  
14 toll booths, which some of you are familiar with if  
15 you've ever driven on toll facilities in the east coast,  
16 those will not be allowed. Toll booths serve a purpose  
17 of collecting the toll and as well as enforcing how much  
18 the drivers should pay.

19 Instead it will be all open. There won't be  
20 any toll booths. Drivers will have to obtain a  
21 transponder, which is a small gadget about the size of a  
22 credit card, and it will be the mechanism by which we  
23 collect tolls and also help us enforce the toll amounts.

24 The idea is that we would not have queuing or  
25 any backups on the freeways. The transponder will work

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1 with all existing toll facilities in California and all  
2 users pay the toll via prepaid account.

3 One of the challenges with existing Fast Track  
4 is that it doesn't provide an ability to automatically

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5 identify carpools and van pools.

6           So for our program, we are proposing an  
7 upgraded transponder. It will actually be a Fast Track  
8 transponder that actually has a switch or a button so  
9 the driver can declare before they start their trip,  
10 whether they're driving alone or they have two people in  
11 their car or three or more people in the car. If they  
12 select two or three or more people for the 110 freeway,  
13 then they will not be charged a toll.

14           It does also require prepaid balance to offset  
15 any charges when a person is not carpooling or van  
16 pooling and they're choosing to use those Express Lanes.

17           There is also an administrative account fee  
18 structure that is proposed to address the cost  
19 associated with maintaining and opening a transponder  
20 account. There are three types of fees. There's the  
21 setup fees that can be one -- that are one-time only to  
22 actually establish and get the transponder. Then there  
23 are account replenishment fees that I'll talk about that  
24 are user generated. And then the third set of fees are  
25 administrative service fees that only occur when the

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1 user is not complying with the business rules.

2           In developing the proposal for the  
3 administrative fees, we look at tailoring it to  
4 L.A. County. We have a proposal to address low-income  
5 commuters. We also wanted to make sure we're comparing  
6 these fees to other HOT Lanes in Southern California to  
7 make sure we didn't have any grave disparities and they  
8 also wanted to make sure we can comply with the adopted

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9 toll policy that we can have a system that is  
10 sustainable so that we can recover the costs.

11 So for the account setup fees, they are  
12 one-time only. What's proposed to occur is the first  
13 thing a driver needs to do -- a decision the driver  
14 needs to make when they're opening their account is how  
15 they want to pay for it. If they open up with a credit  
16 or debit card, the -- they will be requested to put up a  
17 prepaid toll balance of \$40. The transponder deposit is  
18 waived, that's an industry standard. And if you're a  
19 nonqualifying, low-income commuter there will not be a  
20 toll credit discount. And so your out-of-pocket cost if  
21 you're a standard Metro driver then would be \$40.

22 It's important to note that the proposal for  
23 the low-income commuter who opens with a credit card or  
24 a debit card is that they will be provided a \$25 toll  
25 credit discount and so they'll only be required to put

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1 up \$15 and they would actually earn \$40 of a prepaid  
2 toll balance.

3 If you decide to open up with cash or a check,  
4 there are higher prepaid toll balances required. The  
5 incentive there is to recognize that it is more  
6 expensive for MTA to process cash and check transactions  
7 than it is to process credit or debit card or prepaid  
8 Visa card transactions.

9 We do note, though, in talking to other HOT  
10 Lanes and what's forecast for our account is we do  
11 believe that more than 85 percent of account holders  
12 will be opening their accounts with credit, debit card

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13 or prepaid Visa card program.

14           The next set of fees is replenishment and that  
15 only occurs if your toll balance -- if you open up with  
16 a credit card or debit card -- gets down to \$10, then  
17 we're asking for a minimum automatic replenishment  
18 amount of \$40. The replenishment type of fee is really  
19 a management tool to ensure that your balance always  
20 stays positive and doesn't go into the negative.

21           And, again, with cash and check, it's just a  
22 higher threshold. If your balance gets down to \$25, if  
23 you opened up with cash or check, that's when an  
24 automatic replenishment amount will be requested.

25           And the third set of fees are again only by

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1 occurrence and they're administrative services. The  
2 first set of fees proposed is a nonuser fee per  
3 transponder that would be monthly. The intent behind  
4 the nonuser fee is really to incentivize users to  
5 actually use the Express Lanes and not put MTA in a  
6 position where we're incurring costs, yet not getting  
7 the benefit for that. And it's important to note that  
8 this fee is waived for drivers if they use the Express  
9 Lanes at least four trips in a month, whether they're  
10 carpooling or driving alone.

11           It's also proposed to be waived if you're an  
12 eligible low-income commuter.

13           And then the rest of the fees are typical fees  
14 that you find in normal business transactions, they're  
15 fees related to the credit card is declined or there's a  
16 returned check and they're really meant to just pass

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17 through any bank charges that MTA is -- MTA incurs.

18           It's important to note that if you open your  
19 account with cash or a check and you close your account  
20 and return the transponder in good working condition,  
21 your \$25 deposit is completely refunded.

22           It's also important to note that if there's a  
23 remaining balance on your account when you close your  
24 account, that amount is completely refunded to the  
25 customer.

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1           So just a few moments on the low-income  
2 commuter assessment. It is required by the state law.  
3 Recently we have concluded the draft assessment and the  
4 findings are that a threshold should be established of  
5 at least \$35,000 of an annual household income, that we  
6 should consider waiving account setup fees, look at  
7 minimum account balances and minimum monthly uses  
8 charges; look at a distribution network for transponders  
9 that ensures access to low-income commuters and identify  
10 specific performance measures so we can monitor how  
11 effective we are being in providing access to the  
12 low-income community.

13           And interestingly enough the transit riders  
14 benefit substantially from the \$70 million of planned  
15 investments with this grant program and the increased  
16 transit service.

17           As a result of those findings, what it is  
18 proposed is a \$25 toll credit to qualifying low-income  
19 households for that account set up and it can be applied  
20 to the transponder deposit or their prepaid toll

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21 balance. We are proposing to waive the monthly \$3.00  
22 nonuser fee for low-income commuters because  
23 traditionally low-income commuters for other HOT Lanes  
24 don't have a lot of high activity, so we're proposing to  
25 waive the monthly nonuser fee.

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1 we are also proposing that this be available  
2 only to L.A. County residents and that it be available  
3 one per household address.

