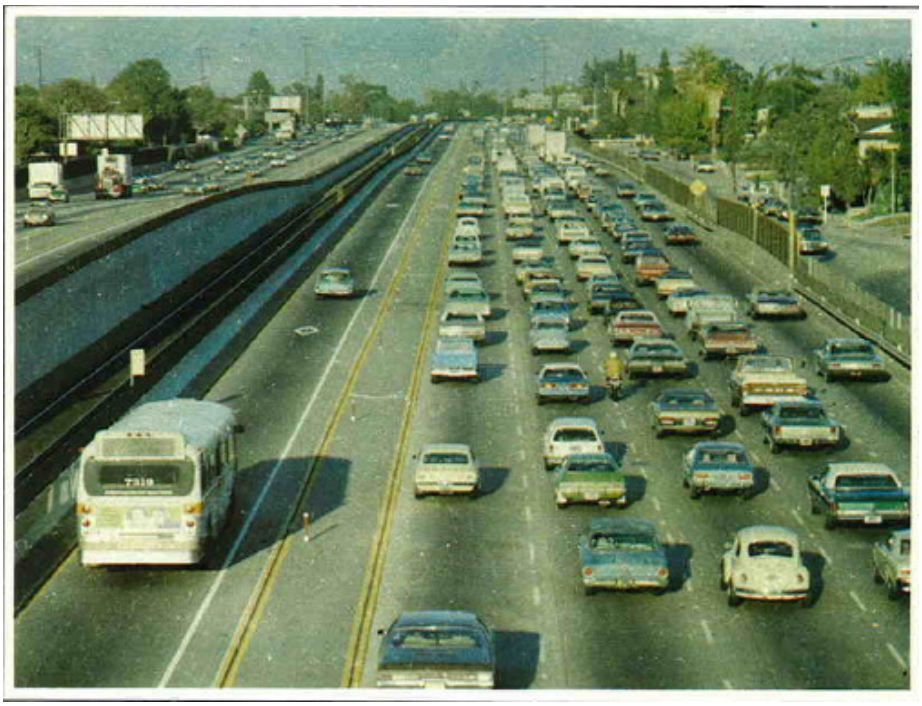
The Interstate 10 (San Bernardino Freeway / El Monte Busway) High Occupancy Toll Lanes Project

Los Angeles County, California
District 7 – LA – 10S PM (0.00/4.72),
10 PM 20.22/31.15
274400

Draft Environmental Impact Report/ Environmental Assessment



Circa 1978

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.

February 2010

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The California Department of Transportation (Caltrans) proposes to convert the existing High Occupancy Vehicle (HOV) lane to a HOT lane in each direction on Interstate 10. In addition, the Interstate 10 will be re-striped to provide an additional HOT lane from Interstate 710 to Interstate 605. The project limits are from Alameda Street (Post Mile 17.12) in the City of Los Angeles to the interchange of Interstate 10 and Interstate 605 (Post Mile 32.6) in the City of Baldwin Park, County of 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

Ronald Kosinski
RON KOSINSKI
Deputy District Director
California Department of Transportation

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Acronyms

I-5	Interstate 5
I-605	Interstate 605
I-710	Interstate 710
I-10	Interstate 10
ADA	Americans with Disabilities Act
ADL	Aerially deposited lead
BMP	Best Management Practices
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CDFG	California Department of Fish and Game
CEQ	Council on Environmental Quality
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act of 1980
CESA	California Endangered Species Act
CFR	Code of Federal Regulations
CIA	Community Impact Assessment
CNPS	California Native Plant Society
CO	Carbon monoxide
CRA/LA	Community Redevelopment Agency of Los Angeles
CRDI	Congestion Reduction Demonstration Initiative
DI	Downtown Industrial Opportunity Area
DSA	Disturbed Soil Area
EA	Environmental Assessment
EIR	Environmental Impact Report
EPA	United State Environmental Protection Agency
FESA	Federal Endangered Species Act
FHWA	Federal Highways Administration
GHG	Greenhouse gas
HOT	High Occupancy Toll
HOV	High Occupancy Vehicle
ITS	Intelligent Transportation Systems
LARRMP	Los Angeles River Revitalization Master Plan
LCP	Lead Compliance Plan
LED	Light-emitting diode
LOS	Level of service
MCE	Maximum Credible Earthquake
Metro	Los Angeles County Metropolitan Transportation Authority
MLD	Most Likely Descendent
MPH	Miles per hour
NAAQS	National Ambient Air Quality Standards
NCPP	New Community Plan Program
NESM	Natural Environment Study Memorandum
NO_2	Nitrogen dioxide
NOAA	National Oceanic and Atmospheric Administration
NPDES	National Pollutant Discharge Elimination System
O_3	Ozone
oF	Degrees Fahrenheit

OWTS	On-site treatment systems
PA	Programmatic Agreement
Pb	Lead
PM	Particulate matter
PRC	Public Resources Code
RCRA	Resource Conservation and Recovery Act
RIO	River Improvement Overlay
RTIP	Regional Transportation Improvement Plan
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SHPO	State Historic Preservation Officer
SO_2	Sulfur dioxide
SOV	Single Occupant Vehicles
SR-60	Pomona Freeway
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resource Control Board
TCEs	Temporary Construction Easements
TCWG	Transportation Conformity Working Group
TMP	Traffic Management Plan
TWW	Treated wood waste
USC	United States Code
USDOT	United States Department of Transportation
USFWS	U.S. Fish and Wildlife Service
VIA	Visual Impact Assessment
VMT	Vehicle miles traveled

Summary

Effective July 1, 2007, the Department has been assigned environmental review and consultation responsibilities under NEPA pursuant to Section 6005 of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) (23 U.S.C. 327). The assignment applies to all projects on the State Highway System (SHS) and all Local Assistance projects off the SHS, with the exception of responsibilities assigned for certain CEs under the June 7, 2007 MOU with FHWA, projects excluded by definition, and specific project exclusions. On projects for which Caltrans has assumed NEPA responsibilities, Caltrans has also assumed responsibility for environmental review and consultation under other federal environmental laws. Refer to Chapter 38 of the SER for detailed guidance on the policy and procedures for compliance with NEPA and other federal environmental laws, regulations, and executive orders for projects assigned to the Department.

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

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 receipt of public comments on the Draft EIR/EA and circulation of the Final EIR/EA, the Department will be required to take actions regarding the environmental document. The Department will determine whether to certify that the EIR and issue Findings and a Statement of Overriding Considerations under CEQA and to issue a Finding of No Significant Impact (FONSI) or require an Environmental Impact Statement (EIS) under NEPA.

The proposed project is in Los Angeles County on I-10, from Alameda Street to I-605. The existing facility composes of 1 HOV lane and 4 mix use lanes. The proposed project will convert the existing HOV lane into a HOT lane and restripe the existing facility to add an additional HOT lane by utilizing the wide buffer areas and median shoulders and mixed flow lanes. The project's total length is 14.2 miles. Supporting electronic tolling equipment and overhead Variable Toll Message Sign will be installed for this project.

Need. The need for this project is based on increased congestion on the regional transportation system in Los Angeles County, particularly on this segment of I-10. The proposed project is anticipated to improve mobility and provide congestion relief through the introduction of congestion pricing by converting existing HOV lanes to HOT lanes.

Purpose. The purpose of the proposed project is to more efficiently utilize the existing freeway and relieve congestion in order to improve traffic flow on the regional transportation system.

Potential Impacts. Temporary construction impacts are anticipated to affect noise levels, air quality and traffic flow. Caltrans will use standard BMPs to offset any affects construction may have. A noise barrier is proposed for this project along Ramona Boulevard, east of the I-10/I-710 intersection and will extend to the Warwick pedestrian overcrossing. A section of Ramona Boulevard will be acquired from the City of Alhambra to accommodate the widening of the I-10 in that area and for the concrete barrier. Transponders will now be required for all drivers in the HOT lanes, which will an impact to the community. Minimization measures are being considered by Metro at this time.

Chapter 1 – Proposed Project

1.1 Introduction

The proposed project is one of several Congestion Reduction Demonstration Initiative (CRDI) projects proposed by Los Angeles County Metropolitan Transportation Authority (Metro) in cooperation with California Department of Transportation (Caltrans). This project proposes to improve operations along Interstate 10 (I-10) by converting the existing High Occupancy Vehicle (HOV) lane to High Occupancy Toll (HOT) lane on the segment from Alameda Street to Interstate 605 (I-605). Two HOT lanes in each direction from Interstate 710 (I-710) to I-605 will be created by utilizing the wide buffer areas and median shoulders, restriping the existing HOV and mixed flow lanes. The project's total length is 14.2 miles.

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 only legislatively authorized to operate for a one-year pilot program. At the end of the one-year period, Metro will prepare a report to the California state legislature on 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 potential effect on traffic congestion in both the HOV and neighboring mixed-flow lanes, impacts on greenhouse gas emissions attributable to the HOT lanes demonstration project, and mitigation measures for the affected communities and commuters. At that time, Metro and the legislature will determine if the one-year pilot program will terminate or be extended.

I-10 is a major east-west freeway used for intraregional, interregional and interstate travel and shipping that currently experiences heavy congestion in the east and west bound directions in the peak periods. I-10 is broken down into three portions: The Main line, the Supplement and the Spur. The Main Line is composed of the four mix-flow lanes in each direction. The Supplement is the HOV lane beginning at Los Angeles Union Station and ending at the City of El Monte and the Spur is a portion of the freeway located between Interstate 5 and U.S. Route 101 near downtown Los Angeles.

Within the limits of the proposed project, I-10 has four mixed flow lanes with one HOV lane in each direction throughout most of the project length, with auxiliary lanes as certain locations. From I-710 to Baldwin Avenue, Metrolink rail tracks run in the median of I-10. The El Monte Busway consisting of one lane in each direction is located parallel to I-10, from Alameda Street to I-710, and is within its own exclusive right-of-way. East of the I-710 interchange, the El Monte Busway joins the I-10 HOV lanes. With the proposed project, there will be a total of 4 mixed flow lanes and 2 HOT lanes in each direction with auxiliary lanes in many locations.

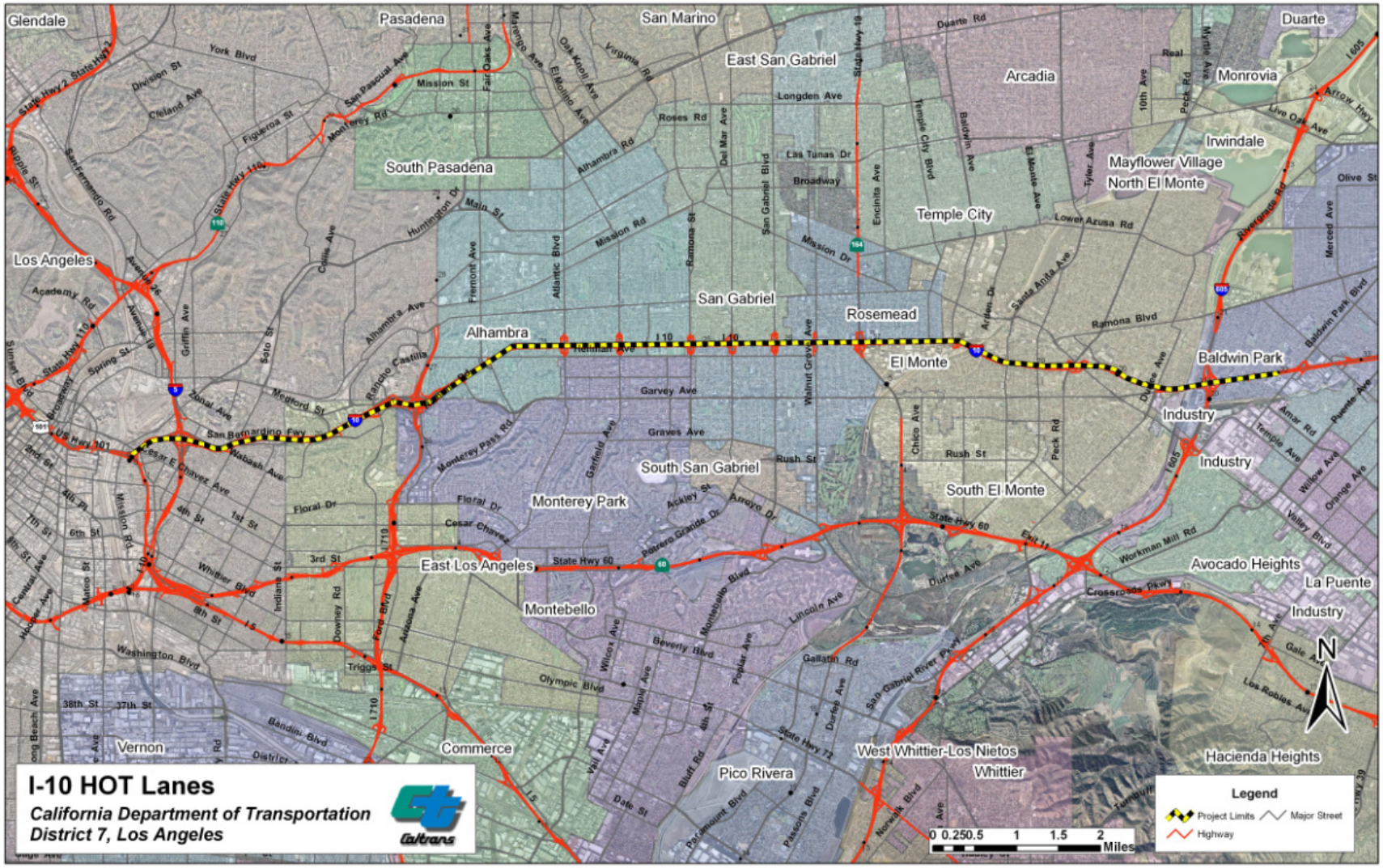
Currently, the requirement for using the I-10 HOV lane is three or more occupants per vehicle during the peak hours and 2 or more occupants during the non-peak hours. Peak hours are Monday to Friday from 5 am to 9 am and 4pm to 7pm. HOT lanes will allow single or low-occupancy vehicles to use the facility for a fee, while high occupancy vehicles will continue to be allowed to use lanes free of charge.

This project is included in the FY 2007/2008 Federal Statewide Transportation Improvement Program and is proposed for funding from the HB4C program (System Operational

Improvements). It is also included in the Metropolitan Transportation Commission's 2008 Regional Transportation Plan and the 2008 cost-constrained Regional Transportation Improvement Program. The total cost of this proposed project is $36,833,037.

Figure 1-1 shows the project location.

Figure 1-1 Project Area Map



Operational Plan

HOT lanes are designated special use lanes on an otherwise free freeway facility. HOT lanes permit single or low-occupancy vehicles to use the HOT facility for a fee, while high occupancy vehicles with a pre-designated quantity of 3 (2 during off-peak hours) or more occupants are allowed to use the lanes for free.

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 (mph). Should travel speeds fall below 45 mph for more than 10 minutes, the tolling will shut-down and toll users will not be permitted to enter the HOT lanes. The toll rates 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 toll rates are anticipated to be $0.25 - $1.40 per mile in the HOT lanes.

Motorcycles, buses and all existing carpools will continue to access the lanes without charge. Trucks, other than two axles, are not allowed in the HOT lanes. Emergency vehicles may use the HOT lanes when responding to incidents. Everyone in the HOT lanes will be required to obtain a transponder.

1.2 Purpose and Need

Need

The need for this project is based on increased congestion on the regional transportation system in Los Angeles County, particularly on this segment of I-10. Future projected traffic volumes anticipate that additional vehicles will use the I-10 and further increase congestion. The proposed project is needed to improve mobility and provide congestion relief through the introduction of congestion pricing by converting existing HOV lanes to HOT lanes.

Purpose

The purpose of the proposed project is to more efficiently utilize the existing freeway and relieve congestion in order to improve traffic flow on the regional transportation system.

Currently, there is limited excess capacity on the I-10. By re-striping the existing facility and providing an additional HOT lane, there will be sufficient excess capacity to allow single or low-occupancy vehicles to use the HOT lanes facility. HOT lanes permit a managed number of non-high occupancy vehicles on the freeway to use the HOT lanes, to the point that overall performance of the lane is not substantially affected. An adjustable toll rate applied to these vehicles in the HOT lanes provides the mechanism to manage the overall number of cars that can use the lane while still maintaining an acceptable level of service (LOS). See Figure 1-2 Level of service. HOT lanes are managed so they remain uncongested at all times, including peak hours.

LEVELS OF SERVICE
for Freeways

Level of Service	Flow Conditions	Operating Speed (mph)	Technical Descriptions
A		70	Highest quality of service. Traffic flows freely with little or no restrictions on speed or maneuverability. **No delays**
B		70	Traffic is stable and flows freely. The ability to maneuver in traffic is only slightly restricted. **No delays**
C		67	Few restrictions on speed. Freedom to maneuver is restricted. Drivers must be more careful making lane changes. **Minimal delays**
D		62	Speeds decline slightly and density increases. Freedom to maneuver is noticeably limited. **Minimal delays**
E		53	Vehicles are closely spaced, with little room to maneuver. Driver comfort is poor. **Significant delays**
F		<53	Very congested traffic with traffic jams, especially in areas where vehicles have to merge. **Considerable delays**

Figure 1-2 Level of Service

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 Interstate 10 in Los Angeles County. This project is part of the Los Angeles Regional Congestion Reduction Demonstration Initiative, and is the first of a series of projects.

1.3 Project Description

The project is located in Los Angeles County on I-10. The project limits are from Alameda Street to I-605. The existing HOV lane on I-10 will be restriped to two lanes from I-710 to I-605 by utilizing the wide buffer area and restriping three of the mixed flow lanes from 12 to 11 feet. A 9 foot widening will be required at the outside shoulder on eastbound I-10 from I-710 to the Warwick Road Pedestrian Overcrossing in order to accommodate the two HOT lanes. The right of way for the widening will be acquired from the City of Alhambra, by dedicating a portion of the frontage road Ramona Boulevard. Additional widening of the outside shoulder on eastbound I-10 will also be necessary near Baldwin Avenue. However this work will be carried out inside the existing State Right of Way and will not require any additional acquisitions. The I-10 El Monte Busway from Alameda Street to I-710 will remain one lane in each direction. Ingress/egress to the HOT lanes on the I-10 will remain approximately at the same locations as for existing HOV. Advanced HOT lane signing will be installed on Alameda Street for the on-ramp to the I-10 El Monte Busway.

Electronic tolling equipment will be installed at the beginning of the HOT lanes as well as at each intermediate entrance with overhead detection equipment capable of communicating with transponders that are mounted in the vehicles, both Single Occupant Vehicles (SOVs) and HOVs.

Preceding each tolling facility, an overhead Variable Toll Message Sign will be installed that is capable of displaying dynamic up-to-date toll rate information to SOV's to enable drivers to make an informed decision as to whether or not to enter the HOT lane. The overhead VTMS sign will also contain static information that HOV's are allowed to use the HOT lanes free of charge. Approximately one mile preceding each tolling facility, overhead static signs will be installed to inform all users that an entrance to the HOT lane facility is coming up. Also, a static guide sign will be placed at the beginning of each entrance to direct users into the HOT lane facility. Prior to each intermediate exit from the HOT lane facility, static informational signs will be mounted on the concrete median barrier to give drivers advance notice of an upcoming exit. All sign structures will be installed within the existing freeway facility.

There will be widening to the outside of the existing freeway lanes at two locations. The first location is along a portion of a frontage road Ramona Boulevard in the City of Alhambra. There will be need to acquire approximately one lane of Ramona Boulevard from the City of Alhambra,

between I-710 and the Warwick Road pedestrian overcrossing, adjacent to the eastbound freeway lanes. The second location is at the Baldwin Avenue off ramp on I-10 eastbound in the City of El Monte. The widening work will occur within the existing State Right-of-Way.

1.4 Project Alternatives

This section describes the proposed alternatives under consideration. At this time, there are only design variations on the proposed project, as the federally-granted demonstration funding source mandates that the project implement congestion pricing. Other alternatives were considered but eliminated from further discussion.

Alternative 1 | No-build
The No-Build alternative proposes to maintain the existing conditions of the roadway without any improvements. This alternative is not recommended since it does not provide congestion relief, demonstrate dynamic lane management, or provide more efficient use of the existing facility.

Alternative 2 | Build
This build alternative proposes to convert the existing HOV lane to a HOT lane and re-striped existing mix flow lanes to add an additional HOT lane.

1.5 Permits and Approvals Needed

Freeway widening at the outside shoulder between I-710 and Warwick Pedestrian Overcrossing will require additional right-of-way on Ramona Boulevard. Caltrans will acquire part of this road from the City of Alhambra. Aside from this location, the project will be within the existing right-of-way.

Chapter 2 – Affected Environment, Environmental Consequences, and Avoidance, Minimization and/or Mitigation Measures.

2.1 Introduction

This chapter explains the impacts that the project would have on the human, physical, and biological environments within the project and surrounding areas. It describes the existing environment that could be affected by the project, potential impacts from each of the alternatives, and the proposed avoidance, minimization, and/or mitigation measure. Any indirect impacts are included in the general impacts analysis and discussions.