4 we also anticipate offering alternative options  
5 for unbanked customers. Typically in high poverty areas  
6 there may be a lot of residents who actually don't have  
7 access to credit cards or have a bank account, but Metro  
8 already has plans to offer a prepaid Visa card for our  
9 transit customers. And this card, the prepaid Visa card  
10 could also be used to open a transponder account. And  
11 if a customer chose to open it with a prepaid Visa card,  
12 then they would get the same incentive discounts as if  
13 they were opening with a credit card or a debit card.

14 It also is important to reiterate that if this  
15 proposal is approved, Metro would be the first in the  
16 state to offer low-income discounts and toll credits.

17 So what's the impact of offering this type of  
18 toll credit or discount?

19 Well, when you think about who would use the  
20 Express Lanes, you really can't set aside how much money  
21 someone makes because regardless of income you and I are  
22 going to choose to use the Express Lanes depending on  
23 the value of your time at that given moment.

24 Our model though shows that without a toll

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25 credit or discount, there would be likely no situations

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1 where low-income commuter would choose to pay a toll.

2 Be very, very infrequent.

3           However, with the 25 toll credit discount, we  
4 do believe that drivers will be more likely to go ahead  
5 and give it a try, which is what we want folks to do.  
6 And particularly, they'll be more inclined to try it out  
7 in the northbound morning peak, which we know is a real  
8 congested area, and even in the southbound evening peak  
9 for the 110.

10           we also believe that waiving that monthly  
11 nonuser fee addresses the low-income commuter of being  
12 here on low activity on the HOT Lanes.

13           Just to conclude my portion of the  
14 presentation, the project schedule is right now we are  
15 in the environmental review process. If the document is  
16 approved and the project moves forward we would award a  
17 contract later this calendar year and anticipate that  
18 the Express Lanes would be opened middle of 2012,  
19 specifically August 2012.

20           It's also important to note that the proposal  
21 assumes that the 110/Adams Boulevard improvements and  
22 that pedestrian bridge are also completed before we  
23 start operating the Express Lanes.

24           Thank you.

25           MS. DELOZA: Ron Kosinski, the Deputy Director

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1 of Caltrans District 7, Division of Environmental  
2 Planning is going to make a presentation on the overall  
3 environmental document process.

4 MR. KOSINSKI: Thank you, Lillian.

5 And I'd like to thank you for taking the time  
6 to show up at this hearing today. And for those that  
7 are on the live -- live computer stream, we're looking  
8 forward to more and more use of that type of interaction  
9 to move -- to move us to improve our communication with  
10 the outside agencies and public.

11 As kind of previously discussed, we have a  
12 history of this project which is recent, very recently  
13 entering into this M.O.U. and getting this federal grant  
14 to proceed and then we have again a two-phase approach  
15 here where we do this -- we're proposing to do this on  
16 the 110 and of course we've got the proposal on the 110.

17 There has been a lot of community interaction  
18 already. This -- this slide just illustrates a lot of  
19 the various outreach efforts that Metro and Caltrans  
20 working together have taken to involve the public,  
21 involve the decision-makers that we interact with and to  
22 keep people informed of this process. And it's -- it is  
23 an ongoing process. Today is another example of that  
24 process.

25 It's part of the environmental process and

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1 we're very proud to have an environmental unit that  
2 works for me that's charged with responsibility of  
3 making sure the environmental issues influence the  
4 decision-making process.

5           We do this by working, as I mentioned, with all  
6 the various agencies and affected communities and  
7 developing a proposal that will minimize impacts, maybe  
8 even avoid impacts in some cases and when we can't do  
9 that, mitigate impacts.

10           And I think as Stephanie points out, this has  
11 just been an ongoing effort and a lot of the ways that  
12 this project has been evolving is really been based on  
13 community input that we've received.

14           The process that we have been following is  
15 really looking at this community in detail. We have a  
16 fairly good understanding of what the project is, even  
17 though it's been evolving. And the important thing is  
18 that I put in my -- team of people, people that do --  
19 background in archeology, sociology, urban planning,  
20 noise impacts, air impacts, staff that's also  
21 supplemented by a consultant team of specialists goes  
22 out there and finds out what is the major issues in the  
23 community, what are the critical pieces of information  
24 that they want to find out and then attempt to identify  
25 the project and its impacts and get that information in

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1 this environmental document.

2           And we believe that all of the alternatives  
3 that we've been looking at are important to the  
4 community.

5           There's some major issues. I'm not going to go  
6 through the entire documents for you. I encourage you  
7 to go to the Caltrans website or if you don't have a  
8 copy of this or -- or -- my staff has copies available

9 today, and we have CDs as well as hard copies that we  
10 can provide to you to take a look in depth at what the  
11 impacts are that we identified.

12 And the concept here is that this is a draft  
13 document. We certainly have been working as I've  
14 mentioned with the community, but it's a draft document,  
15 it's our perspective of what the impacts are. More  
16 importantly is what is your perspective. Are there  
17 sections of the community or issues within the community  
18 that have not been quite evaluated enough, that you feel  
19 need to have some more substantive effort on? Is there  
20 something that we might have missed that you should --  
21 you should point out to us?

22 Between now and April 2nd, and we have extended  
23 the comment period until April 2nd, we're encouraging  
24 you to provide any comments, suggestions,  
25 recommendations that you have, even your -- obviously

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1 your opinions on this project so that can be a part of  
2 the decision-making process.

3 The major issues that we've looked at, of  
4 course, are in terms of air quality. Air quality's very  
5 important and we don't like to build projects unless  
6 they improve air quality.

7 We believe that by the more efficient use of  
8 this facility that when we have some capacity that we  
9 can actually sell to make cars move more efficiently  
10 through this corridor, that that's going to lead to air  
11 quality improvements. And so we have emission control  
12 technologies that are being brought in to bear with that

13 as well. Dust control measures that would happen during  
14 construction that need to be done.

15 So there are certain things that we'll be  
16 doing, both in terms of long term and short term to make  
17 sure that the air quality in this corridor continues to  
18 improve.

19 The other issue of some merit in this corridor  
20 is dealing with hazardous waste. There are various  
21 sites that over the years have -- have been -- have --  
22 have been in place basically at -- we've identified as  
23 being potential hazardous waste location. The Artesia  
24 station, for example, when we put that in, when we built  
25 the Harbor Freeway, that was a landfill. And so there

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1 were certain precautions that were taking place when we  
2 did that construction. Over the years the regulations  
3 dealing with hazardous materials and this type of --  
4 these types of locations has certainly become more  
5 strengthened. So when we work in that area, there will  
6 be certain additional requirements that will need to be  
7 met.

8 In terms of -- there's another location on  
9 Normandie and there are also along this corridor  
10 locations that were industrial in nature and even the  
11 freeway itself. There's aerial deposited lead that --  
12 that exists in some locations here in the old days when  
13 there was lead and gasoline.

14 So all of these types of critical issues will  
15 be carefully evaluated. And we've done some testing in  
16 there and making sure that when those resources, old

17 resources that are degraded are touched, they're done  
18 in a manner that is safe and meets all the requirements  
19 and keeps the community in good step.

20 The construction noise is a big issue, of  
21 course, and if you take a look in the environmental  
22 document there's a pretty extensive section on that.  
23 We're going to make sure that the contractor adheres to  
24 local noise ordinances. There's probably going to be  
25 some night work out here and so that night work's going

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1 to have to be done consistent with what the requirements  
2 are for noise abatement during the -- during the  
3 construction period.

4 There will be site restrictions in terms of  
5 what can be done. If you have some suggestions in this  
6 area, certainly we refer you to pass those onto us so  
7 that we can consider them and, in fact, integrate them  
8 into the decision-making process.

9 The operators of course that are dealing with  
10 this have a lot of training, they've had a very  
11 extensive -- most of the construction people we deal  
12 with are -- have very extensive knowledge with the  
13 processes and our resident engineers make sure that  
14 they're following the appropriate requirements.

15 The next step really is to hear from you.  
16 Again, we have until Friday, April 2nd, for public  
17 comments to be made and we'd like to have you direct  
18 them to us so we can consider them and, again, integrate  
19 what the community thinks on these issues.

20 we think we've captured the issues that are

21 critical, but if not until the community has its full  
22 say and gives us their comments that we'll feel  
23 comfortable that we're doing a good job to -- to meet  
24 the requirements of the environmental regulations that  
25 we follow.

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1 with that, I'm going to close and then we're  
2 going to pass this onto Lillian for handling the public  
3 comment period. If you have a comment card, please pass  
4 it forward so that we can move you to the microphone.  
5 And then, of course, we've got people on -- online here  
6 that we might be getting comments from also.

7 So with that, Lillian, I'm passing this back on  
8 to you.

9 MS. DELOZA: Can you get the speaker cards from  
10 people. I don't have any speaker cards with me at this  
11 point. If you would like to submit a speaker card.

12 Do we have any comments from --

13 WOMAN SPEAKER: Not yet.

14 MS. DELOZA: If you would like to come up, if  
15 you do have a comment, come up to the microphone and  
16 state your name and you will have three minutes.

17 (There is a pause now. No one is coming up to  
18 the microphone.)

19 MS. DELOZA: No questions for the presenters  
20 before we start the public comment period?

21 Any questions?

22 The public comment period will close on  
23 April 2nd. And, again, as mentioned by Ron, any written  
24 comments can be left here tonight in the comment box

25 behind the hearing room in the back. There's a comment

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1 box or you can hand them to any team member. You can  
2 also mail your comments to Ron Kosinski at Caltrans  
3 District 7, Division of Environmental Planning, at  
4 100 South Main Street, Mail Stop 16A, Los Angeles,  
5 California, 90012.

6 I'll repeat that.

7 Yes. Question.

8 MS. NORTON: If we have a comment to just say  
9 we think this is a great idea and that you've been  
10 incredibly thorough in your process, is that also  
11 something you can welcome as part of the comments?

12 MS. DELOZA: Absolutely.

13 MS. NORTON: In writing?

14 MS. DELOZA: Absolutely, or you can come up and  
15 state your name and just say that and they will be a  
16 part of the comment.

17 MS. NORTON: Right now?

18 MS. DELOZA: Right now.

19 MS. NORTON: Okay.

20 MS. DELOZA: State your name.

21 MS. NORTON: My name is Hillary Norton and I'm  
22 the executive director, sat, 6 p.m. as we know, stuck in  
23 traffic, and I just wanted to thank you for coming out  
24 to Orthopaedic Hospital. And this is the second time  
25 you've been out at Orthopaedic Hospital to talk about

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1 what should happen at Adams Boulevard and the addition

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2 of the pedestrian bridge came specifically out of the  
3 community meetings that we had -- had had there when you  
4 had representatives from Councilman Reid Walters'  
5 office -- Jan Perry, I'm an oldtimer. Rita Walters was  
6 District 9 a long time ago and Margaret Lee Thomas, the  
7 supervisor here.

8 I just wanted to say that I thought this was an  
9 incredibly thorough process of coming out and asking  
10 people's opinions. And Fixing Angelenos Stuck in  
11 Traffic has supported HOT Lanes and Express Lanes as a  
12 way of solving traffic because it does free up all of  
13 the other lanes. And I just wanted to come to voice  
14 support of Fixing Angelenos Stuck in Traffic and all of  
15 our community partners for the work that you've done and  
16 to thank you for continuing to come out and ask  
17 questions and making this new transponder technology  
18 even more responsive to our needs.

19 And beyond that, the pedestrian bridge covering  
20 the 110 is a wonderful addition. And making the overall  
21 area accessible, especially with Orthopaedic Hospital  
22 and the L.A. Trade Tech and the needs that we have for  
23 all of the pedestrian availability, accessibility, we  
24 just wanted to say thank you from FAST for making this  
25 federal process and pilot program really exemplary.

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1 Anyway, I'm not -- I'm sure you're not used to  
2 positive comment from a public comment, but I really  
3 can't say enough about how well this worked. So thanks  
4 again.

5 MS. DELOZA: I have Clint Simmons follow by  
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6 Lauren Ahkiam.

7 Clint Simmons.

8 MR. SIMMONS: Clint Simmons. Good evening. I  
9 think it's a good idea if you have a high voltage land,  
10 but what happens to people who will not be using on a  
11 continuous basis, since a transponder is required to get  
12 on there or if not you'll be penalized, I understand  
13 there's no cash and no means that you can use, so what  
14 are you doing for that in that cash?

15 Another question I do have was those of us who  
16 live in the inner city here, there's no egress or  
17 ingress to the high voltage lane in this particular  
18 area. That's another area that -- so it's benefitting  
19 people in the South Bay and not those of us who live in  
20 the central part of the HOT Lane. Question and answer I  
21 assume. I don't want to talk to the moon. Ask the  
22 question.

23 MS. DELOZA: We will address it at the end --  
24 after Ms. Ahkiam.

25 MR. SIMMONS: Then if you address it too long,

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1 then you get away from the give-and-take and that's not  
2 the way to do it.