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 site is not located in a coastal zone.
- Wild and Scenic Rivers. The project site contains no Wild and Scenic Rivers.
- Parks and Recreational Facilities. Parks and Recreational Facilities were not found within the project limits.
- Farmlands/Timberlands. The project site contains no Farmlands/Timberlands.
- Relocations and Real Property Acquisition. The project will not involve any relocation.
- Paleontology. The project will not encounter native soil.
- Wetlands and Other Waters. Wetlands and other waters were not found within the project limits.

Environmental impacts and mitigation measures reported in this EIR/EA were based on technical studies conducted for this project. The studies are listed in Chapter 5 and are available for review at:

Caltrans, District 7 Office, 100 South Main Street, Los Angeles, CA 90012.

2.2 Human Environment

The following sections of the Human Environment will discuss existing and future land use, consistency with State, Regional, and Local Plans and Programs, growth and community impacts and are based off the Community Impact Assessment (CIA) Report that was done in August 2009 for this project. The CIA analyzes and evaluates the potential land use, community, social and economic impacts to the local communities within the study area that would result from implementation of the proposed project. The report was prepared following the guidelines published in the California Department of Transportation Environmental Handbook Volume 4, Community Impact Assessment, June 1997.

2.2.1 Land Use

Affected Environment

Existing Land Use

The proposed corridor study area is located within the unincorporated East Los Angeles portion of the County of Los Angeles, and the Cities of Los Angeles, Monterey Park, Alhambra, San Gabriel, Rosemead, El Monte and Baldwin Park.

City of Los Angeles

The western portion of the proposed project is located in the City of Los Angeles. From the proposed project's western limit at Alameda Street to just west of I-710, the project study area includes the communities of Central City, Central City North, Boyle Heights and Northeast Los Angeles. In Central City, the area west of Alameda Street includes public facilities and open space (El Pueblo de Los Angeles) uses. In Central City North, from Alameda Street to the Los Angeles River, the project crosses through industrial uses (including Union Station) and public facilities, as well as open space at the Los Angeles River. From the Los Angeles River to Indiana Street, the project crosses through Boyle Heights. Adjacent uses in Boyle Heights include industrial uses near the Los Angeles River and north of the project to Interstate 5 (I-5), and a mix of commercial, residential single- and multi-family, public facility and open space uses south of I-10. North of I-10 from Marengo Street to just west of I-710, the project crosses Northeast Los Angeles, which is dominated by public facilities, including the University of Southern California Health Sciences Campus, Los Angeles County-USC Medical Center, California State University, Los Angeles and a mix of commercial, open space, and residential single- and multi-family uses.

East Los Angeles (unincorporated Los Angeles County)

The project passes through an unincorporated portion of the County of Los Angeles, commonly referred to as East Los Angeles, from approximately Indiana Street to Sheriff Road just west of I-710. Land uses within the project study area include low-, low/medium- and medium-density residential, mixed use, major industrial, major commercial, and public and semi-public facility uses. Metro has a bus storage and maintenance facility directly adjacent to and north of I-10.

City of Monterey Park

The City of Monterey Park is located south of I-10 from approximately Sheriff Road west of I-710 to New Avenue. Public facilities, employment/technology, commercial, open space and low-medium-, and high-density residential uses, as well as mixed use land uses. Public facilities include the Los Angeles County Sheriff Headquarters. Commercial uses include various motels and hotels. Open Space includes the Monterey Park Golf Course and small neighborhood parks including Highlands Park, Langley Park and Sierra Vista Park.

City of Alhambra

The City of Alhambra is located primarily north but also slightly south of I-10 from I-710 to New Avenue. Land uses in the project study area are predominantly residential, including a mix of single- and multi-family residential; some commercial and open space land uses are also present in the study area. Mark Keppel High School is located south of I-10 at the corner of Hellman Avenue and Alhambra Boulevard.

City of San Gabriel

The City of San Gabriel is located north of I-10 from New Avenue to Charlotte Avenue. Land uses in the project area include low, medium and high-density residential, general commercial, open space and public facilities.

City of Rosemead

The City of Rosemead is located south of I-10 from New Avenue to Rosemead Boulevard, and north of I-10 from Charlotte Avenue to Strang Avenue. Land uses south of I-10 include low, medium and high-density residential, mixed-use residential/commercial, public facilities, and open space. Land uses north of I-10 include low- and high-density residential, public facilities and mixed-use residential/commercial. Uses adjacent to the I-10 include the Rosemead Place Commercial Center, Asian American Association and several bank buildings.

City of El Monte

The City of El Monte is located both north and south of I-10 from Rosemead Boulevard to the San Gabriel River. Land uses south of I-10 include industrial/business park, low and medium density residential, neighborhood commercial, general commercial, office commercial, public facilities and open space. Located north of I-10 are the El Monte downtown core, medium/low, medium and high-density residential, general commercial, public facilities, open space, and industrial/business park. Uses adjacent to I-10 include auto dealerships, the El Monte Commercial Center and the El Monte Bus Station.

City of Baldwin Park

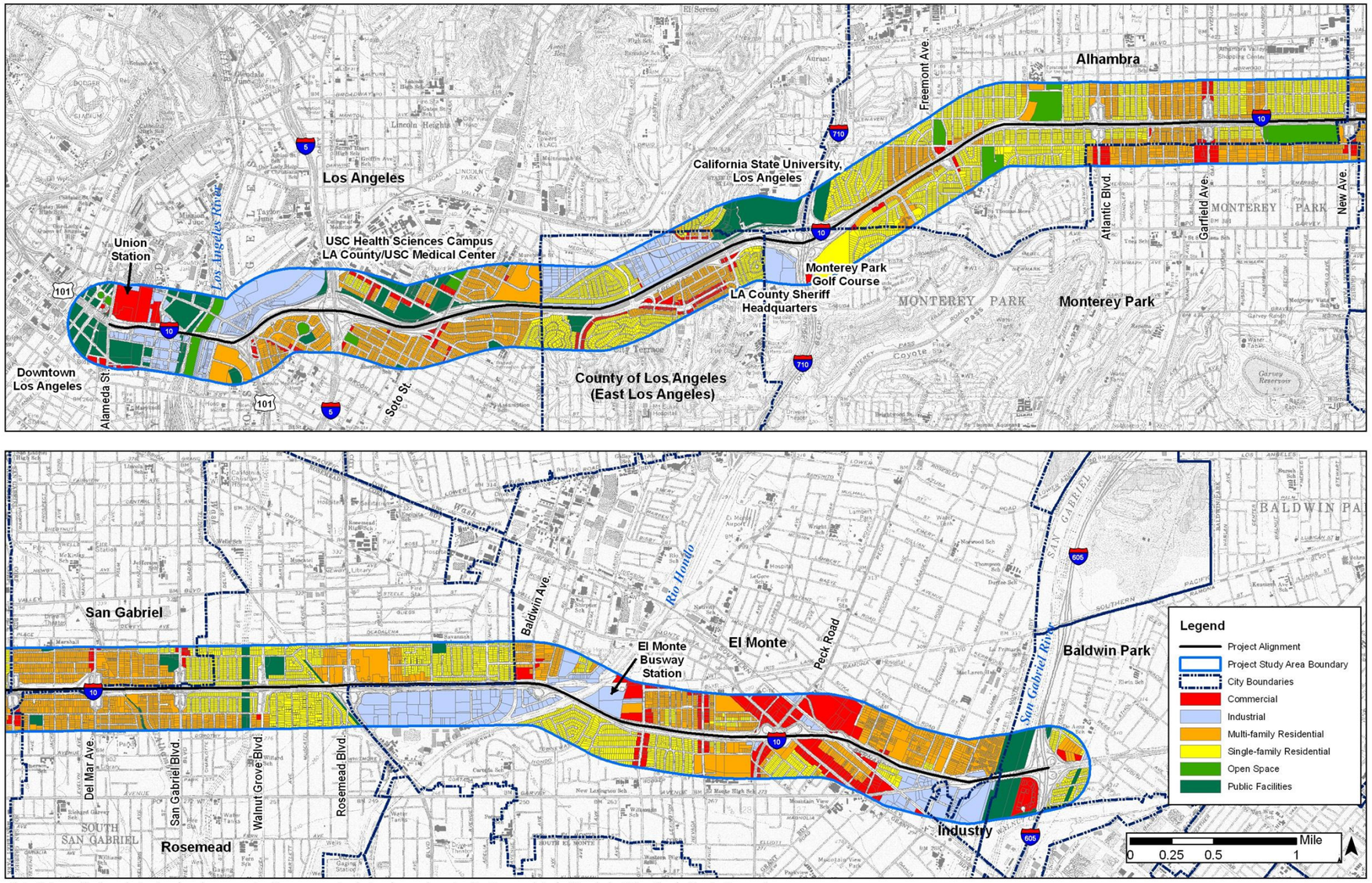
The City of Baldwin Park is located both north and south of I-10 and east of I-605. Land uses in the project study area include single- and multi-family residential and general commercial (Cloverleaf Business Park).

A summary of land use can be found in Table 2-1 and is illustrated in Figure 2-1.

TABLE 2-1
PROJECT STUDY AREA LAND USE DESIGNATIONS

Local Jurisdiction	Approximate Location	Land Use Designations
City of Los Angeles	Western limit of Project at Alameda Street to just west of I-710	Industrial, Public Facilities, Commercial, Single- and Multi-Family Residential, Open Space
East Los Angeles (unincorporated Los Angeles County)	From Indiana street to Sheriff Road just west of I-710	Low, Low/Medium, Medium-Density Residential, Mixed Use, Major Industrial, Major Commercial and Public and Semi-Public Facility
City of Monterey Park	South of I-10 from Sheriff Road to New Avenue	Public Facilities, Employment/Technology, Commercial, Open Space, Low, Medium and High-Density Residential, Mixed Use
City of Alhambra	North and slightly south of I-10 from I-710 to New Avenue	Low, Medium and High-Density Residential, Commercial, Open Space and Office Professional
City of San Gabriel	North of I-10 from new Avenue to Charlotte Avenue	Low, Medium and High-Density Residential, General Commercial, Open Space, Public Facilities
City of Rosemead	South of I-10 from New Avenue to Rosemead Boulevard	Low, Medium, and High-Density Residential, Mixed Use Residential/Commercial, Public Facilities, Open Space
City of El Monte	North and south of I-10 from Rosemead Boulevard to the San Gabriel River	Industrial/Business Park, Low Medium/Low, Medium and High-Density Residential, Neighborhood Commercial, General Commercial and Office Commercial, Public Facilities, Open Space
City of Baldwin Park	North and south of I-10, east of I-605	Single, Garden Multi and Multi-Family Residential, General Commercial

Sources: CIA report, 2009



Note: Zoning and land use designations have been generalized for purposes of analysis and may not exactly reflect those contained within adopted City or County Planning Documents.
Source: Parsons, 2009.

Figure 2-1 Project Study Area Generalized Zoning and Land Use Classifications

Future Land Use

Development trends in the project area consist of higher-density single and multiple-family residential developments, industrial developments concentrated in the County of Los Angeles, the cities of Los Angeles and El Monte and major commercial developments interspersed directly adjacent to the I-10 freeway. The project study area is an urban, built-out environment; however, opportunities for infill and re-use and/or intensification are available. In addition, some study area communities have identified areas which are proposed for redevelopment. The redevelopment of some specific areas within the project study area is undertaken by each jurisdiction's Community Redevelopment Agency.

Aside from redevelopment projects, several projects are planned within the project study area, and are summarized in Table 2-2.

TABLE 2-2
KNOWN PROPOSED PROJECTS WITHIN THE PROJECT STUDY AREA

(As of February 2010)

Proposed Project Title / Sponsor	Location	Proposed Project Description	Status
I-710 Tunnel Technical Study / Caltrans	From the end of I-710 at Valley Boulevard in the cities of Alhambra and Los Angeles, north to Del Mar Avenue in the City of Pasadena	To close the I-710 gap	No freeway or tunnel project is proposed at this time; a tunnel technical study is being prepared
Signal Synchronization Project / County of Los Angeles	Throughout San Gabriel Valley	To upgrade traffic signals along major routes to keep the signals synchronized with vehicle detectors in the pavement, coordinate the timing of the signals between successive intersections, and automatically adjust the traffic signals to facilitate the movement of vehicles through the intersections	On-going
I-10/I-605 Interchange Improvement Project / Caltrans	I-10/I-605 Interchange	Construction of a direct connector from the southbound San Gabriel River Freeway (I-605) to the eastbound San Bernardino Freeway (I-10)	Construction expected to begin in 2011
I-10 Restoration Project / Caltrans	I-10 between I-5 and I-605	The I-10 will be resurfaced in both directions; work includes replacement of damaged slabs, upgrading bridge rail, adding shoulders, and realigning ramps within the project limits	Under construction until Spring 2011

Proposed Project Title / Sponsor	Location	Proposed Project Description	Status
Atlantic Times Square / Monterey Park Redevelopment Agency	Atlantic Boulevard and Hellman Avenue in the City of Monterey Park	Mixed-use commercial and residential development featuring 200,000 square feet of retail/entertainment space and 210 condominiums	Under construction; retail portion expected to open December 2009
Los Angeles River Revitalization Master Plan / City of Los Angeles	Los Angeles River	An expanded multi-use and bicycle trail on the western bank of the Los Angeles River	Planning phase

Source: CIA report, 2009

Environmental Consequences

The Build Alternative of this proposed project would require the acquisition of approximately 0.08 acres of the freeway frontage road, Ramona Boulevard, in the City of Alhambra. The right-of-way acquisition would transfer ownership from the City of Alhambra to Caltrans, and would not require a change in land use designation or zoning. The existing roadway is a four lane roadway with a large shoulder; the acquisition is not expected to compromise the function of the existing roadway, nor cause the existing roadway to encroach into adjacent private property. The right-of-way required for the project would not have an adverse effect on land use designations or zoning.

The Build Alternative of this proposed project would convert the existing HOV lane into a HOT lane and provide an additional HOT lane for approximately 7.3 miles. The Build Alternative would also include transit service and station improvements for several communities. The proposed project would be implemented as a one-year demonstration project and is expected to manage and improve traffic conditions on the I-10 and improve transit reliability and speed. Therefore, this project is consistent with the goals, objectives and policies of all surrounding communities' General Plans, which generally call for improved traffic conditions on the I-10. Further, it is expected to have a beneficial effect on all surrounding communities and their respective General Plans as it improves mobility and reduces congestion. The proposed project would follow the goals and policies for the County of Los Angeles and the Cities of Los Angeles, Monterey Park, Alhambra, San Gabriel, Rosemead, El Monte and Baldwin Park.

Avoidance, Minimization, and/or Mitigation Measures

Build Alternative is expected to have a beneficial effect; no mitigation is required.

Consistency with State, Regional, and Local Plans and Programs

Affected Environment

There are various types of plans that guide development within the project study area. These include General Plans, Redevelopment Plans, Specific Plans, and Master Plans. A General Plan is a comprehensive policy document that defines the type, amount and location of future growth within a community. It must address the following seven State-prescribed elements: land use, circulation, housing, conservation, open space, noise and safety. The Land Use Element of a

General Plan identifies the proposed distribution and intensity of housing, business, industry, open space, natural resources, public facilities, waste disposal and other categories of public and private land uses. Each local jurisdiction is required to have an adopted General Plan.

In addition to General Plans, many local jurisdictions' redevelopment agencies have established Redevelopment Plans that further guide and promote the development of certain areas. Specific and Master Plans are also policy documents that are utilized within the framework of a General Plan or Redevelopment Plan, to provide greater guidance and detail for specific development proposals.

The following discussion describes the adopted plans within the project study area and applicable policies for this project.

City of Los Angeles General Plan

The City of Los Angeles' Citywide General Plan Framework Element establishes the broad overall policy and direction for the entire General Plan. It provides a citywide context and comprehensive long-range strategy to guide the update of the General Plan's other elements (City of Los Angeles, 2009).

The City's 35 community plans collectively comprise the Land Use Element of the General Plan. The Department of City Planning has established the New Community Plan Program (NCPP) to study the land use plans for the 35 community plans to ensure that they are kept up-to-date to effectively guide growth. The aim of the update is to encourage sustainable growth patterns while balancing the unique character of individual communities. Infrastructure, design, transportation, and mobility issues will also be addressed in the update. Currently, the Central City and Boyle Heights Community Plans are under study and review by the Department of City Planning. Until the updated community plans are approved, all current plans are still valid.

In addition to the NCPP, the Department of City Planning is preparing an Infrastructure Systems Element, Public Facilities and Services Element, and a Historic Preservation and Cultural Resources Element, each of which could affect the proposed project's study area.

The proposed project's study area includes portions of the Central City, Central City North, Boyle Heights, and Northeast Los Angeles Community Plans. These four community plans were developed in the context of promoting a vision of each area as a community that:

- Preserves and enhances the positive characteristics of existing residential neighborhoods while providing a variety of housing opportunities with compatible new housing.
- Improves the function, design, and economic vitality of the commercial corridors.
- Preserves and enhances the positive characteristics of existing uses that provide the foundation for community identity, such as scale, height, bulk, setbacks, and appearance.
- Maximizes the development opportunities of future transit systems while minimizing any adverse impacts.
- Plans the remaining commercial and industrial development opportunity sites for needed job-producing uses that will improve the economic and physical condition of the Community Plan area.

The following discussions include descriptions of each Community Plan and applicable policies for this project.

Central City Community Plan

The Central City Community Plan area, generally known as downtown Los Angeles, is located south of Sunset Boulevard/Cesar Chavez Avenue, north of I-10, east of the Interstate 110, and west of Alameda Street. This area is the governmental, financial and industrial hub of the City of Los Angeles, and land is primarily dedicated to those uses. Central City was the birthplace of Los Angeles in 1761, centered around the Plaza now known as El Pueblo Historic Park, which includes Olvera Street (City of Los Angeles, 2005).

The Central City Plan area is composed of nine districts: Civic Center, Bunker Hill, Financial Core, Convention Center/Arena, South Park, Center City/Historic Core, Little Tokyo, Central City East and South Markets. The proposed project is generally located near the Civic Center and Little Tokyo districts. The project study area also includes the "Ten Minute Diamond," a part of the Los Angeles Civic Center Shared Facilities and Enhancement Plan and is defined by the distance an average pedestrian can walk in ten minutes, encompassing an area within which visitors can easily access facilities and services (City of Los Angeles, 2005).

The Central City Community Plan was adopted April 21, 2005 and contains the following objectives and policies applicable to this project:

- Objective 11-1: To keep downtown as the focal point of the regional mobility system accommodating internal access and mobility needs as well.
- Policy 11-1.1: Encourage rail connections and HOV lanes that will serve the downtown traveler.
- Objective 11-2: To improve freeway movement and capacity adjacent to the Downtown area.
- Policy 11-2.1: Provide a regional bypass ("through-way") facility for through traffic around the congested sections of the freeway system.
- Policy 11.2-7: Continue to monitor and evaluate automated highway technology and intelligent highway and vehicle systems development and evaluate the feasibility and applicability of this technology to the freeway, arterial truck, and transit systems.

Central City North Community Plan

The Central City North Community Plan area is adjacent to Downtown Los Angeles and is bound by the Los Angeles River to the east; the city of Vernon to the south; Alameda Street, Cesar Chavez Avenue, Sunset Boulevard, and Marview Avenue to the west; and Stadium Way, Lilac Terrace, and North Broadway to the north. It includes symbolic cultural centers for three prominent ethnic groups in the city of Los Angeles, encompassing Chinatown, parts of Little Tokyo, and the original Mexican pueblo (City of Los Angeles, 2000).

The Central City North Community Plan was amended in December 2000, and contains the following objectives and policies applicable to this project:

- Objective 10-1: To encourage improved local and express bus service through the Central City North community and encourage park-and-ride facilities to interface with freeways, HOV facilities and rail facilities.
- Object 12-1: To pursue transportation management strategies that can maximize vehicle occupancy, minimize average trip length, and reduce the number of vehicle trips.

Boyle Heights Community Plan

The Boyle Heights community, which is situated at the eastern boundary of the city, is surrounded by the City of Vernon to the south, the unincorporated community of East Los Angeles to the east, the communities of Lincoln Heights and El Sereno to the north, and the Los Angeles River to the west. Boyle Heights was developed as one of the first residential suburbs in Los Angeles when rail and rail-related uses began to expand and dominate the Los Angeles River corridor. Immigrants and residents employed by the railroads and related industrial sectors settled in the Boyle Heights area. Moreover, some of the first public housing projects were constructed in Boyle Heights. Currently, the community is in need of economic development (City of Los Angeles, 1998).

The Boyle Heights Community Plan was amended in 1998 and contains the following objectives and policies applicable to this project:

- To minimize the detrimental impact of all existing freeways in the Community.
- To encourage alternate modes of travel and provide an integrated transportation system that is coordinated with land uses and which can accommodate the total travel needs of the community.