3 MS. DELOZA: We will address it right after  
4 this. After we're done with the public comments, we  
5 will address this.

6 MR. SIMMONS: Okay. Another concern that I  
7 have is in terms of jobs, what are you doing in terms of  
8 employing people in this area here? Since we will not  
9 be the benefactor of it, it will be for people who are

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10 just passing through just like all other transportation  
11 systems in the area.

12           So now if you're going to do this after I  
13 finish, how will I know what question you're going to be  
14 answering here? So the best way you ask the question,  
15 you know, when you're in college, you discuss things  
16 with the professor and that's how you do it right there.  
17 You don't wait until it's too late. The idea's gone.  
18 So we're here BSing or not?

19           MS. DELOZA: No, we're not. All of your  
20 comments -- all of your comments will be a part of the  
21 public record and every comment --

22           MR. SIMMONS: In other words, what about those  
23 that don't have a transponder just want to get on,  
24 there's no provision for that, so it tells me this is a  
25 biased system you have. You say for those of you who

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1 live here, tough stuff. This is a maze of getting  
2 people through the area.

3           MR. KOSINSKI: Just in terms of responding to  
4 your question. No. 1, you know, all the questions will  
5 be responded to in the environmental document. But  
6 today, right now, we're going -- Stephanie's going to  
7 try to address a couple of your comments.

8           MR. SIMMONS: Okay.

9           MR. KOSINSKI: In terms of the access,  
10 obviously the access is where it is right now. The best  
11 access we have is the, you know, the bus access to the  
12 Metro station are going to have more buses. But we  
13 can't do too much else other than the pedestrian

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14 improvements that are being made on that.

15 In terms of jobs, that's a good question and  
16 we'll have certain requirements in that area. I can't  
17 say that I'm totally familiar with what we will do, but  
18 by you raising the question, it -- it is an impetus to  
19 those that are going to make the decision on how to put  
20 out this contract to keep in mind the possibility of  
21 some of the jobs going into this, a certain percentage.  
22 So keep that in mind.

23 So with that, Stephanie's got some other  
24 answers for you.

25 MR. SIMMONS: Fine.

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1 MR. KOSINSKI: The other part of that is, of  
2 course, when we're done here if you want to sit and chat  
3 about some of this, we'll be around for a while also  
4 to -- if you think of a question after you walk away.

5 MR. SIMMONS: See, one of the problems that I  
6 have with MTA and Caltrans, all of the same things.

7 MR. KOSINSKI: We're all bureaucrats.

8 MR. SIMMONS: You come in and talk but you  
9 don't take ideas from the community, the people. Then  
10 you put together your EIR document, and of course this  
11 hasn't been addressed in the EIR and then you come up  
12 with something that is -- and then you put in Mickey  
13 Mouse fixed income, fixed -- and, well, we don't have  
14 money to do that, that's the answer to that and so we  
15 want to avoid that in this. Let's do it right at the  
16 outset.

17 MR. KOSINSKI: I agree and I'm thinking you're

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18 going to hold our feet to the fire to make sure that it  
19 happens.

20 MR. SIMMONS: well, I don't know, I'm just an  
21 old country boy. Something in writing before --

22 MS. WIGGINS: Just on the issue of jobs, I just  
23 want to reiterate it is important for our board  
24 particularly to ensure there are local jobs.

25 MR. SIMMONS: Okay.

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1 MS. WIGGINS: This project and its larger  
2 Express Lanes program is supposed to create over 2400  
3 construction-related jobs and the expectation is that  
4 there will be local hiring for construction jobs related  
5 to this project.

6 we have not set a goal yet. The board hasn't  
7 set a goal related to minority businesses getting a part  
8 of the work as well. And the hope is that the contract  
9 for this project, if the environmental document gets  
10 approved, the contract would be awarded this fall and  
11 then we would know, you know, how many  
12 construction-related jobs are generated and where that  
13 particular company is going to be pulling their workers  
14 from.

15 On your other issue related to the  
16 transponders, it's really an important issue. It's like  
17 our No. 1 issue because we have determined in order to  
18 make this demo work, we need to understand who our  
19 customers are. And what's going to be key for MTA is to  
20 ensure that we get those transponders out. One of the  
21 ways we want to ensure that we do that is, No. 1, for

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22 low-income households, they're going to get a credit,  
23 \$25 credit, so that essentially that transponder is  
24 free. If you open up with a credit card and you're not  
25 low -- qualifying low income, that transponder deposit

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1 is waived. But we will have to develop a formal  
2 transponder distribution plan. What we have found and  
3 I'm not sure I highlighted it again, but you know,  
4 Mr. Simmons, as we've been out in the community, you may  
5 recall originally our deadline for having the demo start  
6 was going to be the end of this calendar year,  
7 December 31st, 2010.

8 We've recently got relief from that, from the  
9 federal government, so now we don't have to have it  
10 start until August of 2012. That gives us a lot more  
11 time if the public and the community agrees, then we  
12 approve this environmental document to really do a  
13 strong marketing campaign so we can get these  
14 transponders into the community.

15 Needless to say, even with all that, if when  
16 we're doing the demo period and someone happens to be on  
17 there without a transponder, they will just get a notice  
18 in the mail. The idea is to educate people that for  
19 this one-year time period we're trying something new.  
20 It's not meant to be punitive or harsh or be a way to  
21 get fines from people. It will be an opportunity to let  
22 people know we have a new way of using these lanes,  
23 they'll get 72 hours or so to call up if they want and  
24 register that they should have paid a toll or they'll be  
25 given a notice so that they're educated on how to get a

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1 transponder. But the idea is to make sure that the  
2 transponders, while they are needed, we want to make  
3 sure that they're not an impediment to using the lanes.

4 MR. SIMMONS: One other thing I have. In the  
5 past, we talk about who will be eligible to use it and  
6 you're going to try to control the speed limit and all  
7 those type of things which -- and what if everybody get  
8 a transponder, we use it at the same time, so you really  
9 haven't accomplished anything in that respect.

10 So you've got to have some standards someplace,  
11 either two or three people in a car or one person, but  
12 now the way we're talking about this thing here, you pay  
13 and you can be a single individual. I'm sure I wouldn't  
14 mind paying an extra dollar or so to go three or four  
15 miles if it's going to get me out of a traffic jam.