Northeast Los Angeles Community Plan

The Northeast Los Angeles community encompasses the hills and valleys lying east of the Los Angeles River and north of the Boyle Heights Community Plan area. The area serves as a transition between the downtown center of Los Angeles and the neighboring cities of Glendale, Pasadena, South Pasadena and Alhambra to the north and east, as well as the City of Monterey Park and the unincorporated community of City Terrace to the south. The Community Plan area includes various distinct neighborhoods and communities, including El Sereno, where the project is located (City of Los Angeles, 1999).

The Northeast Los Angeles Community Plan was amended in 1999 and contains the following goal applicable to this project:

- To attain a system of freeways, highways and streets that provide a circulation system which supports existing, approved, and planned land uses while maintaining a desired level of service at all intersections.

The City of Los Angeles Bicycle Plan

The City of Los Angeles General Plan Transportation Element contains the Bicycle Plan for the City. The Bicycle Plan is currently under revision by the Planning Department and the mayor-appointed Bicycle Advisory Committee. The revised Bicycle Plan is in draft form and is currently being reviewed by the Planning Department. Revisions to the plan include identifying existing feasible plans and policies and developing new plans and policies for the region.

The proposed project crosses the Los Angeles River, which is designated as a Class I bikeway, and Soto Street, which is designated as a Commuter bikeway. There are no policies in the Bicycle Plan that apply to the project, because the project is on an existing state highway (City of Los Angeles, 1996).

Los Angeles River Revitalization Master Plan

The Los Angeles River Revitalization Master Plan (LARRMP) is the conceptual framework to guide the revitalization of the Los Angeles River. The 32-mile-long and one-mile-wide Plan extends from the area of Canoga Park east to River Glen and south to approximately Washington Boulevard. The plan was approved by the City Council in May 2007.

The LARRMP has specific goals for the revitalization of the river corridor, including to:

- Establish guidelines for environmentally sensitive urban design, land use, and development for the Los Angeles River that will create economic development opportunities to enhance and improve river-adjacent communities; policies would include the provision of open space, housing, retail spaces, educational facilities, and places for other public institutions;
- Improve the environment, enhance water quality, and improve water resources and the ecological functioning of the river;
- Improve and restore natural native habitats, eradicate invasive non-native habitats, and provide links and connections to existing habitats;
- Provide and improve public access to the river;
- Provide significant recreation space and open space and new trails;
- Preserve and enhance the flood control features of the river; and
- Foster a growth in community awareness and pride in a revitalized Los Angeles River.

The project study area in the vicinity of the Los Angeles River includes a portion of the "Downtown Industrial Opportunity Area (DI)," which is one of the five demonstration areas of the LARRMP. There are currently two alternatives for the development of the opportunity area: the DI-A and DI-B concepts. The alternatives propose an expanded multi-use and bicycle trail on the western bank of the Los Angeles River in the project study area (City of Los Angeles, 2007).

The City of Los Angeles has also established the River Improvement Overlay (RIO) District, which is an implementation tool for the LARRMP. The RIO does not contain any policies or design guidelines relevant to this proposed project.

<u>Community Redevelopment Agency of Los Angeles</u>

The Community Redevelopment Agency of Los Angeles (CRA/LA) develops and establishes redevelopment projects throughout the City of Los Angeles, which include plans and implementation strategies for the revitalization and redevelopment of land within its project area in order to eliminate blight and remedy the conditions which caused it (City of Los Angeles, 2009). There are three redevelopment project areas located within the project study area, including the Central Business District, Little Tokyo and Adelante Eastside Redevelopment Projects.

Central Business District Redevelopment Project

The Central Business District Redevelopment Project is located west and south of Alameda Street in the project study area. The Central Business District Project has the following planning goal and objective relevant to this project: To provide an integrated transportation system which will

allow for efficient movement of people and goods while enhancing the environment, giving special attention to separation of the pedestrian and the automobile.

Little Tokyo Redevelopment Project

The Little Tokyo Redevelopment Project is located south of the project alignment, in the vicinity of First Street and Alameda Street in the project study area. The redevelopment plan is focused on the commercial and residential redevelopment of the area, and does not contain any policies or objectives relevant to this project.

Adelante Eastside Redevelopment Project

The Adelante Eastside Redevelopment Project, located within the project study area north of I-10 from the Los Angeles River to Soto Street, and south of I-10 along several corridors including the Los Angeles River, Cesar Chavez Avenue and Soto Street. The Redevelopment Plan is currently being amended and merged with the County's Whiteside Redevelopment Project to expand investment and jobs in biomedical technology. The plan will be approved in the future; no plan was available at the time of this report.

<u>County of Los Angeles General Plan</u>

The County of Los Angeles General Plan was adopted in 1980. The General Plan serves as a long-range planning document to provide the framework for future development and resource conservation. The County of Los Angeles General Plan contains the following elements: Land Use, Transportation, Conservation, Open Space and Recreation, Housing, Noise, Safety, Public Facilities, and Economic Development. Each element includes broad policies and goals to guide development and local decision-making (County of Los Angeles, 1980). The General Plan also includes Community Plans that further guide the development and land use decisions in specific areas of the County. The County is currently revising the General Plan, and had released a draft for public review in 2008; the 2008 draft plan has not been adopted by the County, therefore, the 1980 General Plan is still valid.

The following policies from the 1980 County of Los Angeles General Plan are relevant to the proposed project:

- Transportation Policy 12: Support research for and development of new transportation technologies.
- Transportation Policy 13: Support low capital strategies that maximize the efficiency and cost-effectiveness of existing transportation facilities and systems.
- Transportation Policy 15: Encourage compatible joint use and interfacing of transportation facilities while minimizing modal conflict.
- Transportation Policy 18: Support use of non-vehicle improvements to reduce peak-hour congestion.
- Transportation Policy 19: Support traffic-operation improvements for improved flow of vehicles.
- Transportation Policy 25: Develop alternative transportation systems and procedures which will effectively reduce vehicle miles traveled (VMT) by automobiles.

East Los Angeles Community Plan

The project is in the jurisdiction of the County of Los Angeles' East Los Angeles Community Plan, which contains the following policy relevant to this proposed project:

- To encourage commuters to utilize freeways, rather than highways, and do not develop new major highways, especially in the east-west direction (County of Los Angeles, 1988).

Redevelopment Plans

The County's Whiteside Redevelopment Project is located within the project study area north of I-10 from Indiana Street to I-710 (City of Los Angeles, 2009). The Redevelopment Project is currently being amended and merged with the Adelante Eastside Redevelopment Project, as discussed above. The plan was not available at the time of this report.

City of Monterey Park General Plan

The Monterey Park General Plan, adopted in 2001, guides the City toward the year 2020 by setting goals and policies addressing land use, circulation, economic development, and related issues. The General Plan also includes an Implementation Program toward achieving the goals of the plan (City of Monterey Park, 2001). As Monterey Park moves toward the year 2020, the City, its residents and the business community are committed to implementing a long-range plan that enhances the physical, economic, and human resources of the community. The General Plan includes 6 elements: Land Use, Economic Development, Circulation, Housing, Safety and Community Services, Resources.

The Monterey Park General Plan identifies the I-10 freeway as heavily congested during peak hours, which has led to freeway motorists to use alternate routes through their community, creating congestion on local streets. To address these issues, the General Plan includes the following goals and policies relevant to this proposed project:

- Goal 1.0: Ensure easy, convenient access from Monterey Park to the Pomona Freeway (SR-60), Long Beach Freeway (I-710), and San Bernardino Freeway I-10), while minimizing freeway impacts on the local street system.

- Policy 1.1: Support efforts of the California Department of Transportation to improve traffic flow on the freeway system and thereby reduce impacts on the City's arterial roadway network.

Redevelopment Plans

The City of Monterey Park's Merged Redevelopment Area is located within the project study area in the southwest quadrant of the 1-10/I-710 interchange and along Hellman Avenue. The Merged Redevelopment Area comprises approximately 620 acres of the city and includes commercial, industrial, office park, residential and public improvements. Current redevelopment projects include the Atlantic Times Square Project, which is a mixed-use project with 200,000 square feet of retail/entertainment space and 210 condominiums. The Atlantic Times Square project is currently under construction (City of Monterey Park, 2009b).

City of Alhambra General Plan

The City of Alhambra General Plan was adopted in 1986. The General Plan includes Findings which identify the City's problems, future needs and conditions (City of Alhambra, 1986). A

goal statement for each element is then provided along with policies for achieving that goal. The General Plan's Land Use and Circulation Elements provide the following policies relevant to this project:

- Policy 4.1.2: Continue to encourage and support an adequate level of public services to meet the needs of the existing and future planned population.
- Policy 4.3.1: Encourage the development of feasible solutions to improve the safety and efficiency of traffic flow of the San Bernardino Freeway and its interchanges. Such solutions could include redesign and reconstruction of the interchanges and other appropriate measures.

Redevelopment Plans

The City of Alhambra does not have any redevelopment plans within the project study area.

<u>The Comprehensive General Plan of the City of San Gabriel</u>

The Comprehensive General Plan of the City of San Gabriel was adopted in 2004. The General Plan aims to create a more robust, beautiful and livable city by recognizing its unique identity, strengths and issues for improvement (City of San Gabriel, 2004). The General Plan includes 11 specific elements, including: Land Use, Mobility (includes Circulation), Demographics and Housing, Economic Development, Public Safety, Open Space, Environmental Resources, Community Facilities, Cultural Resources, Community Design, and Noise. Extensive public involvement contributed to the identification of community issues and concerns and helped to form the General Plan's goals, targets (policies), actions and implementation strategies.

The General Plan includes the following target relevant for this project:

- Target 3.1.3 Improve the City's interregional transportation capabilities (including arterials, freeway network, transit facilities, etc).

Redevelopment Plans

The City of San Gabriel's Redevelopment Plans and projects are located outside of the project study area.

<u>City of Rosemead General Plan</u>

The City of Rosemead General Plan was adopted in October 2008. This General Plan guides the City to the year 2025 by establishing goals and policies that address land use, circulation, safety, and open space (City of Rosemead, 2008). With the General Plan, the City seeks to:

- Enhance the commercial areas along key corridors, and most specifically Garvey Avenue and Valley Boulevard;
- Create an economically viable downtown that blends retail, office, and residential uses in a walkable, attractive setting;
- Enhance parks and recreational space in underserved neighborhoods;
- Accommodate the demand for quality mixed-use development that can contribute to commercial growth and enhance opportunities for higher-density residential development;

- Protect homeowner investments and the availability of well-maintained, relatively affordable housing units;
- Minimize the impact of traffic associated with growth within the San Gabriel Valley and broader region.

The General Plan is comprised of 5 elements, including Land Use, Circulation, Resource Management, Public Safety and Noise, and includes the following policy relevant for this project:

- Policy 1.6: Cooperate with neighboring jurisdictions to craft resolutions to regional traffic problems.

Redevelopment Plans

The City of Rosemead's Redevelopment Plan's project areas are located outside of the project study area.

City of El Monte General Plan

The City of El Monte General Plan, adopted in 1991, envisions El Monte as a vibrant and safe community that respects its historical and cultural diversity and strives to provide a high quality of life through well-designed neighborhoods, quality education, park and recreational amenities, economic and employment opportunities, and a healthy environment (City of El Monte, 1991). The General Plan is currently being updated; however, as no updated plan has been adopted, the 1991 General Plan is still valid.

The General Plan includes the following policies relevant to this project:

- Policy 1.6: Participate in regional circulation planning with contiguous communities and Los Angeles County.
- Policy 2.2: Encourage and support the development of new and innovative modes of transportation within the City.
- Policy 2.4: Adopt, provide benefits to, and implement where feasible, the recommendations and provisions of the [SCAG] Regional Transportation Plan which provide benefits to the community and are consistent with the Circulation Element of the General Plan.
- Policy 2.5: Encourage the use of alternative transportation by citizens and employers.

Redevelopment Plans

The City of El Monte has nine redevelopment project areas in the project study area:

- El Monte Center: Includes 60 acres of commercial property between Peck Road and La Madera Avenue and Stewart Street and Sitka Street north of I-10. There are currently no planned projects for this redevelopment area.
- El Monte Center Amendment No. 1: Includes 114 acres of commercial land south of the El Monte Center Redevelopment Area. There are currently no planned projects for this redevelopment area.

- Downtown El Monte: Encompasses 213 acres of downtown El Monte between Santa Anita Avenue and Peck Road. Current projects include Vista del Valle, 35 detached homes, and a retail complex on Valley Boulevard and Santa Anita Avenue.

- Downtown El Monte Added Area: Includes 231 acres of commercial, residential and industrial land generally between I-10 and Valley Boulevard. Ongoing projects include the planting of street trees, sidewalk repair, and providing grants and loans for property improvements.

- Valley/Durfee: Includes approximately 250 acres of commercial/office, industrial, residential, vacant and public facility land, generally along Durfee Avenue from Pineview Street to I-10. Projects expected to be implemented in this redevelopment project area include infrastructure improvements (City of El Monte, 2009).

Baldwin Park 2020 General Plan

The City of Baldwin Park's 2020 General Plan, adopted in 2002, is the fundamental land use planning document for the City. The City of Baldwin Park General Plan consists of nine specific elements and two appendices. The nine specific elements are: Land Use, Urban Design, Economic Development, Circulation, Housing, Open Space and Conservation, Public Safety, Noise, and Air Quality. The two appendices include: General Plan Glossary and Implementation Program (City of Baldwin Park, 2002).

Some established policies and implementation measures in the City of Baldwin Park General Plan relevant to the proposed project include:

- Redevelop center with major commercial user, taking advantage of access and visibility from the I-10 Freeway

- Encourage development of a high-volume commercial center that would benefit from high visibility and good access from I-10.

- Allow for a mix of retail, commercial, restaurant, and similar uses that benefit from high visibility and good access from I-10, and uses that would complement the adjacent Sierra Center (Retail center completed in 1997)

- Redevelop existing uses on Baldwin Park Boulevard with cohesive commercial development. Upgrade commercial uses on Francisquito Boulevard

- Encourage development of low-scale, low-intensity commercial and industrial uses that do not require easy freeway access and that are oriented primarily toward serving the local resident and business populations

Redevelopment Plans

Three redevelopment project areas lie within the project study area: Delta Redevelopment Project, Sierra Vista Redevelopment Project, and Puente/Merced Amended Redevelopment Project. The three redevelopment project areas do not have any impending projects within the project study area (City of Baldwin Park, 2009).

Southern California Association of Governments

SCAG is the Metropolitan Planning Organization (MPO) for six southern California counties, including Imperial, Orange, Riverside, San Bernardino, Ventura, and Los Angeles. As such, it is

responsible for preparing the Regional Transportation Plan (RTP), which provides the framework for all transportation system improvements planned for its jurisdiction. The RTP is one of several inputs used to develop the Regional Transportation Improvement Plan (RTIP) and State Transportation Improvement Program (STIP). The proposed project is included in SCAG's 2008 RTIP Amendment #08-01 Project List, under the Los Angeles County State Highway section. All of the proposed projects that are incorporated into the 2008 RTIP are consistent with current RTP policies, programs, and projects (SCAG, 2008b).

SCAG also conducts intergovernmental reviews of regionally significant projects. This proposed project has been identified as a Regionally Significant Project (SCAG, 2009). Therefore, many of SCAG's regional planning goals, objectives or policies, as embodied in the RTP and Compass Growth Visioning Plan may be relevant to the proposed project.

Regional Transportation Plan

The 2008 RTP presents the transportation vision for the SCAG region through the year 2035 and provides a long-term investment framework for addressing the region's transportation and related challenges. The RTP is the culmination of a multi-year effort focusing on maintaining and improving the transportation system through a balanced approach that considers system preservation, system operation and management, improved coordination between land use decisions and transportation investments, and strategic expansion of the system to accommodate future growth. The following goals and objectives contained within the RTP are relevant to the proposed project:

Goals

- Maximize mobility and accessibility for all people and goods in the region
- Ensure travel safety and reliability for all people and goods in the region
- Preserve and ensure a sustainable regional transportation system
- Maximize the productivity of our transportation system
- Protect the environment, improve air quality and promote energy efficiency

Policies

- Transportation investments shall be based on SCAG's adopted Regional Performance Indicators.
- Ensuring safety, adequate maintenance, and efficiency of operations on the existing multimodal transportation system will be RTP priorities and will be balanced against the need for system expansion investments.
- RTP land-use and growth strategies that differ from currently expected trends will require a collaborative implementation program that identifies required actions and policies by all affected agencies and subregions.
- HOV gap closures that significantly increase transit and rideshare usage will be supported and encouraged, subject to Policy #1.

- Progress monitoring on all aspects of the Plan, including timely implementation of projects, programs, and strategies, will be an important and integral component of the Plan.

Compass Growth Visioning Plan

The Growth Visioning Plan has been established to make the SCAG region a better place to live, work and play for all residents regardless of race, ethnicity or income class. The following "Regional Growth Principles" and strategies are relevant to this proposed project:

- Principle 1: Improve mobility for all residents.
    - GV P1.1: Encourage transportation investments and land use decisions that are mutually supportive.
    - GV P1.4: Promote a variety of travel choices.
- Principle 3: Enable prosperity for all people.
    - GV P3.3: Ensure environmental justice regardless of race, ethnicity or income class.
- Principle 4: Promote sustainability for future generations.
    - GV P4.3: Develop strategies to accommodate growth that uses resources efficiently, eliminate pollution and significantly reduce waste.

Table 2-3 provides an evaluation of the proposed project's consistency with the adopted goals, policies, or objectives of relevant local and regional planning documents previously described above.

TABLE 2-3
PROPOSED PROJECT CONSISTENCY ANALYSIS WITH ADOPTED LOCAL AND REGIONAL PLANS

Jurisdiction/Agency	Applicable Goal, Policy or Objective[1]	Consistency Analysis
City of Los Angeles General Plan	Preserves and enhances the positive characteristics of existing residential neighborhoods while providing a variety of housing opportunities with compatible new housing.	Not applicable: The proposed project does not propose the construction of residential land uses.
	Improves the function, design, and economic vitality of the commercial corridors.	Consistent: The proposed project would increase accessibility to commercial corridors by reducing commute times. In addition, the provision of transit and/or highway improvements associated with the investment of toll revenues within the project corridor would increase mobility.
	Preserves and enhances the positive characteristics of existing uses that provide the foundation for community identity, such as scale, height, bulk, setbacks, and appearance.	Consistent: The proposed project does not include modifications that would affect community identity. The concrete barrier proposed for construction along Ramona Boulevard would be similar in height and construction with those currently found along the I-10 freeway within the City of Monterey Park.

[1] Note: The analysis excludes the City of Los Angeles Bicycle Plan General Plan since this document do not contain applicable project-related goals, policies, or objectives.

TABLE 2-3
PROPOSED PROJECT CONSISTENCY ANALYSIS WITH ADOPTED LOCAL AND REGIONAL PLANS (Cont)

Jurisdiction/Agency	Applicable Goal, Policy or Objective[2]	Consistency Analysis
City of Los Angeles General Plan cont.	Maximizes the development opportunities of future transit systems while minimizing any adverse impacts.	Consistent: The proposed project will utilize a portion of toll revenues for future transit projects within the project corridor and which may assist in maximizing development opportunities. However, the exact nature and location of these projects is not known at this time, but will be the subject of future economic and environmental analysis.
	Plan the remaining commercial and industrial development opportunity sites for needed job-producing uses that will improve the economic and physical condition of the Community Plan area.	Not applicable: The proposed project does not include the development of commercial or industrial development.
Central City Community Plan	Objective 11-1: To keep downtown as the focal point of the regional mobility system accommodating internal access and mobility needs as well.	Consistent: The proposed project would increase both access and mobility of residents of the Central City community and those frequenting and/or working in the downtown area. Reduced commute times may encourage additional trips to and from the downtown area.
	Policy 11-1.1: Encourage rail connections and HOV lanes that will serve the downtown traveler.	Consistent: The proposed project would include the construction of HOT lanes which would facilitate access and mobility to downtown by reducing commute times.
	Objective 11-2: To improve freeway movement and capacity adjacent to the Downtown area.	Consistent: The proposed project would reduce commute times and add additional capacity to the freeway system, including the downtown area.

[2] Note: The analysis excludes the City of Los Angeles Bicycle Plan since this document do not contain applicable project-related goals, policies, or objectives.

TABLE 2-3
PROPOSED PROJECT CONSISTENCY ANALYSIS WITH ADOPTED LOCAL AND REGIONAL PLANS (Cont)

Jurisdiction/Agency	Applicable Goal, Policy or Objective[2]	Consistency Analysis
Central City Community Plan cont.	Policy 11-2.1: Provide a regional bypass ("through-way") facility for through traffic around the congested sections of the freeway system.	Consistent: The proposed project would reduce commute times and add additional capacity to the freeway system, including the downtown area. During peak-period congestion, commuters would be able to utilize the HOT lanes to minimize commute times as travel speeds would increase.
	Policy 11.2-7: Continue to monitor and evaluate automated highway technology and intelligent highway and vehicle systems development and evaluate the feasibility and applicability of this technology to the freeway, arterial truck, and transit systems.	Consistent: The proposed project would utilize an automated toll system (transponders) to collect tolls. Although the system would be available to transit vehicles, there are currently no plans to extend service to arterial trucks. However, toll revenues generated by the HOT lanes may be utilized for future improvements which may include strategies to address arterial truck programs.
Central City North Community Plan	Objective 10-1: To encourage improved local and express bus service through the Central City North community and encourage park-and-ride facilities to interface with freeways, HOV facilities and rail facilities.	Consistent: Transit vehicles utilizing the HOT lanes would experience decreased commute times which could encourage the development of park-and-ride facilities and other local and regional transit investments as commuters increase their usage of facility and/or transit infrastructure.
	Object 12-1: To pursue transportation management strategies that can maximize vehicle occupancy, minimize average trip length, and reduce the number of vehicle trips.	Consistent: The proposed project would encourage increased vehicle occupancy. Vehicles containing three or more persons would be permitted to use the facility at no charge. In addition, the HOT lanes would reduce commute times and increase freeway capacity.

TABLE 2-3
PROPOSED PROJECT CONSISTENCY ANALYSIS WITH ADOPTED LOCAL AND REGIONAL PLANS (Cont)

Jurisdiction/Agency	Applicable Goal, Policy or Objective[2]	Consistency Analysis
Boyle Heights Community Plan	To minimize the detrimental impact of all existing freeways in the Community.	Consistent: The proposed project would improve air quality by reducing the number and duration of idling vehicles during congested periods. It would also reduce the number of cut-through trips within adjacent neighborhoods associated with drivers seeking relief from freeway congestion.
	To encourage alternate modes of travel and provide an integrated transportation system that is coordinated with land uses and which can accommodate the total travel needs of the community.	Consistent: Reduced commute times would encourage use of HOT lanes and transit alternatives. This would increase access and mobility of local residents and would facilitate access to area land uses.
Northeast Los Angeles Community Plan	To attain a system of freeways, highways and streets that provide a circulation system which supports existing, approved, and planned land uses while maintaining a desired level of service at all intersections.	Consistent: The proposed project would improve access and mobility of local residents which would allow greater access to area land uses. The proposed project would not affect level of service at area intersections. No residential, commercial or industrial land uses are proposed which would generate additional trips.
Los Angeles River Revitalization Master Plan	Establish guidelines for environmentally sensitive urban design, land use, and development for the Los Angeles River that will create economic development opportunities to enhance and improve river-adjacent communities; policies would include the provision of open space, housing, retail spaces, educational facilities, and places for other public institutions;	Not applicable: The proposed project includes the construction of HOT lanes along I-10 which would increase access and mobility and reduce commute times. It does not propose land use or policies which could affect development of the Los Angeles River, as envisioned in the Master Plan.
	Improve the environment, enhance water quality, and improve water resources and the ecological functioning of the river;	Not applicable: See previous response above.

TABLE 2-3
PROPOSED PROJECT CONSISTENCY ANALYSIS WITH ADOPTED LOCAL AND REGIONAL PLANS (Cont)

Jurisdiction/Agency	Applicable Goal, Policy or Objective[2]	Consistency Analysis
Los Angeles River Revitalization Master Plan cont.	Improve and restore natural native habitats, eradicate invasive non-native habitats, and provide links and connections to existing habitats;	Not applicable: See previous response above.
	Provide and improve public access to the river;	Not applicable: See previous response above.
	Provide significant recreation space and open space and new trails;	Not applicable: See previous response above.
	Preserve and enhance the flood control features of the river; and	Not applicable: See previous response above.
	Foster a growth in community awareness and pride in a revitalized Los Angeles River.	Not applicable: See previous response above.
County of Los Angeles General Plan	Transportation Policy 12: Support research for and development of new transportation technologies.	Consistent: The proposed project is a USDOT demonstration project designed to increase freeway capacity and reduce commute delays due to congestion. Construction of the facility within the County would further support research efforts to determine the utility and effects of such projects within urbanized areas.
	Transportation Policy 13: Support low capital strategies that maximize the efficiency and cost-effectiveness of existing transportation facilities and systems.	Consistent: The proposed project would require minimal capital investments in order construct and maintain the facility. As noted previously, the project largely entails restriping of existing HOV and mixed flow lanes, static and variable signage installation and the use of automated toll technology (transponders).

TABLE 2-3
PROPOSED PROJECT CONSISTENCY ANALYSIS WITH ADOPTED LOCAL AND REGIONAL PLANS (Cont)

Jurisdiction/Agency	Applicable Goal, Policy or Objective[2]	Consistency Analysis
County of Los Angeles General Plan cont.	Transportation Policy 15: Encourage compatible joint use and interfacing of transportation facilities while minimizing modal conflict.	Consistent: The proposed project would reduce modal conflict by encouraging patrons to utilize transit or carpool. It does not however, contain a joint use component at this point in time, although HOT lane toll revenues in excess of those required for operation and maintenance are planned for corridor area transit and/or highway improvements.
	Transportation Policy 18: Support use of non-vehicle improvements to reduce peak-hour congestion.	Consistent: The proposed project would increase freeway speeds and add additional capacity.
	Transportation Policy 19: Support traffic-operation improvements for improved flow of vehicles.	Consistent: See response immediately above.
	Transportation Policy 25: Develop alternative transportation systems and procedures which will effectively reduce VMT by automobiles.	Consistent: The proposed project entails the employment of alternative transportation systems (HOT lanes) which encourage the use of transit and carpooling and in turn, reduce vehicle miles traveled, as patrons increasingly limit use of their personal automobile for local and regional trips.
East Los Angeles Community Plan	To encourage commuters to utilize freeways, rather than highways, and do not develop new major highways, especially in the east-west direction.	Consistent: The proposed project would utilize an existing east-west freeway facility to maximize its capacity, while reducing commute times due to congestion. This would be accomplished through the installation of HOT lanes.

TABLE 2-3
PROPOSED PROJECT CONSISTENCY ANALYSIS WITH ADOPTED LOCAL AND REGIONAL PLANS (Cont)

Jurisdiction/Agency	Applicable Goal, Policy or Objective[2]	Consistency Analysis
City of Monterey Park General Plan	Goal 1.0: Ensure easy, convenient access from Monterey Park to the Pomona Freeway (SR-60), Long Beach Freeway (I-710), and San Bernardino Freeway I-10), while minimizing freeway impacts on the local street system.	Consistent: The proposed projects would not change existing ingress or egress to the I-10 freeway. Convenient access by residents of the City of Monterey Park would continue. Moreover, increased freeway capacity and reduced commute times would encourage greater patronage of the system and is anticipated to reduce cut-through traffic within areas adjacent to the I-10 freeway, thereby, ameliorating traffic impacts on local residents.
	Policy 1.1: Support efforts of the California Department of Transportation to improve traffic flow on the freeway system and thereby reduce impacts on the City's arterial roadway network.	Consistent: See response immediately above.
City of Alhambra General Plan	Policy 4.1.2: Continue to encourage and support an adequate level of public services to meet the needs of the existing and future planned population.	Consistent: The proposed project would increase freeway capacity, thereby increasing travel speeds and reducing commute times.
	Policy 4.3.1: Encourage the development of feasible solutions to improve the safety and efficiency of traffic flow of the San Bernardino Freeway and its interchanges. Such solutions could include redesign and reconstruction of the interchanges and other appropriate measures.	Consistent: See response immediately above. In addition, the proposed project is anticipated to reduce rear-end and sideswipe accidents due to stop and go traffic and weaving, respectively.
City of San Gabriel	Target 3.1.3: Improve the City's interregional transportation capabilities (including arterials, freeway network, transit facilities, etc).	Consistent: The proposed project would increase freeway capacity, thereby increasing travel speeds and reducing commute times.
City of Rosemead General Plan	Enhance the commercial areas along key corridors, and most specifically Garvey Avenue and Valley Boulevard;	Not applicable: The proposed project does not include the provision or development of commercial land uses.

TABLE 2-3
PROPOSED PROJECT CONSISTENCY ANALYSIS WITH ADOPTED LOCAL AND REGIONAL PLANS (Cont)

Jurisdiction/Agency	Applicable Goal, Policy or Objective[2]	Consistency Analysis
City of Rosemead General Plan cont.	Create an economically viable downtown that blends retail, office, and residential uses in a walkable, attractive setting;	Consistent: The proposed project would improve access and mobility of local residents which would allow greater access to area land uses.
	Enhance parks and recreational space in underserved neighborhoods;	Consistent: Although the proposed project would not enhance park and recreational space within the City, it would increase resident access and mobility to these areas, as freeway capacity is increased and travel times reduced.
	Accommodate the demand for quality mixed-use development that can contribute to commercial growth and enhance opportunities for higher-density residential development;	Not applicable: The proposed project does not include the provision or development of commercial or residential land uses.
	Protect homeowner investments and the availability of well-maintained, relatively affordable housing units;	Not applicable: The proposed project does not include the provision or development of residential land uses.
	Minimize the impact of traffic associated with growth within the San Gabriel Valley and broader region.	Consistent: The proposed project would increase freeway capacity, thereby increasing travel speeds and reducing commute times.
	Policy 1.6: Cooperate with neighboring jurisdictions to craft resolutions to regional traffic problems.	Consistent: See response immediately above.
City of El Monte General Plan	Policy 1.6: Participate in regional circulation planning with contiguous communities and Los Angeles County.	Consistent: The proposed project provides the City with an opportunity to participate in regional circulation planning. The proposed project extends 7.3 miles along the I-10 freeway and is a regionally significant project providing increased access and mobility to corridor residents.

TABLE 2-3
PROPOSED PROJECT CONSISTENCY ANALYSIS WITH ADOPTED LOCAL AND REGIONAL PLANS (Cont)

Jurisdiction/Agency	Applicable Goal, Policy or Objective[2]	Consistency Analysis
City of El Monte General Plan cont.	Policy 2.2: Encourage and support the development of new and innovative modes of transportation within the City.	Consistent: The proposed project entails the employment of alternative transportation systems (HOT lanes) which encourage the use of transit and carpooling and in turn, reduce vehicle miles traveled, as patrons increasingly limit use of their personal automobile for local and regional trips.
	Policy 2.4: Adopt, provide benefits to, and implement where feasible, the recommendations and provisions of the [SCAG] Regional Transportation Plan which provide benefits to the community and are consistent with the Circulation Element of the General Plan.	Consistent: The proposed project is contained within the 2008 RTP and RTIP and would assist the City in implementing its goals and objectives, as contained within the Circulation Element of the General Plan by increasing freeway capacity and reducing commute times. It would also ameliorate cut-through traffic within adjacent neighborhoods resulting from freeway patrons seeking alternate routes to avoid congestion.
	Policy 2.5: Encourage the use of alternative transportation by citizens and employers.	Consistent: The proposed project entails the employment of alternative transportation systems (HOT lanes) which encourage the use of transit and carpooling and in turn, reduce vehicle miles traveled, as patrons increasingly limit use of their personal automobile for local and regional trips.
Baldwin Park 2020 General Plan	Redevelop center with major commercial user, taking advantage of access and visibility from the I-10 Freeway	Consistent: The proposed project would improve access and mobility of local residents which would allow greater access to area land uses.
	Encourage development of a high-volume commercial center that would benefit from high visibility and good access from I-10.	Consistent: See response immediately above.

TABLE 2-3
PROPOSED PROJECT CONSISTENCY ANALYSIS WITH ADOPTED LOCAL AND REGIONAL PLANS (Cont)

Jurisdiction/Agency	Applicable Goal, Policy or Objective[2]	Consistency Analysis
Baldwin Park 2020 General Plan cont.	Allow for a mix of retail, commercial, restaurant, and similar uses that benefit from high visibility and good access from I-10, and uses that would complement the adjacent Sierra Center (Retail center completed in 1997)	Consistent: See response immediately above.
	Redevelop existing uses on Baldwin Park Boulevard with cohesive commercial development. Upgrade commercial uses on Francisquito Boulevard	Not applicable: The proposed project does not include the provision or development of commercial land uses.
	Encourage development of low-scale, low-intensity commercial and industrial uses that do not require easy freeway access and that are oriented primarily toward serving the local resident and business populations	Not applicable: The proposed project does not include the provision or development of commercial or industrial land uses.
Southern California Association of Governments		
Regional Transportation Plan	Goals: Maximize mobility and accessibility for all people and goods in the region	Consistent: The proposed project would improve access and mobility of local and regional residents which would allow greater access to goods in the region.
	Ensure travel safety and reliability for all people and goods in the region	Consistent: The proposed project would increase freeway capacity and freeway speeds. It is anticipated to reduce rear-end and sideswipe accidents due to stop and go traffic and weaving, respectively.
	Preserve and ensure a sustainable regional transportation system	Consistent: See response immediately above.
	Maximize the productivity of our transportation system	Consistent: See response immediately above.

TABLE 2-3
PROPOSED PROJECT CONSISTENCY ANALYSIS WITH ADOPTED LOCAL AND REGIONAL PLANS (Cont)

Jurisdiction/Agency	Applicable Goal, Policy or Objective[2]	Consistency Analysis
Regional Transportation Plan cont.	Protect the environment, improve air quality and promote energy efficiency	Consistent: The proposed project would increase freeway speeds and encourage transit use and carpooling. Reductions in VMT, air quality impacts and energy usage would occur since vehicle idling time would be reduced and access to HOT lanes would encourage patrons to use transit or carpool reducing the number of single-occupant automobile trips.
	Policies: Transportation investments shall be based on SCAG's adopted Regional Performance Indicators.	Consistent: The proposed project would improve access and mobility of local and regional residents which would allow greater access to goods in the region.
	Ensuring safety, adequate maintenance, and efficiency of operations on the existing multimodal transportation system will be RTP priorities and will be balanced against the need for system expansion investments.	Consistent: The proposed project would be maintained and operated safely. It would not require system expansion investments since it would be constructed within an existing freeway and require negligible right-of-way acquisitions. In addition, the proposed project is a demonstration project largely funded by the USDOT.
	RTP land-use and growth strategies that differ from currently expected trends will require a collaborative implementation program that identifies required actions and policies by all affected agencies and subregions.	Not applicable: The proposed project does not include land uses that would affect growth strategies.
	HOV gap closures that significantly increase transit and rideshare usage will be supported and encouraged, subject to Policy #1.	Consistent: Although the proposed project is not an HOV gap closure, it would increase transit ridership, carpooling and increase freeway capacity, which in turn could affect gap closure priority decisions.

TABLE 2-3
PROPOSED PROJECT CONSISTENCY ANALYSIS WITH ADOPTED LOCAL AND REGIONAL PLANS (Cont)

Jurisdiction/Agency	Applicable Goal, Policy or Objective[2]	Consistency Analysis
Regional Transportation Plan cont.	Progress monitoring on all aspects of the Plan, including timely implementation of projects, programs, and strategies, will be an important and integral component of the Plan.	Consistent: The proposed project is a one-year demonstration project which is included in the 2008 RTP and RTIP. The results of the project in terms of system efficiency and increases to freeway capacity will provide transportation planners and elected officials with information that would allow informed decisions on whether or not to implement similar projects.
Compass Growth Visioning Plan	Principle 1: Improve mobility for all residents. GV P1.1: Encourage transportation investments and land use decisions that are mutually supportive.	Consistent: The proposed project would improve access and mobility of local and regional residents which would allow greater access to land uses and goods in the region.
	GV P1.4: Promote a variety of travel choices.	Consistent: The proposed project would encourage transit usage and carpooling.
	Principle 3: Enable prosperity for all people. GV P3.3: Ensure environmental justice regardless of race, ethnicity or income class.	Consistent: The proposed project would not result in environmental justice impacts. The proposed project would be constructed within the existing I-10 freeway right-of-way and would not require residential, commercial or industrial property acquisitions or generate environmental impacts which are disproportionate to those that would be experienced by the general public.
	Principle 4: Promote sustainability for future generations. GV P4.3: Develop strategies to accommodate growth that uses resources efficiently, eliminate pollution and significantly reduce waste.	Consistent: Although the proposed project does not include the provision or development of land uses capable of generating growth, it would reduce VMT and associated energy consumption as patrons reduce their dependence on single-occupant vehicles in order to gain access to the facility. In addition, increased freeway speeds would reduce vehicle idling and improve air quality.

Source: CIA report 2009

Environmental Consequences

Temporary Impacts

No temporary impacts on land use would occur because no change in land use or zoning along the project corridor would be required, nor would there be unacceptable intrusive impacts on adjacent land uses, during the construction period such that current land uses could not remain. In addition, construction activities would be confined to the I-10 right-of-way, therefore intrusion on surrounding land uses would be minimal. Best management practices for traffic, noise abatement, air quality and water quality will be implemented during project construction.

Cumulative Impacts

The Build Alternative is not expected to have an adverse land use cumulative impact when considered with any transportation, redevelopment, commercial, industrial, residential, or mixed use related project. The proposed project is being constructed on the existing I-10 freeway and does not include the conversion of any land use or changes to zoning and is consistent with adopted land use and transportation plans.

Adverse cumulative impacts on commuters and travel times along the I-10 freeway may occur if the Build Alternative and the related projects of the I-10/I-605 Interchange Improvement Project and I-10 Restoration Project are under construction at the same time; however, this cumulative impact is not considered an adverse land use cumulative impact and is expected to be explored in greater detail in the project's Traffic Technical Study.

Secondary Impacts

Land use and zoning is not anticipated to change in the project study area; therefore, secondary impacts are not anticipated to occur. Since the Build Alternative is not anticipated to alter any land use or zoning designations or policies, the cities and County located within the project study area will not experience any deviations from growth projections or development opportunities. The Build Alternative is anticipated to improve traffic flow, ease congestion and improve the transit system along the Interstate. It may also help to reduce the current level of cut-through traffic within adjacent communities due to reduced freeway speeds and congestion The Build Alternative would have a beneficial effect on surrounding communities and their adopted plans.

Avoidance, Minimization, and/or Mitigation Measures

The Build Alternative is expected to have a beneficial effect; no mitigation is required.

2.2.2 Growth

Regulatory Setting

The Council on Environmental Quality (CEQ) regulations, which implement the National Environmental Policy Act of 1969, requires 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…"

Environmental Consequences

All aforementioned regional projections are based on ambient growth alone, without the implementation of the proposed project. It is not anticipated that the implementation of the proposed project would have any significant effect on regional and local growth patterns beyond existing projections.

The proposed project does not change accessibility nor would not result in growth inducement because it does not remove an impediment to growth and is not a precedent setting action. The project does not remove an impediment to growth because the project would not provide an entirely new public facility. Rather, it includes the conversion and addition of HOT lanes along an existing freeway corridor. The more effective use of freeway capacity is a response to congested conditions that have arisen from past development trends. Future growth, as approved in the context of adopted regional and local plans, requires such management approaches to attempt to maintain acceptable levels of service on the transportation system. The project is not a precedent setting action because land use plans for the area include plans for future growth and the project will facilitate the improved mobility for future conditions.

2.2.3 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 CEQA, 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

As figure 2-2 illustrates, the span of the project covers the Cities of Los Angeles, East Los Angeles (unincorporated Los Angeles County), Monterey Park, Alhambra, San Gabriel, Rosemead, El Monte, Baldwin Park and the County. The population of the study area is 161,865

persons living within 40,363 housing units, an average of 3.7 persons per household. The largest individual racial group in the study area is Hispanic or Latino (59 %), followed by Asian (29%) and then White (7%). Approximately 96% of the housing units located within the study area are occupied, 59% of those renters. The median household and family annual income is $35,409 and is below Los Angeles County's average of $46,452. Approximately 24.9% of the individuals within the study area are below poverty level, compared to Los Angeles County's average of 17.9%. For more specific information, please see the CIA report.