16 MS. WIGGINS: Well, you raise an excellent  
17 point. So how do we manage the demand? You're exactly  
18 right.

19 So what we're doing is the board approved,  
20 because we heard from the community, they are concerned  
21 about all you're going to do is jam up those lanes, is  
22 again if it's two or more people on the Harbor Transit  
23 way today, you will have access 24/7 on those Express  
24 Lanes. Issue will be for the single driver who is now  
25 choosing to get over there by paying that toll, if the

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1 travel speeds in those Express Lanes falls below 45

2 miles per hour for at least 10 minutes straight, the  
3 single drivers will not be allowed to shift over.  
4 They'll be freeway signs that say carpools only allowed  
5 and you will not let -- CHP, we'll work with CHP and the  
6 driver to inform them that they're not supposed to get  
7 into those lanes until those travel speeds, those  
8 traffic speeds fall -- rise back up above 45 miles per  
9 hour. And then the signage on the freeway would change  
10 and say allow single drivers in. But that's the way we  
11 hope to be able to manage it so it doesn't break down.

12 MR. SIMMONS: Now how will you charge? In  
13 other words, when you get on, you automatically are  
14 charged; is that correct?

15 MS. WIGGINS: That's correct.

16 MR. SIMMONS: So the speed limit goes down less  
17 than 45 miles per hour and now I paid for something --

18 MS. WIGGINS: Well, another good point. That's  
19 why if you got in as a single driver and you're into  
20 those lanes and then folks behind you start clogging up  
21 those lanes, you're going to still be allowed to  
22 continue your trip. It's for people -- single drivers  
23 behind you who want to get into those lanes, those are  
24 the ones who will say they won't be able to get in but  
25 you will be allowed to complete your trip.

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1 MR. SIMMONS: Even though it's slowing down to  
2 45. Okay. Thank you.

3 MS. WIGGINS: Thank you.

4 MS. AHKIAM: Hi. My name is Lauren Ahkiam. My  
5 question was -- and I apologize, I got here a little bit

6 late, so I apologize if it was already answered within  
7 the presentation, but my concern would be if the traffic  
8 is currently with the carpool lane, how it exits from  
9 Adams, if you don't -- if you don't exit the carpool  
10 lane in time to stay on the 110, then you dump out into  
11 surface streets and my question is, is that how it would  
12 continue to be with the HOT Lanes? would you dump out  
13 into Adams and the surface streets or is there the  
14 opportunity to redirect, an expectation that the cars  
15 will get back into the regular traffic on the 110?

16 My only second question is if I noted that it  
17 said that the gross after -- that there is the  
18 possibility for some of the fees to be directed back to  
19 transportation, but it looks like it was -- that was  
20 only the possibility if there was money left. And so I  
21 just wanted a little bit more clarification on that of  
22 having the funds directed towards public transit in the  
23 area. Thank you.

24 MR. HENDERSON: I'll take the first question.  
25 My name is Darren Henderson. I work for the company of

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1 Parsons Brinkerhoff, we are consultants to Metro  
2 developing the concept of operations for the HOT Lanes  
3 or the Express Lanes project on both of these corridors.

4 In response to your first question regarding  
5 how to deal with the exits at Adams Boulevard, basically  
6 all of the access locations that exist today will remain  
7 pretty much unchanged. We are looking at certain  
8 locations to see if some minor adjustments to those like  
9 extending the openings will make the traffic operate

10 better so that you may see some minor changes, but  
11 generally where the access locations exist today they  
12 will continue to exist in the future basically operating  
13 the same way they do today.

14           There are some other requirements that we have  
15 looked at doing though. Along the 110 corridor, we'll  
16 be adding in a couple of places, weave lanes, so  
17 basically adding an extra lane in-between those merge --  
18 those locations so that there's space for people to move  
19 in and out more easily.

20           we did take a look at the entrance or the exit  
21 at Adams Boulevard to address the issue that you talked  
22 about. If you happened to miss the offramp of Adams  
23 Boulevard, you had to merge back into the lanes at that  
24 location. Because they're on a bridge, because there's  
25 a curve, we're really not able to do a whole lot with

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1 that particular location without creating a more  
2 dangerous situation. So if you were to do as you  
3 described and miss the ramp, you are still going to be  
4 required to merge back into the general purpose traffic  
5 to get back up to Interstate 10. The regular lanes, not  
6 the HOV lane.

7           MS. AHKIAM: But within the 110 freeway?

8           MR. HENDERSON: Within the 110 freeway.

9           MS. AHKIAM: That was my question is whether  
10 you would be sort of forced into the surface streets or  
11 it's easy to get back into the regular freeway?

12           MR. HENDERSON: You would still --

13           MR. KOSINSKI: Let me interrupt just for a

14 second. We have a court reporter here.

15 MS. WIGGINS: Sorry.

16 MR. KOSINSKI: I think we all are.

17 THE REPORTER: Henderson. Mr. Henderson.

18 MR. HENDERSON: Yeah, basically the way it  
19 works today as you approach that location, you've got  
20 two options. You can take the ramp to Adams Boulevard  
21 and you will be able to continue to do that in the  
22 future or you continue on the 110 freeway north for some  
23 distance and then you are forced to merge -- actually I  
24 don't think you're forced to merge back, I think the  
25 lane continues as a general purpose lane and then you go

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1 up to Interstate 10 and you can do whatever you want at  
2 that location. That will not be changed. We're not  
3 looking to change anything at that location.

4 There will be clear signage to indicate that  
5 you have the two options. So in the future, if  
6 that's -- if that's how you use the facility, you'll  
7 still have those two options.

8 The improvements that we're making as part of  
9 this project, which I believe were in Stephanie's  
10 presentation, are actually at Adams Boulevard where the  
11 offramp meets Adams Boulevard and we're adding  
12 additional turn lanes at those locations to make it --  
13 the traffic can operate more efficiently through that  
14 intersection because we know that already, even before  
15 we do the Express Lanes project, there is traffic  
16 congestion at that location during the peak periods.

17 So we're -- what we're doing is adding

18 additional turn lanes at Adams Boulevard on the offramp,  
19 on Adams Boulevard itself, so that we can get traffic  
20 through there more efficiently and hopefully the  
21 whole -- that will improve the overall traffic  
22 operations at that location.

23 Does that answer your question?

24 MS. AHKIAM: I'll talk to you after.

25 MS. WIGGINS: And the other question, thank you

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1 for asking it because I did emphasize it in my  
2 presentation, but you're right, any of the net toll  
3 revenues have to be reinvested in transit or carpool  
4 lane improvements in the corridor where they're  
5 generated. So any net toll revenues generated from the  
6 110 project have to be reinvested in the 110. It cannot  
7 move to another freeway or for another purpose.