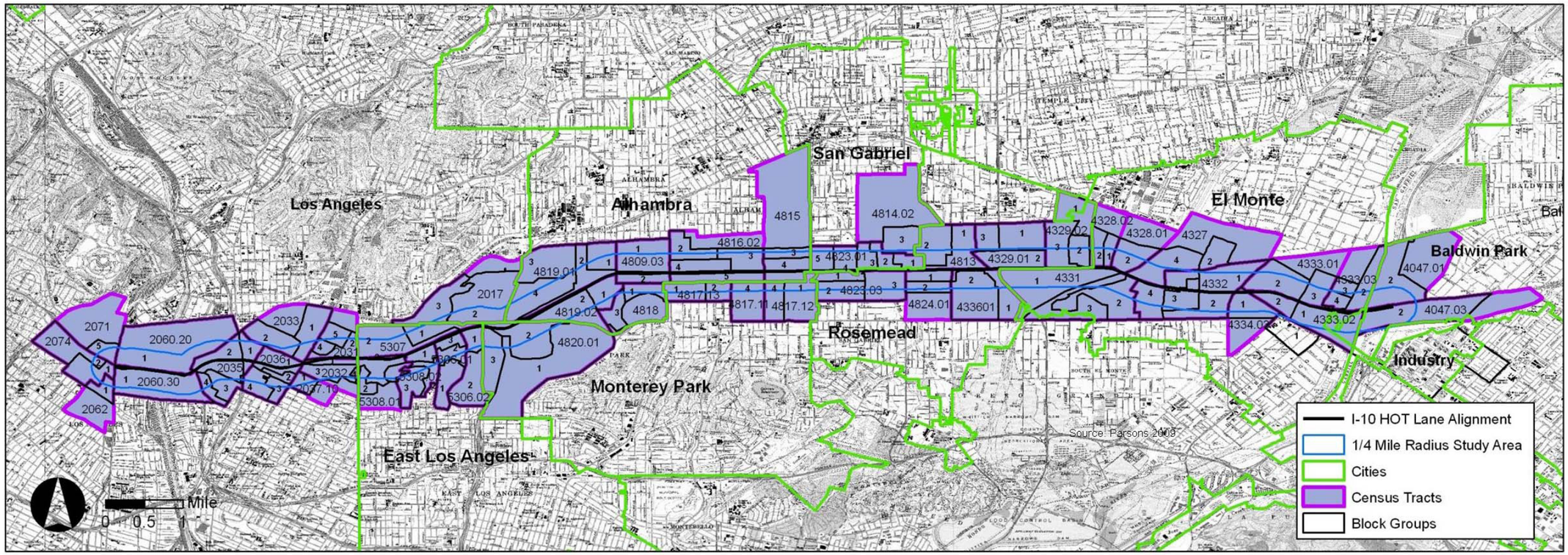


Figure 2-2 Project Study Area Census Tracts and Block Groups

Environmental Consequences

The build alternative for this project proposes to do work on the existing roadway and is not anticipated to affect public access, divide neighborhoods or separate residences from community facilities. This project is consistent with the goals, objectives and policies of all surrounding communities' General Plans, which generally call for improved traffic conditions on the I-10. There are no environmental consequences related to community cohesion.

Avoidance, Minimization, and/or Mitigation Measures

Because the proposed project would not pose any adverse effects related to community character or cohesion, no avoidance, minimization, and/or mitigation measures have been proposed to offset or compensate any changes. Coordination of the Traffic Management Plan with affected agencies will be conducted to minimize any temporary construction impacts that this project may have on the surrounding communities.

Environmental Justice

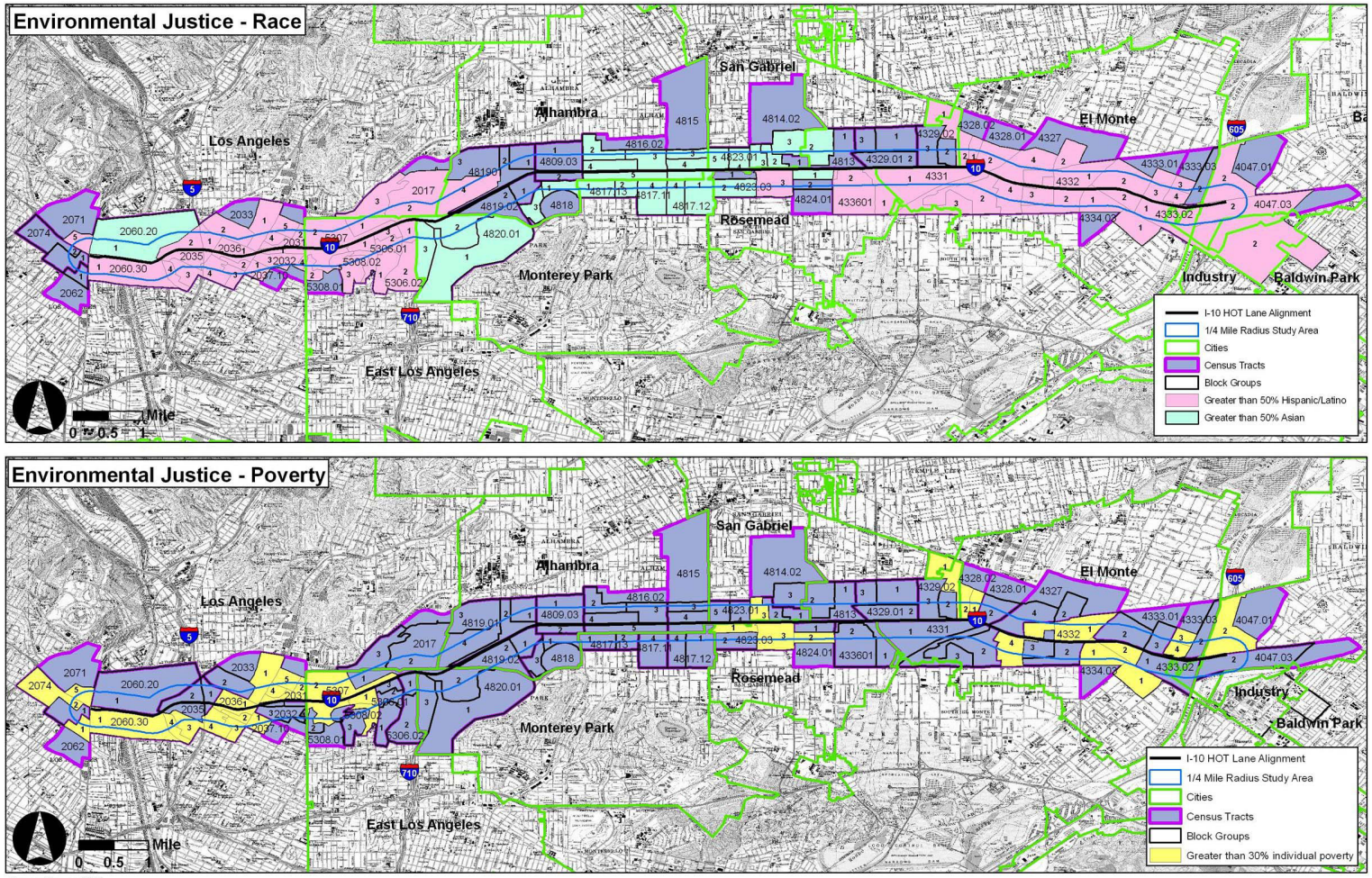
Regulatory Setting

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 [$35,000] 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, which can be found in Appendix A of this document.

Affected Environment

As illustrated in Figure 2-3, the proposed project corridor is located in a section of eastern Los Angeles County with a high proportion of minority residents. Overall, the study area contains the highest proportion of the Hispanic or Latino population, compared to other race categories. Approximately 24.9% of individuals within the study area are below the poverty level, compared to Los Angeles County's 17.9%.



Source: Parsons 2009

Figure 2-3 Environmental Justice Racial and Poverty Distribution Map

Environmental Consequences

The neighborhoods around the project area are comprised of low to moderate-income households made up dominantly of minorities. Carpoolers on the I-10 are not required to have a transponder to drive in the existing HOV lane but will be required to have one as a result of the build alternative. This requirement for transponders will have set up charges and reoccurring fees which will have an adverse affect on low-income and minority populations that utilize the existing HOV lane.

The proposed improvement is also anticipated to have a beneficial impact on all project study area residents, including minority and low-income populations, by providing traffic improvements that increase the operational efficiency of existing transit services and provide additional transit services throughout the affected communities.

Avoidance, Minimization, and/or Mitigation Measures

To mitigate the impact of the transponder fees for low income users, Metro plans to offer a one-time per-household account set-up fee waiver equal to the value of the transponder to users that reside in Los Angeles County within five miles along the corridor. Accounts set up with credit cards will also have transponder deposit fees waived.

2.2.4 Utilities, Community Facilities and Emergency Services

Temporary Construction Easements (TCEs) on community services and facilities properties along the proposed project corridor may be required in some locations in order to construct the HOT lanes and proposed retaining wall along Ramona Boulevard. Construction activities may require a temporary partial closure of Ramona Boulevard. However, access to properties along Ramona Boulevard would remain open during construction. No other roadways in the project study area are expected to be affected by project construction. In addition, on- or off-street parking serving area businesses would not be affected. The project's Traffic Management Plan (TMP) will include further detail regarding traffic impacts and mitigation measures during construction. All local police and fire departments would be informed of the construction schedule. No lane closures are anticipated during project construction, and therefore, no delay in emergency response times is expected.

2.2.5 Traffic and Transportation / Pedestrian and Bicycle Facilities

Regulatory Setting

Caltrans, as assigned by Federal Highways Administration (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.

Caltrans is committed to carrying out the 1990 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 I-10 is a major east-west freeway used for intraregional, interregional and interstate travel and shipping that currently experiences heavy congestion in the east and west bound directions in the peak periods. The corridor experiences heavy congestion during peak hours, generally from 7-9 am and 3-7 pm.

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 only legislatively authorized to operate for a one-year pilot program. At the end of the one-year period, Metro will prepare a report to the California state legislature on 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 potential effect on traffic congestion in both the HOV and neighboring mixed-flow lanes, impacts on greenhouse gas emissions attributable to the HOT lanes demonstration project, and mitigation measures for the affected communities and commuters. At that time, Metro and the legislature will determine if the one-year 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, it is expected that operational adjustments during the one-year pilot period will ultimately bring an 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. This would most likely be in the form of reduce travel speeds.

Avoidance, Minimization, and/or Mitigation Measures

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

One purpose of the 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.

2.2.6 Visual Aesthetics

Regulatory Setting

NEPA establishes that the federal government use all practicable means to ensure all Americans safe, healthful, productive, and *aesthetically* and culturally pleasing surroundings (42 U.S.C. 4331[b][2]). To further emphasize this point, 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 taking into account adverse environmental impacts, including among others, the destruction or disruption of aesthetic values.

Likewise, CEQA establishes that it is the policy of the state to take all action necessary to provide the people of the state "with…enjoyment of *aesthetic*, natural, scenic and historic environmental qualities." (CA Public Resources Code Section 21001[b])

Affected Environment

A Visual Impact Assessment (VIA) memorandum has been prepared by the Caltrans District 7 Division of Landscape Architecture on July 27, 2009 according to the guidelines set forth by the FHWA. This process for assessing visual impacts satisfies the requirements of NEPA and the CEQA.

Environmental Consequences

As assigned by FHWA, Caltrans has determined that this project has no potential to affect any officially designated scenic highway and no significant visual impacts.

The No-Build alternative would pose no potential Visual/Aesthetic impacts because no project-related construction would occur.

Avoidance, Minimization, and/or Mitigation Measures

There are no anticipated impacts to visual impacts, therefore no avoidance, minimization or mitigation measures are proposed.

2.2.7 Cultural Resources

Regulatory Setting

The National Historic Preservation Act of 1966, as amended, (NHPA) 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 Caltrans 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 Caltrans. The FHWA's responsibilities under the PA have been assigned to Caltrans as part of the Surface Transportation Project Delivery Pilot Program (23 CFR 773) (July 1, 2007).

Historical resources are considered under the 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 Caltrans to inventory state-owned structures in its rights-of-way

Affected Environment

A Historic Property Survey Report and an Archaeological Survey Report were completed on June 23, 2009 for the proposed project. These reviews were based in part on a records search at the South Central Coastal Information Center at California State University, Fullerton. No archaeological resources were indentified during the record search.

The Area of Potential Effects was established as the Caltrans right-of-way of United States Route 101 from Alameda Street to the interchange with I-10, the Caltrans right-of-way of the I-10 downtown interchange to Baldwin Park Avenue, the I-10 Busway from Alameda Street to Santa Anita Avenue, and nine feet of new right-of-way along Eastbound I-10 at the Warwick Road Pedestrian Over-crossing.

Environmental Consequences

As assigned by FHWA, Caltrans has determined a Finding of No Historic Properties Affected, according to Section 106 PA Stipulation IX.A and 36 CFR 800.4(d)(1), is appropriate for this undertaking.

Avoidance, Minimization, and/or Mitigation Measures

There are no anticipated impacts to archaeological resources as a result of the proposed project activities. However, if cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area would 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 Gary Iverson, District 7, Historic Resource Coordinator 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.

2.3 Physical Environment

2.3.1 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)

Environmental Consequences

The risks associated with this project are minimal and would not encroach on floodplains or wetlands.

Avoidance, Minimization, and/or Mitigation Measures

Avoidance, minimization, and compensatory measures are not proposed at this time since the project would not encroach on floodplains or create significant impacts to local watersheds.

2.3.2 Water Quality and Storm Water Runoff

Regulatory Setting

Section 401 of the Clean Water Act requires water quality certification from the State Water Resource Control Board (SWRCB) or a Regional Water Quality Control Board (RWQCB) when the project requires a Federal permit. Typically this means a Clean Water Act Section 404 permit

to discharge dredge or fill into a water of the United States, or a permit from the Coast Guard to construct a bridge or causeway over a navigable water of the United States under the Rivers and Harbors Act.

Along with Clean Water Act Section 401, Section 402 establishes the National Pollutant Discharge Elimination System (NPDES) 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 the nine RWQCBs. To ensure compliance with Section 402, the SWRCB has developed and issued Caltrans an NPDES Statewide Storm Water Permit to regulate storm water and non-storm water discharges from Caltrans' right-of-way, properties and facilities. This same permit also allows storm water and non-storm water discharges into waters of the State pursuant to the Porter-Cologne Water Quality Act.

Storm water discharges from the Caltrans' construction activities disturbing one acre or more of soil are permitted under the Caltrans' Statewide Storm Water NPDES permit. These discharges must also comply with the substantive provisions of the SWRCB's Statewide General Construction Permit. 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 Caltrans 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. Currently the OWTS program is without SWRCB regulation but you should be aware of threats to groundwater quality on the project site and evaluate and address accordingly in the environmental document. Design standards for installation and operation of infiltration and detention treatment systems should protect groundwater quality and those protections should also be addressed in the environmental document.

Affected Environment

A Storm Water Data Report (Long Form) was prepared in January 2010 in consideration of the proposed project and any potential storm water impacts that it may cause.

This project is within the Los Angeles River and the Ballona Creek Watersheds, along Interstate I-10. Receiving Water Bodies are the Los Angeles River and the San Gabriel River. The project will be designed in conformance with the requirements of the NPDES Permit for Storm Water Discharges from the State of California Department of Transportation Properties, Facilities, and Activities, No. CAS000003, Order No. 99-06-DWQ*, issued by the State Water Resources Control Board (SWRCB).

Environmental Consequences

The project site would primarily flow into the existing storm drain system on the I-10. Surface run-off does not flow directly into the water bodies, but through a drainage system before discharging into the receiving body of water. These existing drainage systems are adequate to handle runoff from the proposed project. The proposed project is anticipated to result in adding 0.12 acres of New Impervious Surface Area and a total Disturbed Soil Area (DSA) of approximately 0.7 Acres. Since the proposed project's DSA is larger than 1 acre, a SWPPP pursuant to the Clean Water Act (Section 402) will be required for this project.

Avoidance, Minimization, and/or Mitigation Measures

In order to minimize impacts to water quality from the surface runoff of the proposed connector, permanent and temporary Best Management Practices (BMP) are proposed. Silt fencing, sand bag barrier, street sweeping and vacuuming, stabilizing construction entrances/exits, geotexitiles, plastic covers and erosion control blankets/mats and concrete waste management have been identified as temporary construction site best management practices to be used for this project.

2.3.3 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 CEQA.

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

Topography. The topography along the alignment area is relatively level. The grade elevation is at about 280 ft in the vicinity of Alameda Street OC, increasing gently to 360 ft in the vicinity of Highway 710 Interchange, then 426 ft near Fremont Avenue UC, and finally decreasing to 302 ft in the proximity of Highway 605 Interchange. The grade difference between high and low points along the alignment is about 146 ft. The surface drainage generally is not influenced by the hills or valleys, but follows the highway grade.

Geology. The project alignment lies within Peninsular Ranges. A series of ranges is separated by longitudinal valleys, trending NW-SE, sub parallel to faults branching from the San Andreas Fault. The trend of topography is similar to the Coast Ranges, but the geology is more like 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. Significant earthquakes which have occurred in this area are generally associated with crustal movements along well-defined and concealed active

fault zones. Faults in the vicinity of the alignment with a moderate to high potential for surface rupture include the potentially active Puente Hills Blind Thrust, and Upper Elysian Park Blind Thrust Fault.

Subsurface Conditions. Borings were conducted and the soil at the project site is comprised of alluvial gravel, sand, Clay and silt associated with San Gabriel Valley soil conditions.

Groundwater. Groundwater was recorded at different elevations between 230 ft to 385 ft. The average groundwater level is at approximate elevation of 250 ft. It is anticipated that groundwater level will vary with the passage of time due to seasonal groundwater fluctuations, passage of time, surface and subsurface flow, ground surface run-off and other factors that were not existent at the time of investigation.

A Geotechnical Design Report was completed in January 2009 for this project.

Environmental Consequences

The investigation concluded that low to very low risks exist in constructing the proposed project over the geologic setting. Caltrans standards meet or exceed all seismic standards.

Avoidance, Minimization, and/or Mitigation Measures

Currently no compensatory measures are proposed for geologic resources, since the impact to surface and subsurface resources are minor.

2.3.4 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 of 1992
- Clean Water Act
- Clean Air Act
- Safe Drinking Water Act
- Occupational Safety and Health Act

- Atomic Energy Act
- Toxic Substances Control Act
- Federal Insecticide, Fungicide, and Rodenticide Act

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, and 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

The Caltrans Office of Environmental Engineering and Corridor Studies, Hazardous Waste Branch performed a Preliminary Hazardous Waste Assessment (September 2009) for the proposed project. Reviews of Databases from the State Water Resources Control Board, the Department of Toxic Substances Control, and the Integrated Waste management Board's Solid Waste Information System were also used to determine if the work area requires any special consideration due to the impacts from off-site hazardous waste sources. Additionally, specific elements of the project were evaluated to identify if the activity contained any potential hazardous waste or health and safety concerns.

Environmental Consequences

Excavation for sign foundations, widening and/or construction of new sound walls or retaining walls will disturb soil surface and/or subsurface, which will generate excess soil that could be potentially contaminated with aerially deposited lead (ADL) due to the historical use of leaded gasoline. In the past, 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.

Existing yellow thermoplastic traffic striping markings that require removal may 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 concentration 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

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.

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

Relocation or replacement of metal beam guard rails would require the proper handling and disposal for treated wood waste (TWW). TWW requires proper management and disposal of treated wood posts and installation of new metal beam guard rails would generate excess soil that may contain ADL, also requiring proper management and disposal.

2.3.5 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_2), ozone (O_3), particulate matter (PM), lead (Pb), and sulfur dioxide (SO_2).

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 CO, NO_2, O_3 and PM. California is in attainment for the other criteria pollutants. At the regional level, (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 for Los Angeles County and the appropriate federal agencies 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 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

This section is based on the Air Quality Technical Report for the I-10 HOT Lane Project done February 2010.

Climate/Meteorology

The proposed project corridor extends within the Metropolitan Los Angeles and San Gabriel Valley area, within the South Coast Air Basin (SCAB or Basin). The SCAB is an approximately 6,745-square-mile area bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. It includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. Its terrain and geographical location determine the distinctive climate of the Basin, as the Basin is a coastal plain with connecting broad valleys and low hills.

The southern California region lies in a semi-permanent high-pressure zone of the eastern Pacific. As a result, the climate is mild, tempered by cool sea breezes. Warm, dry summers, low precipitation, and mild winters characterize the overall climate in the SCAB. In the project area, the average daily winter temperature is 57 degrees Fahrenheit (oF) and the average daily summer temperature is 76 oF. More than two-thirds of the annual rainfall occurs from December through March, with 93 percent occurring between November and April. The mean annual precipitation in the Los Angeles Civic Center area over a 103-year period (1906-2009) was 14.8 inches. In nearly all months of the year, evaporation exceeds precipitation.

Winds in the project area are usually driven by the dominant land/sea breeze circulation system. Regional wind patterns are dominated by daytime onshore sea breezes from southwest. At night the wind generally slows and reverses direction traveling toward the sea. Local canyons alter wind direction, with wind tending to flow parallel to the canyons. During the transition period from one wind pattern to the other, the dominant wind direction rotates into the south and causes a minor wind direction maximum from the south. The frequency of calm winds (less than 2 miles per hour) is less than 10 percent. Therefore, there is little stagnation in the project vicinity, especially during busy daytime traffic hours. There is little seasonal variability in this pattern. Occasionally during autumn and winter, "Santa Ana" conditions develop from a high-pressure zone to the east to bring dry, high-velocity winds from the deserts over Cajon Pass to the coastal region. These winds, gusting to more than 80 mph, can reduce relative humidity to less than 10 percent.

The SCAB experiences frequent temperature inversions (i.e., increasing air 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 and the lower air layer, the temperature of the lower air layer approaches the temperature of the base of the inversion layer until the inversion layer finally breaks and thus, allows vertical mixing with

the lower layer. This phenomenon is observed in the mid to late afternoon on hot summer days, when the smog appears to clear up suddenly. Winter inversions frequently break by mid morning. The greatest air pollution impacts throughout the Basin occur from June through September. This condition is generally attributed to the large amount of pollutant emissions, increased sunshine, light winds, and shallow vertical atmospheric mixing. This frequently reduces pollutant dispersion, thus causing elevated air pollution levels. Pollutant concentrations in the Basin vary with location, season, and time of day. O3 concentrations, for example, tend to be lower along the coast, higher in the near inland valleys, and lower in the far inland areas of the Basin and adjacent desert. Over the past 30 years, substantial progress has been made in reducing air pollution levels in southern California.

Environmental Consequences

The proposed project is fully funded and it is referenced in the 2008 RTP and in 2008 RTIP including Amendments #1-32, page 5, as a project of the Los Angeles Congestion Reduction Demonstration. The project is also listed in the FY 2008-2009 Annual Listing of Obligated Projects Federal Funds – Los Angeles County on page 15.

The design concept and scope of the proposed project is consistent with the project description in the RTIP document and the assumptions in SCAG's regional emission analysis. As such, the project would not interfere with the timely implementation of all TCMs identified in the currently approved SIP. Because the proposed project is included in the list of projects in the RTIP, the regional emissions contemplated by the Plan would not change due to its implementation.

Criteria Pollutants

Since the passage of the CAA and its subsequent amendments, the EPA has established and revised the NAAQS for the six criteria pollutants. The NAAQS have two tiers: primary standards to protect public health and secondary standards to prevent degradation to the environment (e.g., damage to vegetation and property, impairment of visibility). California also has established ambient air quality standards, CAAQS, for the six criteria pollutants. In addition, the CAAQS include standards for other pollutants recognized by the state. For example, California has set standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. Table 2-4 shows both the federal and state standards currently in effect for each of the criteria pollutants, as well as the other pollutants recognized by the state. Table 2-5 presents a summary of health effects that result from exposure to these pollutants.

Attainment Status

Nonattainment designations are categorized by EPA into seven levels of severity: basic, marginal, moderate, serious, severe-15, severe-17, and extreme. The SCAB is currently classified as a nonattainment area for O3 and fine particulates (PM10 and PM2.5). Based on 1990 CAAAs, the SCAB nonattainment designations are as follows: nonattainment for PM2.5, requiring attainment by 2015; and "severe-17" for 8-hour O3, requiring attainment with the 0.08 ppm standard by 2021 (the former 1-hour O3 standard was revoked by EPA on June 15, 2005; thus, it is no longer in effect for the state of California). The SCAB was in "serious nonattainment" status for PM10 until 2006. The Basin met the PM10 standards at all stations except for western Riverside, where the annual PM10 standard was not met as of 2006. The annual standard was revoked by EPA in December 2006 due to a lack of evidence linking health problems to long-term exposure to coarse particulate pollution. The 24-hour PM10 standard is retained at its existing value. Currently, the

Basin meets the 24-hour average federal standard, and the only days that exceed the standard are associated with natural high wind events or exceptional events, such as wildfires.

In January 2005, the California Air Resources Board (CARB) declared CO attainment for the SCAB based on air quality data collected during 2001 through 2003. The redesignation was approved by the State Office of Administrative Law, and it became effective on July 23, 2004. The 2005 CO Redesignation Request and Maintenance Plan for SCAB was reviewed and approved by EPA, and the federal CO attainment status for SCAB became effective on June 11, 2007.

All nonattainment areas are subject to a "transportation conformity" measure, requiring local transportation and air quality officials to coordinate their planning to ensure that transportation projects do not hinder an area's ability to reach its clean air goals. These requirements become effective 1-year after an area's nonattainment designation.

Table 2-4: Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards a,c Concentration	Federal Standards b,c	
			Primary	Secondary
Ozone (O3)	1 Hour	0.09 ppm (180 µg/m3)	—	—
	8 Hour	0.07 ppm (137 µg/m3)	0.075 ppm (147 µg/m3) d	—
Respirable Particulate Matter (PM10)	24 Hour	50 µg/m3	150 µg/m3	Same as Primary
	AAM	20 µg/m3	— e	
Fine Particulate Matter (PM2.5)	24 Hour	No Separate State Standard	35 µg/m3 f	Same as Primary
	AAM	12 µg/m3	15 µg/m3	
Carbon Monoxide (CO)	8 Hour	9.0 ppm (10 mg/m3)	9 ppm (10 mg/m3)	—
	1 Hour	20 ppm (23 mg/m3)	35 ppm (40 mg/m3)	
Nitrogen Dioxide (NO2)	AAM	0.030 ppm (56 µg/m3)	0.053 ppm (100 µg/m3)	Same as Primary
	1 Hour	0.18 ppm (338 µg/m3)	—	
Sulfur Dioxide (SO2)	AAM	—	0.030 ppm (80 µg/m3)	—
	24 Hour	0.04 ppm (105 µg/m3)	0.14 ppm (365 µg/m3)	—
	3 Hour	—	—	0.5 ppm (1,300 µg/m3)
	1 Hour	0.25 ppm (655 µg/m3)	—	—
Lead (Pb) g	30-Day Average	1.5 µg/m3		—
	Calendar Quarter	—	1.5 µg/m3	Same as Primary
	3-month rollingh	—	0.15 µg/m3	Same as Primary
Visibility-Reducing Particles	8 Hour	In sufficient amount to produce an extinction coefficient of 0.23 per kilometer - visibility of 10 miles or more due to particles when the relative humidity is less than 70%.	No Federal Standards	
Sulfates	24 Hour	25 µg/m3		
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m3)		
Vinyl Chloridef	24 Hour	0.01 ppm (26 µg/m3)		

a California standards for O3, CO (except Lake Tahoe), SO2 (1 and 24 hour), NO2, suspended particulate matter (PM10, PM2.5), and visibility-reducing particles are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

b National standards (other than O3, particulate matter, and those based on annual averages or annual arithmetic mean) are not to be exceeded more than once a year. The O3 standard is attained when the fourth highest 8-hour concentration in a year, averaged over 3 years, is equal to or less than the standard. For PM10,

Table 2-4: Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards a,c Concentration	Federal Standards b,c	
			Primary	Secondary

the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m3 is equal to or less than one. For PM2.5, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over 3 years, are equal to or less than the standard.

c Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to these reference conditions; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

d The new standard of 0.075 ppm (previously 0.08 ppm) was adopted on March 12, 2008, and it became effective in June.

e The annual standard of 50 µg/m3 was revoked by EPA in December 2006 due to a lack of evidence linking health problems to long-term exposure to coarse particulate pollution.

f Based on 2004-2006 monitored data, EPA tightened the 24-hour standard of PM2.5 from the previous level of 65µg/m3. The updated area designation became effective in October 2009.

g CARB has identified Pb and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow implementation of control measures at levels below the ambient concentrations specified for these pollutants.

h Final rule for the new federal standard was signed October 15, 2008.

AAM – annual arithmetic mean; mg/m3 – milligrams per cubic meter; µg/m3 – micrograms per cubic meter; ppm – parts per million

Source: California Air Resources Board Web site: http://www.arb.ca.gov/aqs/ - Accessed December 2008.

Table 2-5: Health Effects Summary for Criteria Air Pollutants

Pollutant	Sources	Primary Effects
Ozone (O3)	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 (NO2)	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 (PM10 and PM2.5)	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 (SO2)	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 Web site at www.epa.gov/air/oaqps/greenbk/. Accessed November 2006.

For a nonattainment area, the CAA provides voluntary reclassification of the area to a higher classification by submitting a request to EPA. SCAQMD has requested (as part of its 2007 AQMP submittal to EPA) a reclassification for the Basin from "severe-17' to "extreme" nonattainment. This would extend the 8-hour O3 attainment date to 2024 and allow attainment demonstration to rely on emission reductions from measures that anticipate the development of new technologies or improvement of existing control technologies. The ARB has concurred with the SCAQMD's request for redesignation of the SCAB from serious to extreme nonattainment with respect to the eight-hour ozone NAAQS (ARB, 2007b), federal action on this redesignation request is pending. Furthermore, SCAQMD has proposed an extension for attainment demonstration of the federal new standard for 24-hour PM2.5, to 2015.

In October of 2008, the EPA strengthened the NAAQS for airborne lead, revising the level of the primary and secondary standard from 1.5 µg/m3 to 0.15 µg/m3, measured as total suspended particles (TSP). Furthermore, on January 22, 2010, EPA strengthened its primary NAAQS for NO2 by establishing a 1-hour NO2 standard at the level of 0.100 ppm (EPA, 2010). EPA will site additional new monitors for NO2, to begin operating no later than January 2013. Such a revision, would also lead to revised attainment designations and planning requirements.

Based on the CAAQS, the SCAB complies with the state standards for sulfates, hydrogen sulfide, and vinyl chloride, but it is unclassified for the California standard for visibility-reducing

particles. Table 2-6 provides the Basin's current attainment status with respect to federal and state standards.

Table 2-6: South Coast Air Basin Attainment Status

Pollutant	Attainment Status Basis	
	National Standard	California Standard
Ozone (O3), 1-hour average	N/A a	Extreme
Ozone (O3), 8-hour average	Severe-17 b	Nonattainment
Carbon Monoxide (CO)	Attainment/Maintenance c	Attainment c
Nitrogen Dioxide (NO2)	Attainment/Maintenance	Attainment/Maintenance d
Sulfur Dioxide (SO2)	Attainment	Attainment
PM10	Serious	Nonattainment
PM2.5	Nonattainment	Nonattainment
Lead (Pb)	Attainment e	Attainment
Sulfates (SO4)	N/A	Attainment

N/A – not applicable
a The National 1-hour O3 standard was revoked June 15, 2005.
b A request for reclassification status to "extreme" nonattainment was submitted to EPA in September 2007.
c The SCAB was redesignated by EPA as attainment for CO, effective June 11, 2007.
d The State NO2 standard was amended February 22, 2007, to lower the 1-hour standard to 0.18 ppm and establish a new annual standard of 0.030 ppm. These changes become effective after regulatory changes are approved by the Office of Administrative Law. The attainment status provided in this table is based on the old standard.
e In August 2009, CARB submitted a recommendation for nonattainment status for Los Angeles County portion in SCAB based on the new federal lead standard (0.15 µg/m3 rolling 3-month concentration).

Sources: EPA, 2007; CARB, 2009a; and SCAQMD, 2007.

Existing Ambient Air Quality in Project Area

CARB and SCAQMD maintain a network of air quality monitoring stations located throughout the SCAB to characterize the air quality environment in the Basin by measuring and recording pollutant concentrations in the local ambient air. The Basin is divided into 38 source/receptor areas (SRAs). The proposed project corridor extends along 15.5 miles of I-10, which passes through SRA 1 (Central Los Angeles County) and along the border of SRAs 8 (West San Gabriel Valley), 9 (East San Gabriel Valley), and 11 (South San Gabriel Valley). The monitoring stations near the project corridor include the following:

Los Angeles – North Main Street Station, located approximately 0.9 mile north of the western terminus of project corridor in SRA 1. All criteria pollutants are monitored at this station (i.e., O3, CO, NO2, Pb, SO2, PM10, and PM2.5).

Pasadena – S Wilson Avenue Station, located approximately 4.1 miles north of project corridor in SRA 8. The station monitors O3, CO, NO2, and PM2.5.

Pico Rivera Station, located approximately 4.1 miles south of project corridor in SRA 5 (near the border of SRA 11 and SRA 5. Pollutants monitored at this station are O3, CO, NO2, and PM2.5.

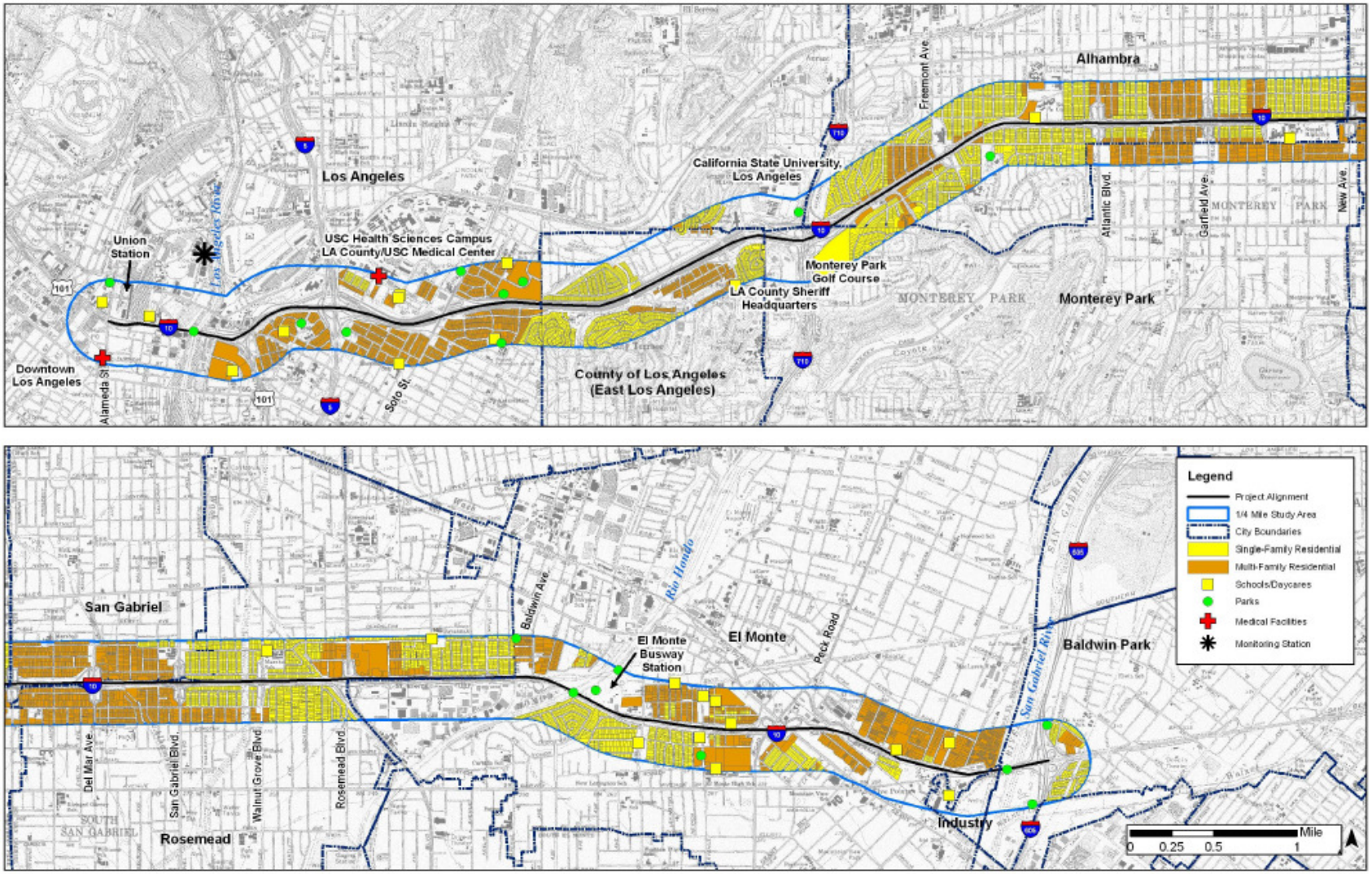
Ambient air quality data from the applicable monitoring stations for the 4 years of 2005 to 2008 are summarized in the technical study. The data are provided for those criteria pollutants for which the project area is designated either nonattainment or maintenance, based on NAAQS or CAAQS. The recorded data show exceedances of the California standards for O_3 (1-hour, California standard), PM_{10} (24-hour and annual), and $PM_{2.5}$ (24-hour and annual) on one or more occasions from 2005 through 2008. The national standards were exceeded only for $PM_{2.5}$ (24-hour and annual). No exceedances of either the state or national standards were recorded for SO_2, Pb, NO_2, or CO.

Sensitive Receptors

Some land uses are considered more sensitive to changes in air quality than others, depending on the demographic characteristics of occupants and users and the activities involved. Sensitive receptors include residential areas, hospitals, elder-care facilities, rehabilitation centers, elementary schools, daycare centers, and parks. 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.

Most of the sensitive receptors within the project study area are residential uses, either single-family or multi-family. The density of residential development within the project area varies, but would generally be considered medium to medium-high. Figure 2-4 shows the sensitive receptors in the project vicinity, including residential uses, schools/daycares, hospitals/medical centers, and parks.

Figure 2-4: Sensitive Receptors Location Map
(Within ¼-mile of Project Corridor)



CO Hot-Spot Analysis

Project-level transportation conformity was demonstrated by conducting hot-spot analysis for CO for which the SCAB is designated as maintenance area. The hot-spot analyses were based on the Caltrans guidance document, *Transportation Project-Level Carbon Monoxide Protocol (CO Protocol).* The CO Protocol has a screening exercise that would determine whether the project requires a qualitative or quantitative analysis, or none would be necessary. Based on the analysis, the project is satisfactory and no further analysis, such as modeling, is needed. Details of the analysis can be found in the Air Quality Technical Study.

Particulate Matter (PM10 and PM2.5) Qualitative Hot-Spot Analysis

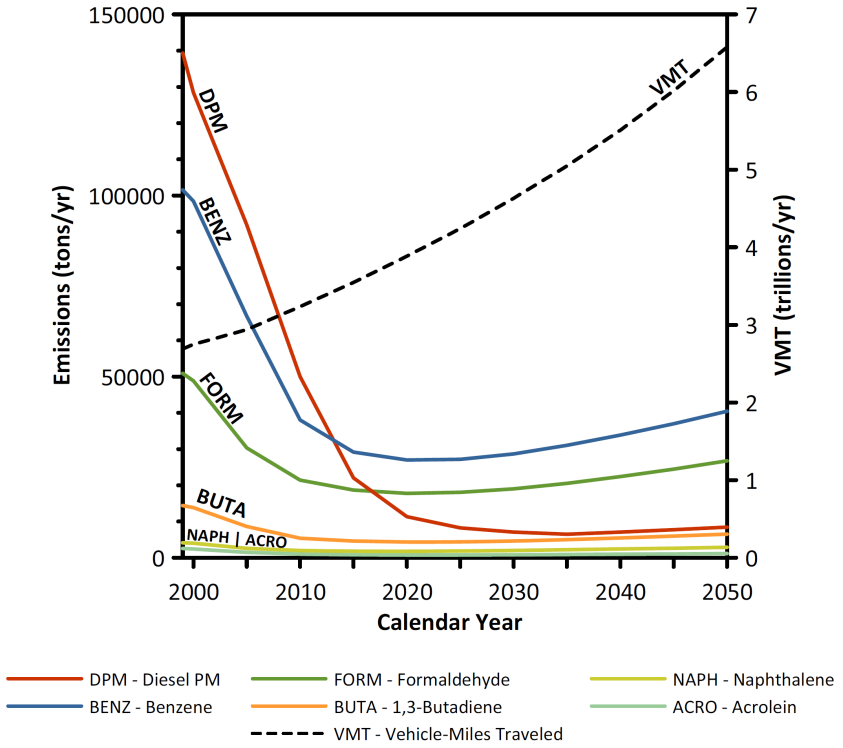
Pursuant to Federal Conformity Regulations [specifically, 40 CFR 93.105(c)(1)(i)], an Interagency Review Form was prepared by Metro for the proposed project and was submitted to the SCAG Transportation Conformity Working Group (TCWG). The project was discussed via interagency consultation on September 23, 2008, to determine if the proposed project would requires a project-level PM hot-spot analysis. The TCWG concurred that the project would not be a POAQC; therefore, a qualitative PM hot-spot analysis is not required for the proposed project. The TCWG review form and concurrence can be found in Appendix C.

Mobile Source Air Toxics

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-butidiene, 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 2-5.

National MSAT Emission Trends 1999 – 2050 For Vehicles Operating On Roadways Using EPA's Mobile6.2 Model



Note: (1) Annual emissions of polycyclic organic matter are projected to be 561 tons/yr for 1999, decreasing to 373 tons/yr for 2050.
(2) Trends for specific locations may be different, depending on locally derived information representing vehicle-miles travelled, vehicle speeds, vehicle mix, fuels, emission control programs, meteorology, and other factors

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), 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.

FHWA released an interim guidance on February 3, 2006, determining when and how to address MSAT impacts in the National Environmental Policy Act (NEPA) process for transportation projects. The guidance document was updated on September 30, 2009 (FHWA, 2009). FHWA has identified three levels of analysis:

- No analysis for exempt projects or projects with no potential for meaningful MSAT effects;
- Qualitative analysis for projects with low potential MSAT effects; and
- Quantitative analysis to differentiate alternatives for projects with higher potential MSAT effects.

The Air Quality Technical Study provides an assessment of project–level MSAT effects. Emissions were estimated for opening year 2012 and the horizon year 2035, as well as for the base year 2009. The analysis was conducted for the 16 segments of the project corridor along I-10. The traffic volumes and average speeds, percent of trucks, and VMTs during peak and off-peak hours were used as input data. The estimates show decrease in MSAT emissions for the proposed project from the base year (2009) levels through future year levels. This decrease is prevalent for all of the

priority MSATs, and is consistent with EPA's study described above. This is primarily due to the improved pollution emission performance of a modernizing fleet of all diesel-fueled vehicles, which is a trend that is anticipated to continue throughout the planning horizon.