8 MS. AHKIAM: But it would also be available for  
9 public transportation as well as for the maintenance of  
10 the carpool lanes?

11 MS. WIGGINS: That's correct. That's correct.

12 MS. DELOZA: Are there any other questions? Or  
13 speakers who would like to come up?

14 I don't have any more speaker cards.

15 Please state your name for the record.

16 MR. GOODMAN: Good evening. My name is Damian  
17 Goodman. D-a-m-i-a-n, G-o-o-d-m-a-n. I want to thank  
18 you guys for your outreach. But I'm going to speak  
19 right now as an individual. I am not -- is this -- I  
20 guess is this the entirety or was -- doesn't say  
21 summary?

22 MS. DELOZA: It is an environmental.  
23 MR. KOSINSKI: Get to your question right  
24 there. That EIR is a compilation, summary of technical  
25 studies that were done for this, so there's a companion

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1 group of technical studies dealing with traffic, dealing  
2 with hazardous wastes, dealing with noise, air quality,  
3 et cetera. Rather than make these 2,000 page documents  
4 which is a trend that's happening, we try to keep them  
5 short and to the point of the major issues, but there  
6 are technical studies if you want to get into depth on  
7 any of those.

8 MR. GOODMAN: I'm guessing it's on the CD you  
9 guys sent out.

10 MR. KOSINSKI: Yes.

11 MR. GOODMAN: Well, that settles me, because  
12 this is the smallest D-EIR I've ever seen.

13 MR. HENDERSON: That's our goal.

14 MR. GOODMAN: Well, I think as a goal on your  
15 end, that's fine, and for people that are generally just  
16 here to speak, that's good. But I'm -- I wish I could  
17 pick this up and see how this Adams and Flower  
18 intersection is supposed work because I'm -- I wasn't  
19 convinced from the very beginning the intersection would  
20 work and I'm not convinced right now it's going to work.  
21 As we were coming in, we saw how a fire ambulance and  
22 fire truck couldn't get through that intersection. And  
23 while you're widening the lanes in close proximity to  
24 the offramp based on community experience or based on my  
25 own personal experience that traffic at Adams backs up

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1 east quite some ways, widening the lanes in that section  
2 is not going to really address that, I don't think.

3 I think you should have made Metro -- I  
4 suggested that we equally invest back into the community  
5 that it be a small fund that is constantly matched  
6 perhaps by Metro. And that's my second question or  
7 excuse me second statement more or less. I'm not really  
8 concerned about, how do you say, adding more seats to  
9 a -- or adding more buses to a line that doesn't have  
10 the need. Capacity and need are two completely  
11 different things. You know, I do appreciate that you  
12 will have more frequent services, but I question whether  
13 the need is specifically on the Harbor Transit Way  
14 versus the need being community beautification along  
15 Figueroa to encourage more people to walk to transit  
16 stations.

17 I really wish that we could see that  
18 reinvestment of those tolls going to something much  
19 broader than simply more buses on the transit way, but  
20 actually facilitated a safer walking environment, a  
21 safer biking environment in the form of, you know,  
22 landscaping, you know, all of the basic needs.

23 Figueroa's a very dark boulevard. Increasing  
24 the light -- because right now I don't use the Harbor  
25 Transit way for a variety of reasons and even if you

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1 make those stations a palace, I'm still not going to  
2 walk to them. So you're going to have to address the

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3 access issues. And if that can be done, then I'm all  
4 for that.

5 But again here I didn't see what the operation  
6 return is going to be. So I question how much this  
7 project is going to make. But it's going anyways.  
8 we'll see.

9 Thank you.

10 MR. KOSINSKI: And, again, that's why we're  
11 here to hear what the community has in terms of ideas.  
12 I know that when we did the Harbor Freeway Transit Way  
13 lighting on Figueroa was a big issue. Part of the  
14 problem was that it's -- identifies a historical  
15 district so that's why we put the old historical  
16 lighting back on Figueroa because it was consistent with  
17 the historical nature.

18 But I hear what you're talking about and there  
19 is something called environmental enhancement grants  
20 that can go in after a project is approved and move  
21 towards construction that will allow us to take separate  
22 amount of money and do landscaping improvements. So  
23 really appreciate that comment and we'll take it  
24 seriously.

25 MS. DELOZA: Any other comments?

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1 Please state your name. Slowly.

2 MR. WALKER: Good evening my name is Daniel  
3 walker, I live in Los Angeles.

4 See, I had some questions when I came to the  
5 scoping meeting and I'm not sure exactly how they were  
6 addressed in your D-EIR. Basically I think it's a good

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7 idea that you're doing this project, but I think the  
8 devil is really in the details of how it gets done.

9           The reason I got here a few minutes late is I  
10 was stuck at that Adams intersection that gentleman is  
11 talking about, so that is a mess today. And I think  
12 it's a mess just going back onto the 110 freeway often  
13 at that intersection. If you come into downtown, it's  
14 backed up routinely, even at offpeak hours.

15           The areas where I had most of my questions were  
16 in how enforcement was going to be done between people  
17 that have multiple people in the car today versus  
18 they're just going to pay the extra fee for the HOT  
19 Lane. I know there was some discussion of that and  
20 there was some details in the documentation, but maybe  
21 if you can explain that a little bit more how we're  
22 really going to know if people are cheating the system.

23           The other area that I was concerned about is  
24 the transition between the 110 and the 105, how you  
25 can -- how you can handle that, because the 105 freeway

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1 I don't think is going to have the HOT Lane project as  
2 well. Would you be able to stay on the 105 even if it  
3 was a single passenger?

4           I think ultimately really what we need to do is  
5 connect the HOV lanes out to El Monte and the 110  
6 through downtown. I know that's much more expensive  
7 project than you have money for with this federal grant.

8           But I guess I did have one other additional  
9 question. This was really advertised originally as a  
10 one or two-year experiment and that if it doesn't quite

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11 work out, we'll just junk it or something. What does  
12 that really mean when you invest all this money, you're  
13 going to put in the technology to look for the -- see if  
14 you have public transponders and we're going to get this  
15 public bus service started. Whether or not it's needed,  
16 I'm not sure. Maybe Damian has some good points about  
17 maybe this is not the corridor that needs all these  
18 extra buses. But what would we really do in a year or  
19 two from now if the ridership is not that high or our  
20 projections are not met?