Short term impacts

Construction activities have potential to create air quality impacts through the use of heavy-duty construction equipment within the construction site, and through vehicle trips generated from construction workers traveling to and from the project site. In addition, fugitive dust emissions would result from earthwork (e.g., excavation, demolition) and onsite construction activities. Off-road (onsite) mobile source emissions, include CO, NOx, VOC, directly-emitted particulate matter (PM_{10} and $PM_{2.5}$), and toxic air contaminants such as diesel exhaust particulate matter. During the finishing phase, paving operations and the application of architectural coatings and other building materials would release reactive organic compounds and off-gassing products (e.g., paints, and asphalt). Construction activities associated with the build alternative of the proposed project would be temporary and would not require more than five years to complete; therefore, a detailed construction emissions analysis is not required for conformity purposes.

Long-Term or Permanent Impacts

The primary source of air pollutant emissions associated with the proposed action would be motor vehicle traffic along the project segments on I-10 within the project limits. As discussed above, the project is included in the adopted and conforming 2008 RTP and RTIP, indicating that the project will conform to the purpose of the State Implementation Plan.

The proposed Build Alternative would provide traffic flow improvement and congestion relief through the main components of the project. To determine the operational emissions of criteria pollutants, emissions from vehicles traveling along the project corridor were estimated and compared with the No Build Alternative for opening year 2012 and horizon year 2035. Emission factors were obtained using EMFAC2007 model (CARB, 2007). The emission factors selected from the EMFAC2007 results were based on the projected average speed for each of the considered scenarios, per the traffic study. The results are summarized in Table 2-7.

Table 2-7 Summary of Project Daily Operational Emissions
(Total Emissions from the 15.5-mile Project Corridor)

Year	Alternative	Criteria Pollutants Emission (lbs/day)					
		VOC	CO	NO_x	SO_2	PM_{10}	$PM_{2.5}$
2009	Base Year	833	17,348	6,196	31	3,010	666
Opening Year 2012	No Build	554	12,353	4,574	30.1	2,977	639
	Build	553	12,337	4,577	29.9	2,967	637
	Project Increment (lbs/day)	-1	-16	2	0.2	-10	-2
	Project Increment (percentage)	-0.1	-0.1	0.05	-0.7	-10	-2
	Net change from 2009	-280	-5,011	-1,620	-1	-0.3	-0.2
Horizon Year 2035	No Build	157	4,776	1,336	43	3,887	763
	Build	162	4,813	1,346	45	4,010	788
	Project Increment (lbs/day)	5	37	10	2	123	25
	Project Increment (percentage)	3.1	0.8	0.7	4.0	3.2	3.3

	Net change from 2009	-672	-12,535	-4,850	14	1,000	123

Notes:

1. Exhaust emissions are calculated using emission factors from EMFAC2007, at the projected average speed of each roadway segment within the study area (from Traffic Study – Caltrans, 2010).
2. Estimates of of directly emitted PM emissions include tailpipe (exhaust gases), tire wear, brake wear, and the contribution from re-entrained or road dust emissions. The paved road dust emission factor was calculated using the EPA's empirical equation (AP-42):

$$E = k \left(\frac{sL}{2}\right)^{0.65} x \left(\frac{W}{3}\right)^{1.5} x \left(1 - \frac{P}{4N}\right)$$

Source: Air Quality Technical Study, 2010

As Table 2-7 shows, daily emissions of all criteria pollutants in 2012; and emissions of CO, VOC, and NO_x in 2035, would be less than the 2009 emissions. The daily emissions of SO_2, as well as daily emissions of PM_{10} and $PM_{2.5}$, including the re-entrained road dust, show a relatively small increase (less than 4 percent) in 2035. The operational emissions reduction over time is due to modeled emission factors (from EMFAC2007), which incorporate newer vehicle fleet composition and compliance with the adopted regulations in the AQMP, that are aimed at controlling emissions from mobile sources. Compliance measures include the use of alternative or reformulated fuels, retrofit control on engines, and installing or encouraging the use of new engines and cleaner in-use heavy duty vehicles.

The data in Table 2-7 also show that during the opening year 2012, the net daily operational emissions of the proposed Build Alternative would be either slightly less than the No Build Alternative emissions (i.e., for CO, VOC, PM_{10}, and $PM_{2.5}$), or slightly more than those emissions (i.e., NO_x and SO_2 emission).

For horizon year 2035, the net change in daily operational emissions between the proposed Build Alternative and the No Build Alternative show slight increase of less than 4 percent, due to increase in ADT. It should be noted that the emission results are obtained using the emission factors generated from EMFAC2007 model run (with the exception of re-entrained road dust emission factors).

Avoidance/Minimization and Mitigation measures

The proposed project construction processes will comply with and adhere to all applicable rules and regulations, such as SCAQMD Rule 403 for fugitive dust control, Rule 1113 for control of VOC emissions from asphalt operations, and other pertinent requirements concerning the operation of construction equipment and dust control. The construction contractor shall comply with Caltrans' Standard Specifications Section 7-1.01F and Section 10 of Caltrans' Standard Specifications (1999).

The use of Best Management Practices (BMP) would reduce or eliminate environmental impacts from construction activities. The applicable BMPs for project construction include the following measures.

AQ-1 Construction equipment shall be properly tuned and maintained in accordance with manufacturer's specifications.

AQ-2 During construction, trucks and vehicles in loading and unloading queues must be kept with their engines off when not in use for more than 5 minutes to reduce vehicle emissions. Construction activities shall be phased and scheduled to avoid emissions peaks, where feasible, and discontinued during second-stage smog alerts.

AQ-3 Where available, use electricity from power poles rather than temporary diesel- or gasoline-powered generators.

AQ-4 Construction activities that affect traffic flow on the arterial roadways shall be scheduled to off-peak hours to the extent possible. Additionally, construction trucks shall be directed away from congested streets or sensitive receptor areas.

AQ-5 Where possible, enforce truck parking restrictions; provide on-site services to minimize truck traffic in or near residential areas, including services such as meal or cafeteria.

AQ-6 The construction contractor shall also comply with Caltrans' Standard Specifications Section 7-1.01F and Section 10 of Caltrans' Standard Specifications (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.

AQ-7 Apply water or dust palliative to the site and equipment as frequently as necessary to control fugitive dust emissions.

AQ-8 Spread soil binder on any unpaved roads used for construction purposes, and all project construction parking areas.

AQ-9 Wash off trucks as they leave the right-of-way as necessary to control fugitive dust emissions.

AQ-10 Properly tune and maintain construction equipment and vehicles. Use low-sulfur fuel in all construction equipment as provided in California Code of Regulations Title 17, Section 93114.

AQ-11 Locate equipment and materials storage sites as far away from residential and park uses as practical. Keep construction areas clean and orderly.

AQ-12 Establish ESAs for sensitive air receptors within which construction activities involving extended idling of diesel equipment would be prohibited, to the extent that is feasible.

AQ-13 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.

AQ-14 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 matter during transportation.

AQ-15 Remove dust and mud that are deposited on paved, public roads due to construction activity and traffic to decrease particulate matter.

AQ-16 Route and schedule construction traffic to avoid peak travel times as much as possible, to reduce congestion and related air quality impacts caused by idling vehicles along local roads.

AQ-17 Install mulch or plant vegetation as soon as practical after grading to reduce windblown particulate in the area.

The project's long-term (operational) air pollution impacts would not be adverse; therefore, no mitigation measures are required.

2.3.6 Noise

Regulatory Setting

NEPA of 1969 and 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.

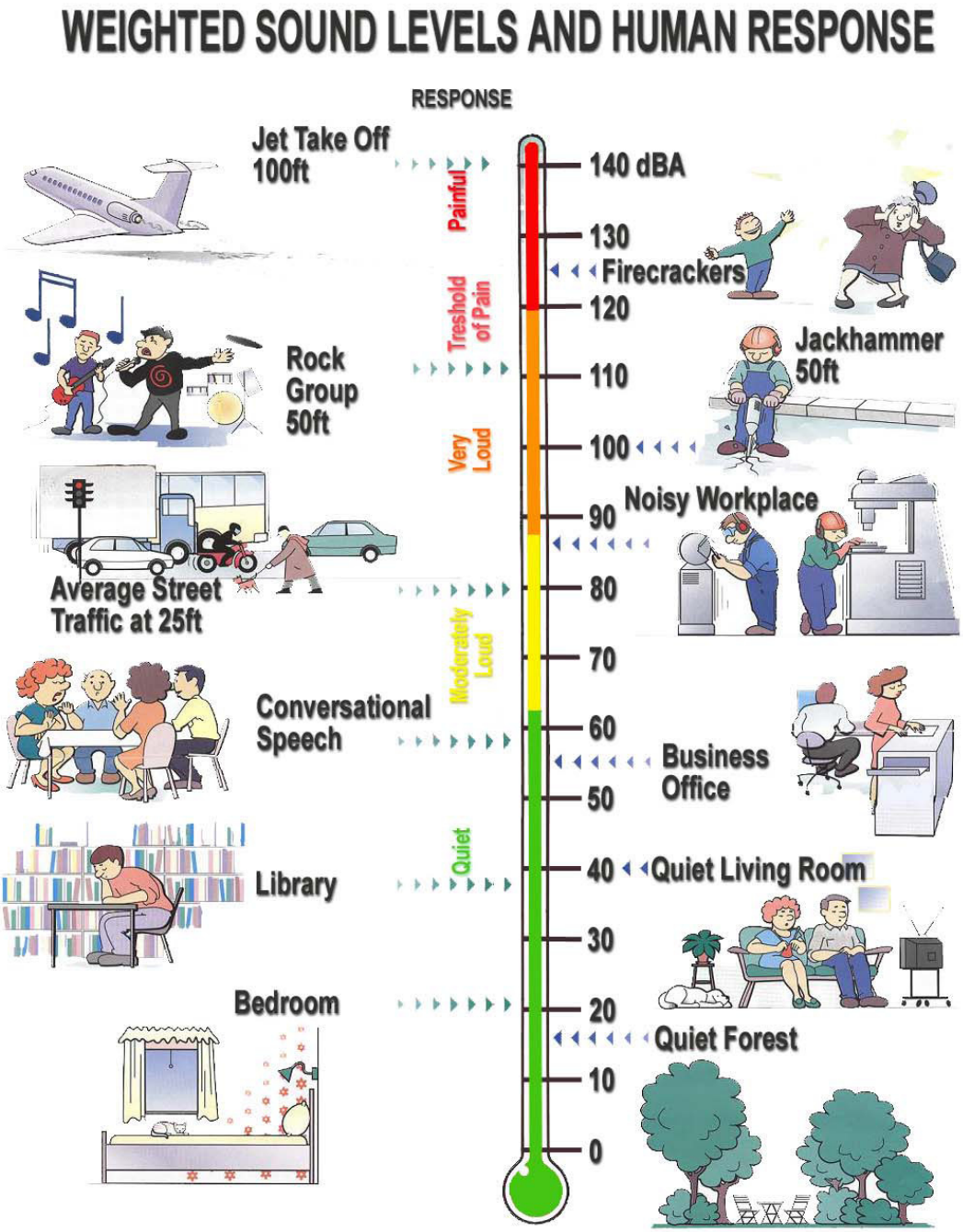
NATIONAL ENVIRONMENTAL POLICY ACT AND 23 CFR 772

For highway transportation projects with FHWA (and Caltrans, 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.

Activity Category	NAC, Hourly A-Weighted Noise Level, dBA $L_{eq}(h)$	Description of Activities
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

[Table 2-8] 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 2-6 dBA Levels



In accordance with Caltrans' *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.

Caltrans' *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 field investigation was conducted to identify land uses that could be subject t traffic and construction noise impacts from the proposed project. Single-family residences, multi-family residences, schools, churches and a park were identified as Activity Category B land uses in the project area. Existing noise levels were recorded at various locations to represent the area's noise environment within the project limits. Under federal regulations and state policies, noise abatement must be considered if the predicted noise level in the design year approaches or exceeds the Noise Abatement Criteria.

A Traffic Noise Study Report was done for this project in January 2010.

Environmental Consequences

Existing noise levels were recorded at 84 locations and modeled at 8 locations. The existing ambient noise levels measured were between 55 and 73 dBA. The full list can be found in Traffic Noise Study Report (January 2010). Regulations mandate that noise abatement be considered if any existing noise levels increase by 12 dBA or are within 1 dBA of the Noise Abatement Criteria threshold.

Avoidance, Minimization, and/or Mitigation Measures

Noise abatement is only considered for areas with frequent human activity where noise approaches or exceeds the applicable criteria. The analysis in the technical study considered potential locations for noise barriers capable of reducing noise levels by the required minimum of 5 dBA for noise impacted sensitive receptors. Of the eleven potential locations that proved feasible to achieve this reduction level, only one location was determined to be reasonable to construct. The remaining feasible walls were determined to not be reasonable because the estimated noise barrier construction cost exceeded the total reasonable allowance. The location of the soundwall is along EB I-10, between I-710 and Fremont Avenue. This soundwall is proposed at an acoustically feasible height range of 12 to 16 feet. This wall is needed and may be built with the HOT Lanes project or as a separate project if feasible.

2.3.7 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.

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

Because this project proposes to convert the existing HOV lane to a HOT lane and re-stripe the existing roadway to accommodate an additional HOT lane, no meaningful or substantial consequences are anticipated in the implementation of this project. Subsequently, there are no avoidance, minimization, and/or mitigation measures proposed.

2.4 Biological Environment

A Natural Environment Study Memorandum (NESM) was prepared to assess the biological resources that would be affected by the build alternative. The NESM was prepared in December 2009 and discusses the following subjects: Natural Communities, Plant Species, Animal Species, Threatened and Endangered Species and Invasive Species.

2.4.1 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 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 [2.4.4].

Affected Environment

The project setting is highly urbanized with some limited open space. Most land uses are residential, commercial or industrial.

Environmental Consequences

Because this project proposes to convert the existing HOV lane to a HOT lane and re-stripe the existing roadway to accommodate an additional HOT lane, no meaningful or substantial consequences are anticipated in the implementation of this project.

Avoidance, Minimization, and/or Mitigation Measures

Since no meaningful or substantial consequences are anticipated in the implementation of this project, there are no avoidance, minimization, and/or mitigation measures proposed.

2.4.2 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 [2.4.4] 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

As the project area is primarily the median of the freeway, vegetation is limited to non-existent.

Environmental Consequences

Since all vegetation within and beyond the existing prism of the roadway are ornamental, impacts to biological resources are extremely minimal.

Avoidance, Minimization, and/or Mitigation Measures

Because the proposed project is anticipated to pose no adverse effects related to plant species, no avoidance, minimization, and/or mitigation measures have been proposed to offset or compensate any changes.

2.4.3 Animal Species

Regulatory Setting

Many state and federal laws regulate impacts to wildlife. The USFWS, the National Oceanic and Atmospheric Administration (NOAA) Fisheries and the 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 [2.4.4] 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

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

Because this project proposes to convert the existing HOV lane to a HOT lane and re-stripe the existing roadway to accommodate an additional HOT lane, no meaningful or substantial consequences are anticipated in the implementation of this project.

Avoidance, Minimization, and/or Mitigation Measures

If grubbing must occur during the bird nesting season, February 15th to September 1st, a biologist will 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

2.4.4 Threatened and Endangered Species

Regulatory Setting

The primary federal law protecting threatened and endangered species is FESA: 16 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 USFWS and 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. 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

Wildlife in the project area is expected to be those species tolerant of human impacts. Due to the location of the project being within the median of urbanized freeways, and an urbanized interchange, no sensitive species are expected in the project area.

Environmental Consequences

Because this project proposes to convert the existing HOV lane to a HOT lane and re-stripe the existing roadway to accommodate an additional HOT lane, no sensitive species are expected in the project area.

Avoidance, Minimization, and/or Mitigation Measures

Because the proposed project is anticipated to pose no adverse effects related to threatened or endangered species, no avoidance, minimization, and/or mitigation measures have been proposed to offset or compensate any changes.

2.4.5 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.

Affected Environment

Wildlife in the project area is expected to be those species tolerant of human impacts. Due to the location of the project being within the median of urbanized freeways, and an urbanized interchange, no invasive species are expected in the project area.

Environmental Consequences

Because this project proposes to convert the existing HOV lane to a HOT lane and re-stripe the existing roadway to accommodate an additional HOT lane, no invasive species are expected in the project area.

Avoidance, Minimization, and/or Mitigation Measures

No invasive species will be introduced as a result of this project, given the lack of vegetation in the project area.

2.5 Construction Impacts

During construction activities, noise from the project work may intermittently dominate the noise environment in the immediate area of construction. The requirements state that noise levels generated during construction shall comply with applicable local, state, and federal regulations. No adverse noise impacts from construction are anticipated because construction would be conducted in accordance with Caltrans standard specifications and would be shortterm, intermittent, and dominated by local traffic noise.

Caltrans Sound Control Requirements include the following measures for minimization of noise impacts:

1) Equipment Noise Control measures/devices will be applied to older equipment and design new equipment to meet specified noise levels.
2) In-Use Noise Control where existing equipment is not permitted to produce noise levels in excess of specified limits.
3) Site Restrictions is an attempt to achieve noise reduction through modifying the time, place, or method of operation of a particular source.
4) 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.

<u>Air Quality Impacts Related to Construction Activities</u>
Construction-related activities would create temporary air quality impacts during the construction activities. 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, these impacts 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

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 are complete.

2.6 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.

Affected Environment

Projects creating cumulative effects are projects within the study area of similar nature, affecting similar resources, and located in close geographic proximity to the proposed project. These projects have the potential to generate environmental impacts that, when considered collectively with the proposed project, could result in, or contribute to, cumulative adverse environmental impacts. The following Cumulative Impact discussions were provided for the affected resources that may be potentially affected in an indirect way by the proposed project and other projects.

Environmental Consequences

There are two proposed projects within the project study area. They are the I-10/I-605 Interchange Improvement Project and the I-10 Restoration Project. Of these two projects, only the I-10 Restoration project may overlap with the proposed project. Most of the construction for the I-10 Restoration project would occur before the proposed project. The subsequent work activities may create a cumulative impact from continuous construction activities occurring one right after the other. However, close coordination between the two projects is taking place to minimize short-term impacts to the local environment.

Avoidance, Minimization, and/or Mitigation Measures

Cumulative impacts have been identified that are related to temporary construction-related activities, and in regard to noise, dust, and access, amongst other activities. Caltrans has established minimization measures and Best Management Practices (BMPs) to ensure compliance with all established standards in the interests of maintaining a healthy environment in the surrounding project area.

Text color key:	*Black = required headings*	*Blue = instructions/guidance to be deleted*	*Red = boilerplate text*
Underlined text:	*Internet or Intranet Web links*	*Purple = sample text*	*Orange = special attention*

Chapter 3 – California Environmental Quality Act (CEQA) Evaluation

3.1 Determining Significance under CEQA

The proposed project is a joint project by Caltrans and FHWA and is subject to state and federal environmental review requirements. Project documentation, therefore, has been prepared in compliance with both CEQA and 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 Caltrans under its assumption of responsibility pursuant to 23 U.S.C. 327. Caltrans 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 Caltrans to identify each "<u>significant effect on the environment</u>" 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 <u>mandatory findings of significance</u>, 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

A CEQA Checklist was prepared to evaluate any significant effect on individual resources in compliance with CEQA's Mandatory Findings of Significance. It can be found in Appendix A.

3.2.1 Less-than-Significant Effects of the Proposed Project

Noise (section 2.3.6). Under CEQA, noise impacts are determined by comparing the baseline noise level and the build noise level. Future worst-hour noise level readings indicated that the build alternative would increase levels ranging from 0.0 to 2.4 dBAs. This increase in dBA between existing noise levels and the build alternative is barely perceptible to the human ear. Therefore, under CEQA, no significant noise impact would occur as a result of the project.

Community Impacts (section 2.2.3) The Community Impact Assessment concluded that no significant impacts are expected to occur with the implementation of the proposed project. For a full discussion, please refer to chapter 2.2 Human Environment.

Air Quality (section 2.3.6) The Air Quality Technical Study concluded that the build project would not cause a significant impact to air pollutant emissions.

Geology/Soils/Seismic/Topography (section 2.3.3) Caltrans standards meets or exceeds all seismic standards and is expected to have no significant impacts to Geology or Soils.

Hazardous Waste (section 2.3.4) Construction of the project will generate excess soil that could be potentially contaminated with aerially deposited lead but will not result in a significant impact.

Hydrology and Floodplains (2.3.1) The project area is not located within a floodplain.

3.3 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, 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 CO_2, 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 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 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 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.