21 But, overall, I don't want to give you the  
22 impression I don't think it's a good idea. I think, you  
23 know, it's -- it's worth a try. I think we're getting  
24 the money and any time we can get better bus service and  
25 move people a little faster I think it's a good thing.

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1 But I'd like to really understand how it's going to work  
2 and are people going to really utilize the services.

3 Thank you.

4 MS. WIGGINS: Thank you. Thank you for your  
5 questions. I will attempt to address your three areas  
6 and I might ask my consultant to help me with the last  
7 two.

8 But your last point about is this a demo  
9 project, what happens if it's not successful?

10 Well, it is a one-year demonstration; that is  
11 MTA and Caltrans commitment for the federal government  
12 in order to secure the \$210 million grant so we don't  
13 have to pay it back, our commitment was we'll try it out  
14 for a year.

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15 By state statute, state law, we have to go back  
16 to the state legislature and report back on the  
17 performance of the program. And that's a joint  
18 requirement of Caltrans and Metro. How well did it do?  
19 Did it not meet expectations, et cetera?

20 If Metro, the public and the state legislature  
21 decides that it's not right for L.A. County, what  
22 happens to all the investment, we get to keep the buses.  
23 we'll work with our partners.

24 Caltrans, they can use the signage, they may  
25 decide to use the signage, but for the purposes because

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1 they will be like additional message signs that they may  
2 want to use for other purposes, they will decide about  
3 the poles that stay up but the transponders there's, you  
4 know, HOT Lanes exist around the country and more are in  
5 development, so there's an opportunity again if we close  
6 down this program to possibly resell them to other  
7 programs. But essentially about two-thirds of the  
8 investment, the roadway improvements stay, the  
9 pedestrian bridge would stay, those stay in the  
10 community both for the 110, the buses would stay, we're  
11 also providing the buses for Gardena transit, Torrance  
12 transit in this area. So those improvements, those hard  
13 improvements would actually stay and be here for the  
14 benefit of the community.

15 For your other questions about the 105, 110  
16 transition, I'm going to ask Darren to come up and talk  
17 about that in a minute. But let me also -- if I can go  
18 back to my presentation on your first question about the

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19 transponders in actually how it will work, how will you  
20 know a carpooler versus a single driver and collecting  
21 the toll and how will that be enforced and I think,  
22 Darren, can you come up here with me and help me kind of  
23 clarify this for us?

24           So essentially what we're talking about in an  
25 upgraded Fast Track transponder, I'm not sure if you're

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1 familiar with the existing transponder that they use on  
2 the 91? Okay. You're familiar.

3           what we're proposing is to upgrade it and  
4 actually have a switch for a button so you can indicate  
5 if you're driving alone, you select the one button, if  
6 you have someone in your car, you select two, so that  
7 when your vehicle is in the Express Lanes, the way it's  
8 read, which Darren will talk about, it will be able to  
9 know whether or not they should be collecting a toll.

10           MR. HENDERSON: And if you're familiar with the  
11 91 the way they do this, their tag doesn't allow that  
12 switchable feature, so you basically have to drive in a  
13 separate lane if you've got three people in the car.  
14 Unfortunately, we don't have enough space in these  
15 corridors to allow for that to happen, so we have to use  
16 technology as a way to allow drivers to declare how many  
17 people are in their car.

18           So the first step that you have to do on a  
19 daily basis is press the button on the transponder that  
20 says how many people are in your car.

21           Now, obviously that's an honor system and we  
22 all know that there are people out there that will try

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23 to cheat that system so we have a couple of different  
24 ways we can enforce if they are in fact doing it  
25 correctly.

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1           The first one is that when you pass through  
2 each of the toll zones and you'll have that  
3 transponder -- first let me give you an overview of how  
4 they work. It's a little radio transmitter, it's almost  
5 like a two-way radio. So when you drive through a toll  
6 zone, the toll zone sends a signal down to your  
7 transponder, it activates the transponder which then  
8 sends a signal back to the toll reader which your  
9 account number on it. And that's basically how it  
10 works.

11           So it reads that your particular transponder  
12 entered the toll zone at that particular point, it will  
13 then continue to read every time you go through another  
14 toll reader until you leave the facility, so it will  
15 track where you entered and where you left and any  
16 points you have in-between. If you start jumping in and  
17 out to try to avoid the toll readers, it will know that  
18 because you appear and disappeared and appeared again.  
19 And so we'll be able to, if necessary, send you a notice  
20 that says we noticed that this unusual behavior, maybe  
21 your transponder's not working, maybe it wouldn't do  
22 that if you're deliberately jumping.

23           If you don't have a toll transponder when you  
24 pass through the toll zone, there will be a video there  
25 and it will capture the license plate on your car. That

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1 will then get matched to registered accounts with Metro.  
2 If you have a registered account, it will maybe send you  
3 a notice that says, well, did your transponder not work  
4 that day? But it will automatically match to your  
5 account and debit the toll, so you won't necessarily  
6 have to worry about it.

7           If you don't have a registered account with  
8 Metro, then it will assume that you're in some -- that  
9 you're not supposed to be there or not aware of the  
10 facility, and as Stephanie pointed out earlier, the  
11 first thing you will receive is just a notification that  
12 we saw that you had entered the lane, you need to log  
13 into [www.mta.net](http://www.mta.net) to register for an account and it will  
14 cost you so much in tolls.

15           If we find that that is a recurring behavior on  
16 a particular vehicle, then that's when you start to get  
17 sent notices for violations that you are not using this  
18 facility correctly, you need to pay the toll and you'll  
19 possibly have to pay a fine.

20           The other line of enforcement that we have to  
21 make sure that you're using the transponder correctly,  
22 if you in fact have a transponder, is a partnership with  
23 the California Highway Patrol. We will have dedicated  
24 officers in both corridors that will be randomly moving  
25 through the corridor checking to make sure that people

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1 have transponders and that they're using them correctly.  
2 To help them with that, there will be a traffic signal

3 behind that little sign. You won't see it when you're  
4 driving along the corridor but it will have a series of  
5 colored lights.

6 So the officer that you see in this exhibit  
7 sitting on his motorcycle when in fact will probably  
8 have an automobile will be able to look at that little  
9 signal, it will flash a colored light as you pass  
10 through indicating that you have a transponder and it's  
11 set to one, two or three people, and then the officer  
12 will be able to look in your vehicle and make a  
13 determination if you have the right number of people and  
14 if not pull you over.

15 There will be specific enforcement zones in  
16 both of the corridors where they will be able to park  
17 and make that observation. And then they'll also be  
18 able to do roving patrols, driving up and down the  
19 corridor doing the same thing.

20 So we hope -- we're -- we're hoping that with  
21 those multiple layers of -- of enforcement opportunities  
22 that we can ensure that most people, and we know not all  
23 people, but most people are using the facilities  
24 correctly and honestly.

25 MS. WIGGINS: The 105, 110.

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1 MR. HENDERSON: 105, 110 connectors.  
2 what's going on right now with the 105  
3 connectors is they are being designed to allow for toll  
4 customers to come from the 105 to the 110 and to exit  
5 from the 110 to the 105 on the direct connectors. So  
6 the concept as it exists today is being designed to

7 allow for that flexibility to happen. Because we  
8 acknowledge that it would be difficult for people that  
9 are transitioning to the 105 to do so by exiting the  
10 lanes, going all the way across to the general purpose  
11 traffic to get to those ramps when those direct  
12 connector ramps are there and would make a more logical  
13 connection.

14 There is, however, an additional expense  
15 associated with doing that because it requires us to  
16 install equipment and new signs on -- on the 105 and to  
17 do some major restriping of the HOV lanes on the 105 to  
18 allow traffic to enter and exit where it's supposed to.  
19 Because if we allow that to happen, if you're a toll  
20 customer, a single occupant vehicle transitioning to the  
21 105, once you get on the 105, you will not be allowed to  
22 stay in the carpool lanes, you will have to get out.  
23 And so we need to adjustment the way that those  
24 entrances and exits are currently constructed on the 105  
25 to allow that transition to happen without creating

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1 traffic impacts.

2 Acknowledging that there's this additional  
3 cost, it's being kept open as an option right now. And  
4 so we'll need to go through this environmental process,  
5 take into consideration all of the comments that we  
6 receive from the people attending these meetings and the  
7 people reviewing the environmental documents, seeing if  
8 there's a strong position one way or the other from the  
9 public and then we'll make a final determination on  
10 whether or not those lanes will transition.

11 But what I can tell you today is that they are  
12 being designed to allow for that transition to occur but  
13 it will be left open as an option for Metro to make an  
14 ultimate decision on whether or not it's included  
15 because of the costs associated with doing that  
16 particular improvement.

17 MS. DELOZA: Any other comments?

18 We have one person making a comment via  
19 USTREAM.

20 MS. ORTIZ: My name is Leticia Ortiz and I  
21 think I just want a clarification. So you're saying  
22 that those plans submitted for approval, yet there's  
23 construction already on Adams and Figueroa. Is that a  
24 part of this project? Is it the bridge, pedestrian  
25 bridge that is being constructed right now?

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1 MS. DELOZA: That is part of expo, the light  
2 rail that is being constructed into Santa Monica  
3 eventually.

4 State your name, please.

5 MS. AHKIAM: Lauren Ahkiam. And my -- my  
6 question was whether it would still be possible, I know  
7 there have been proposals of putting cat parks along  
8 sections of the 110 and the 101, Hollywood, South L.A.  
9 and I wondered if this project would in any way affect  
10 that possibility?

11 I know that there have been discussion of being  
12 able to have a park built on top of the 110 in this  
13 similar area because of it being cut out. Thank you.

14 MS. WIGGINS: We've been working with the city

15 redevelopment agency to ensure that there's  
16 compatibility with any future cat park and that we  
17 anticipate that the improvements we've talked about  
18 today do not preclude ability for the city to go forward  
19 with the cat park.

20 MS. DELOZA: There is a comment from one of our  
21 participants online. And the question is, is there any  
22 possibility that the transponder units can be linked  
23 with vehicles' existing GPS systems so as to allow  
24 drivers to use screen-based interfaces already familiar  
25 to them?

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1 MR. HENDERSON: That's a very good question.

2 Right now what's happening is -- is the  
3 technologies that exist today that are being used,  
4 particularly here in California, are very specific in  
5 terms of the requirements and there's actually state  
6 statutes that dictate how the transponders have to  
7 perform so that we are interoperable with other  
8 facilities that already exist in California. Those  
9 limitations make it very difficult to integrate our  
10 particular transponders into existing automobiles.

11 So the simple answer to the question for our  
12 demonstration project is no. We will be using an actual  
13 transponder unit that you will have to acquire from  
14 Metro on -- not require, but get from Metro in order to  
15 use the facilities. It's the same type of transponder  
16 be interoperable with other facilities in California.

17 On a side note, the federal government, the  
18 FHWA, is looking at developing protocols and standards

19 that will allow for future generations of these types of  
20 equipment to be incorporated into automobiles that have  
21 some form of central intelligence system that -- that  
22 could integrate GIS and toll reading technologies.  
23 They're -- they're developing a platform, a certain  
24 platform for communication systems that will allow for  
25 that to happen. We did talk a lot about that when we

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1 started developing our project as a potential  
2 opportunity to integrate those, but we felt since this  
3 was a one-year demonstration project that it was -- that  
4 it was certainly a lot more efficient and easier to go  
5 ahead and use the technologies or adapt the technologies  
6 that are currently used in California so that we can  
7 meet that particular state requirement, allow the  
8 federal government to continue to try and develop these  
9 new standards that ultimately will get integrated into  
10 automobiles.

11 MS. DELOZA: I think that's it for speakers.  
12 We will be here till about 8 o'clock to answer any  
13 questions informally.

14 This concludes the public hearing.

15 Thank you very much and good night.

16 Drive safely.

17 (Time noted: 7:11 P.M.)

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1 STATE OF CALIFORNIA            )  
2 COUNTY OF LOS ANGELES        ) ss:

3

4            I, MARCELINE F. NOBLE, do hereby certify:

5

6            That I am a duly qualified Certified Shorthand  
7 Reporter, in and for the State of California, holder of  
8 certificate number 3024, which is in full force and  
9 effect and that I am authorized to administer oaths and  
10 affirmations;

11

12            That the foregoing hearing was taken before me  
13 at the time and place herein set forth;

14

15            That the testimony of the witnesses and all  
16 objections made by counsel at the time of the  
17 examination were recorded stenographically by me, and  
18 were thereafter transcribed under my direction and  
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21            That the foregoing pages contain a full, true  
22 and accurate record of the proceedings and testimony to  
23 the best of my skill and ability;

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7 IN WITNESS WHEREOF, I have subscribed my name  
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