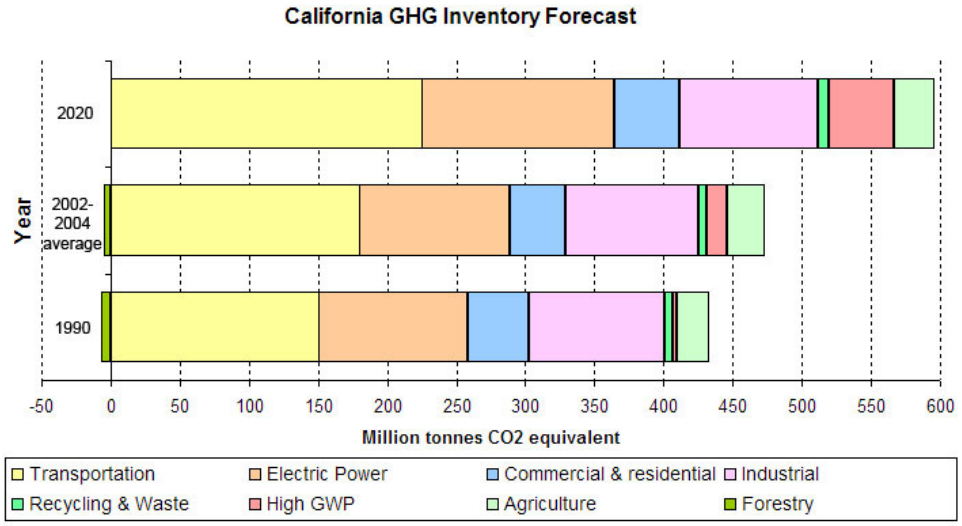


FIGURE 3-1 CALIFORNIA GREENHOUSE GAS INVENTORY

Taken from : 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

One of the main strategies in Caltrans' Climate Action Program to reduce GHG emissions is to make California's transportation system more efficient. The highest levels of carbon dioxide from mobile sources, such as automobiles, occur at stop-and-go speeds (0-25 miles per hour) and speeds over 55 mph; the most severe emissions occur from 0-25 miles per hour (see Figure below). To the extent that a project relieves congestion by enhancing operations and improving travel times in high congestion travel corridors GHG emissions, particularly CO_2, may be reduced.

This project plans to more efficiently utilize the existing freeway and relieve congestion by selling excess capacity. This allows single or low occupancy users the option of paying a toll to use the HOT lanes. These 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 (mph). Should travel speeds fall below 45 mph for more than 10 minutes, the tolling will shut-down and toll users will not be permitted to enter the HOT Lanes.

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.

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.[3] As shown on the figure below, the Strategic Growth Plan 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.

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

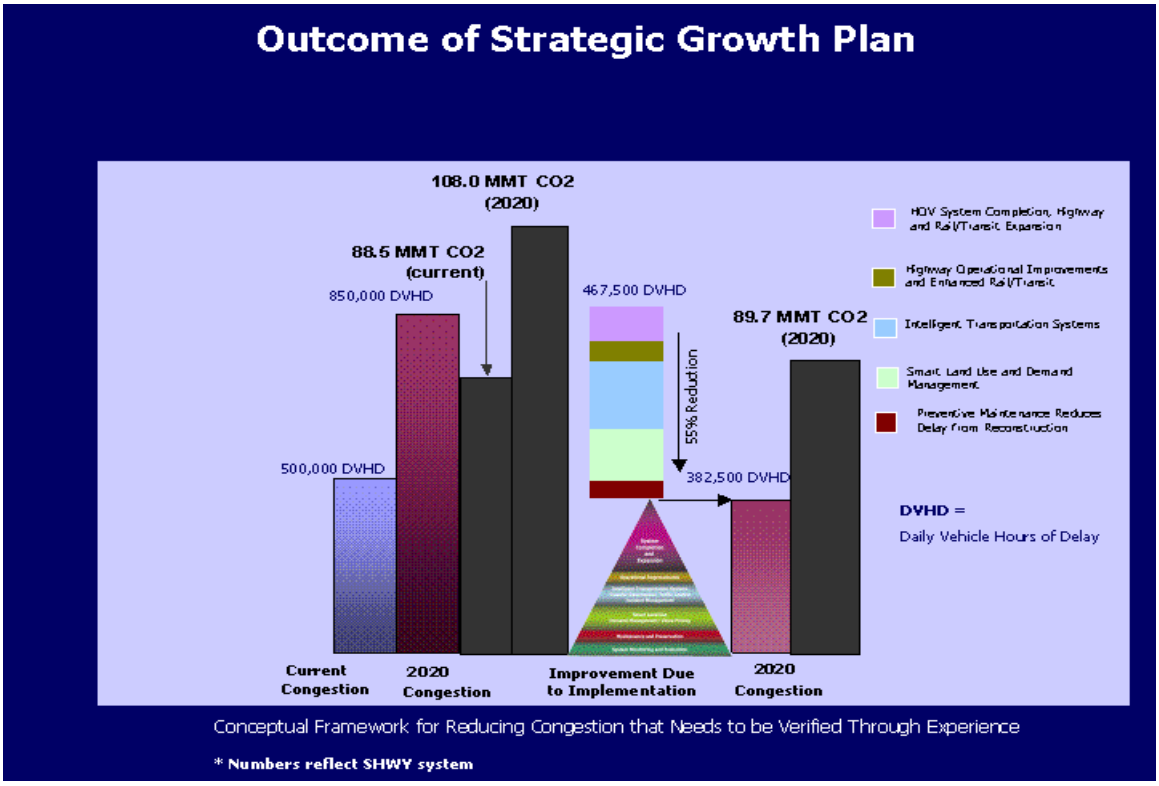


Figure 3-2 Outcome of Strategic Growth Plan

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; Caltrans is participating in funding for alternative fuel research at the UC Davis.

Table 3 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

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Table 3 Climate Change Strategies

Strategy	Program	Partnership		Method/Process	Estimated CO_2 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
Operational Improvements & Intelligent Trans. System (ITS) Deployment	Strategic Growth Plan	Caltrans	Regions	State ITS; Congestion Management Plan	.007	2.17
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
Total				2.72	18.67

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

- Caltrans and the California Highway Patrol are working with regional agencies to implement Intelligent Transportation Systems (ITS) to help manage the efficiency of the existing highway system. "ITS" is commonly referred to as electronics, communications, or information processing used singly or in combination to improve the efficiency or safety of a surface transportation system.

- Landscaping reduces surface warming, and through photosynthesis, decreases CO_2. The project proposes planting in the intersection slopes, drainage channels, and seeding in areas adjacent to frontage roads and planting a variety of different-sized plant material and scattered skyline trees where appropriate, but not to obstruct the view of the mountains. Caltrans has committed to planting a minimum of 40 trees. These trees will help offset any potential CO_2 emissions increase. Based on a formula from the Canadian Tree Foundation[4], it is anticipated that the planted trees will offset between 7 and 10 tons of CO_2 per year.
- The project would incorporate the use of energy-efficient lighting, such as light-emitting diode (LED) traffic signals. LED bulbs, or balls in the stoplight vernacular, cost $60 to $70 each, but they last 5 to 6 years, compared to the 1-year average lifespan of the incandescent bulbs previously used. The LED balls themselves consume 10 percent of the electricity of traditional lights, which will also help reduce the projects CO_2 emissions.[5]
- According to Caltrans Standard Specification Provisions, idling time for lane closure during construction is restricted to 10 minutes in each direction; in addition, the contractor must comply with South Coast Air Quality Management District's rules, ordinances, and regulations in regards to air quality restrict.

[4] Canadian Tree Foundation at http://www.tcf-fca.ca/publications/pdf/english_reduceco2.pdf. For rural areas, the formula is: # of trees/360 x survival rate = tons of carbon/year removed for each of 80 years.

[5] Knoxville Business Journal, "LED Lights Pay for Themselves," May 19, 2008 at http://www.knoxnews.com/news/2008/may/19/led-traffic-lights-pay-themselves/.

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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. It helps planners determine the necessary scope of environmental documentation, the level of analysis required, and to identify 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, community advisor meetings, public hearings, etc. This chapter summarizes the results of the Department's efforts to fully identify, address and resolve project-related issues through early and continuing coordination.

Scoping

Scoping is a process designed to examine a proposed project early in the Environmental process. It is intended to identify a range of possible alternatives or mitigation measures to avoid potential significant impacts to the Environment. The scoping process for this project was conducted from June 16, 2009 to July 15, in effort to solicit public concerns and ensure early consultation. Notification letters describing the project were mailed to every individual, official, business, and agency listed in the project mailing list in June of 2009.

Consultation with Agencies

On June 18, 2009, a Notice of Preparation (NOP) letter and a Notice of Scoping (NOS) were sent to elected officials, states, federal and local agencies. The notices briefly described the proposed project, location, potential environmental effects and the type of Environmental Document.

Public Participation

In addition to the formal scoping for the Environmental 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 three conferences from September to October of 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.

- The Ward African Methodist Episcopal Church, 84th Session of the Southern California Annual Conference (September 24, 2008)
- Southern California Association of Non-Profit Housing (September 26, 2008)

- Mobility 21, 7th Annual Southern California Transportation Summit (October 20, 2008)

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

- Metro TAC Focus Group (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)
- 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)
- 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 (September 11, 2008)
- City of El Monte City Council (September 16, 2008)
- Vineyard Recreation Center JBAC-LA Community Workshop (September 20, 2008)
- SCAG Briefing (September 23, 2008)
- Harbor City/Harbor Gateway Chamber of Commerce (October 2, 2008)
- SCAG Briefing (October 2, 2008)
- Orthopedic Hospital (October 14, 2008)

Public Community Workshops. Throughout August and September of 2009, Metro and Caltrans invited interested community members to three I-10 Congestion Reduction Community Workshop Meetings located along the corridor.

- El Monte Community Center Community Workshop (August 18, 2008)
- Monterey Park Bruggemeyer Library Community Workshop (August 23, 2008)
- Jefferson, Buckingham, Adams, Crenshaw-Los Angeles (September 20, 2008)

E-Blasts. Metro disseminated four separate e-mail blasts to their mailing list to inform as well as remind recipients of the community workshop meetings. 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.

- 1062 e-mail addresses received the e-blast meeting notification (August 8, 2008)
- 1135 e-mail addresses received the e-blast meeting notification (August 14, 2008)
- 1247 e-mail addresses received the e-blast meeting notification (September 2, 2008)
- 1267 e-mail addresses received the e-blast meeting notification (September 8, 2008)

Flyer Distribution. A total of 38,000 flyers advertising the community workshops were distributed for both the August and September meetings.

Advertisements. 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
- Korea Daily: August 13, 2008 and September 10, 2008
- General News: August 14, 2008
- LA Sentinel: August 14, 2008 and September 4, 2008
- Chinese Daily News: August 15 and 22, 2008
- Sing Tao: August 15 and 22, 2008
- Wall Street East: August 21, 2008
- Pasadena Star-News: August 22, 2008
- Gardena Valley News: August 28, 2008 and September 4 and 11, 2008
- Easy Reader: August 28, 2008 and September 4 and 11, 2008
- Palos Verdes Peninsula News: August 28, 2008 and September 11, 2008
- The Beach Reporter: August 28, 2008 and September 4, 5 and 11, 2008
- La Opinion: September 10 and 13, 2008

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 assembled Corridor Advisory Groups (CAGs) comprised of community leaders and representatives. The intent of the CAGs is to receive feedback from the communities as the project development team explores the concept, opportunities, impacts and advantages that would occur with implementation of the project. Sessions of the CAG were, and will continue to be, held quarterly and at major project milestones. The responsibilities of the CAG are threefold: They provide feedback to the project team on study information and choices, particularly at project milestones. They serve as a forum

for collaborative discussions on specific project issues. Finally, they serve 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.

Technical Advisory Group Meetings. The Technical Advisory Group (TAG) is comprised of agency representatives with technical expertise relative to the project. Agencies represented on the TAG include: Caltrans, Metro, the Southern California Association of Governments, Los Angeles Department of Transportation, Metrolink, Federal Transit Administration, Federal Highway Administration, Los Angeles County Public Works, Foothill Transit, Gardena Transit, Torrance 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.

Public Hearings on Toll Rates. State legislation authorizing the project, Senate Bill 1422, requires 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.

A public hearing will be scheduled 30 days after the approval of the draft EIR/EA. Ads shall be placed in local newspapers, and notification letters and flyers shall be sent to interested individuals, elected and city officials, and responsible review agencies.

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Underlined text:	*Internet or Intranet Web links*	*Purple = sample text*	*Orange = special attention*

Chapter 5 List of Technical Studies

Air Quality Technical Study	Parsons February 2010
Community Impact Assessment	Parsons August 2009
Hazardous Waste Assessment	Caltrans September 2009
Historic Property Survey Report	Caltrans June 2009
Geotechnical Design Report	Parsons Brinckerhoff January 2009
Natural Environment Study Memo	Caltrans December 2009
Storm Water Data Report	Parsons Brinckerhoff February 2010
Noise Study Report	Caltrans January 2010
Visual Impact Assessment	Caltrans July 2009
Traffic Report	Caltrans February 2010
Los Angeles Region Express Lanes Project AB 1467 Application	Metro March 2008

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Chapter 6 Distribution List

Category	Title	Name	Address
Elected Official	Assembly District 44	Anthony Portantiano	215 N. Marengo Ave, Ste 115 Pasadena, CA 91101
Elected Official	Assembly District 45	Kevin De Leon	360 West Avenue 26, Suite 121 Los Angeles, CA 90031
Elected Official	Assembly District 46	John A. Pérez	320 West 4th Street Room 1050 Los Angeles, CA 90013
Elected Official	Assembly District 49	Mike Eng	9420 Telstar Avenue, Suite 103 El Monte, CA 91731
Elected Official	Assembly District 57	Ed Hernandez	1520 West Cameron Avenue, Suite 165 West Covina, CA 91790
Elected Official	Assembly District 58	Charles Calderon	13181 N. Crossroads Parkway, Suite 160 City of Industry, CA 91746
Elected Official	Congressional District 29	Adam Schiff	87 N. Raymond Ave. #800 Pasadena, California 91103
Elected Official	Congressional District 31	Xavier Becerra	1910 Sunset Blvd., Suite 810 Los Angeles, CA 90026
Elected Official	Congressional District 32	Judy Chu	4401 Santa Anita Avenue, Suite 211 El Monte, CA 91731
Elected Official	Congressional District 34	Lucille Roybal-Allard	255 E. Temple St., Ste. 1860 Los Angeles, CA 90012-3334
Elected Official	Congressional District 38	Grace F. Napolitano	11627 East Telegraph Road, #100 Santa Fe Springs, CA 90670
Elected Official	Senate District 21	Carol Liu	710 S. Central Ave, #310 Glendale, CA 91204
Elected Official	Senate District 22	Gilbert Cedillo	617 South Olive Street, Suite 710 Los Angeles, CA 90014
Elected Official	Senate District 24	Gloria Romero	149 S. Mednik Ave, Suite 202 Los Angeles, CA 90022
Elected Official	Senate District 29	Bob Huff	2605 E. Foothill Blvd., #A Glendora, CA 91740
Elected Official	Senate District 30	Ron Calderon	400 n. Montebello Blvd., Suite 100 Montebello, CA 90640
Elected Official	U.S. Senator	Dianne Feinstein	11111 Santa Monica Boulevard, Suite 915 Los Angeles, CA 90025
Elected Official	U.S. Senator	Barbara Boxer	312 N. Spring Street, Suite 1748 Los Angeles, CA 90012
Elected Official	Mayor, Los Angeles	Antonio Villaraigosa	200 North Spring Street Los Angeles, CA 90012
Elected Official	Major, City of Alhambra	Steven Placido	111 South First Street Alhambra, CA 91801
Elected Official	Major, City of San Gabriel	Juli Costanzo	425 S. Mission Drive San Gabriel, CA 91776
Elected Official	Major, City of Rosemead	Margaret Clark	8838 East Valley Boulevard Rosemead, CA 91770
Elected Official	Mayor, City of El Monte	Andre Quintero	11333 Valley Boulevard El Monte, CA 91731
Elected Official	Mayor, City of Baldwin Park	Manuel Lozano	14403 East Pacific Avenue Baldwin Park, CA 91706
Elected Official	Mayor, City of Industry	David Perez	15625 East Stafford Street #100 City of Industry, CA 91744

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Elected Official	Mayor, City of South El Monte	Louie Aguiñaga	1415 N Santa Anita South El Monte, CA 91733
Elected Official	Mayor, City of Monterey Park	Mitchell Ing	320 West Newmark Avenue Monterey Park, CA 91754
Agency	District Commander U.S. Army Corpsof Engineers Los Angeles District		Attn: Public Affairs office, Suite 1525 911 Wilshire Boulevard Los Angeles, CA 90012
Agency	Director Office of Environmental Affairs Department of Health and Human Services		200 Independence Avenue SW, Room 537F Washington, DC 20201
Agency	Environmental Clearance Officer U.S. Department of Housing & Urban Development		451 7th Street S.W. Washington, D.C. 20410
Agency	Center for Disease Control Center for Environmental Health & Injury Control Special Programs		Mail Stop F-29 1600 Clifton Road Atlanta, GA 30333
Agency	Director, Office of Environmental Compliance U.S. Department of Energy		1000 Independence Avenue, SW, Room 4G-064 Washington, DC 20585
Agency	Office of Community and Planning Development Department of Housing and Urban Development		611 West 6th Street, Suite 800 Los Angeles, CA 90017
Agency	Office of Planning and Research State Clearinghouse		P.O. Box 3044 Sacramento, CA 95812-3044
Agency	Director, Office of Environmental Affairs U.S. Department of the Interior		Main Interior Building, MS 2340 1849 C Street, NW Washington, DC 20240 Executive Officer
Agency	California Wildlife Conservation Board		1416 Ninth Street Sacramento, CA 95814
Agency	Public Utilities Commission		320 West 4th Street, Suite 500 Los Angeles, CA 90013
Agency	California Highway Patrol, Southern Division		411 North Central Avenue, Suite 410 Glendale, CA 91203-2020
Agency	State Historic Preservation Officer Office of Historic Preservation Department of Parks and Recreation		P.O. Box 942896 Sacramento, CA 94296-0001
Agency	Metropolitan Transportation Authority		One Gateway Plaza, MS 99-22-4 Los Angeles, CA 90012-2952
Agency	Los Angeles Regional Water Quality Control Board		320 West 4th Street, Suite 200 Los Angeles, CA 90013
Agency	South Coast Air Quality Management District		21865 East Copley Drive Diamond Bar, CA 91765
Agency	Mr. Mark A. Pisano, Executive Director Southern California Association of Governments		818 West Seventh Street, 12th Floor Los Angeles, CA 90017
Agency	Los Angeles County Department of Public Works		125 South Baldwin Avenue Arcadia, CA 91007
Agency	Baldwin Park Unified School District		3699 North Holly Avenue Baldwin Park, CA 91706
Agency	Foothill Transit District		100 North Barranca Avenue, Suite 100 West Covina, CA 91791
Agency	California Wildlife Federation		P.O. Box 1527 Sacramento, CA 95812
Agency	Sierra Club Los Angeles Chapter		3435 Wilshire Boulevard, Suite 320 Los Angeles, CA 90010-1904
Agency	Automobile Club of Southern California		3333 Fairview Road Costa Mesa, CA 92626
Agency	Director, Long Range Planning University of California		300 Lakeside Drive 12th floor Oakland, CA 94612
Agency	Los Angeles County Fire Department		1320 North Eastern Avenue Los Angeles, CA 90063
Agency	State Clearinghouse		P.O. Box 3044 Sacramento, CA 95812-3044
Agency	Department of Transportation Division of Environmental Analysis		Attn: Caltrans CTC Liaison 1120 N Street, MS 27 Sacramento, CA 95814
Agency	United States Fish and Wildlife Service		2493 Portola Rd, Suite B Ventura, CA 93003
Agency	Federal Transit Administration		201 Mission St, Suite 1650 San Francisco, CA 94105-1839
Agency	Federal Aviation Administration		15000 Aviation Blvd Lawndale, CA 90260

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Agency	United States Department of Agriculture		1400 Independence Ave, SW Washington DC 20250
Agency	Federal Emergency Management Agency		1111 Broadway, Suite 1200 Oakland, CA 94607-4052
Agency	California Deparment of Conservation		California Deparment of Conservation 801 K Street, MS 24-01 Sacramento, CA 95814
Agency	Calaifornia Air Resources Board		200 Oceangate, 10th floor Long Beach, CA 91765-4182
Agency	California Integrated Waste Management Board		1001 I Street, PO Box 4025 Sacramento, CA 95814
Agency	California Coastal Commission		200 Oceangate, 10th floor Long Beach, CA 90802
Agency	State Water Resources Control Board		1001 I Street Sacramento, CA 95814
Agency	California Native American Heritage Commission		915 Capitol Mall Sacramento, CA 95814
Agency	California Department of Water Resources		1416 9th Street Sacramento, CA 95814
Agency	California Public Utilities Commission		505 Van Ness Ave. San Francisco, CA 94102
Agency	Governor's Office of Emergency Services		3650 Schreiver Ave. Mather, CA 95655
Agency	California Department of Toxic Substances Control 1449 W Temple St		Los Angeles, CA 90026-5698
Agency	Orange County Transportation Authority		550 S. Main St, PO Box 14184 Orange, CA 92863-1584
Agency	Foothill Transit		100 S. Vincent Ave, Suite 200 West Covina, CA 91790
Agency	Antelope Valley Transit Authority		42210 6th Street West Lancaster, CA 93534
Agency	City of Santa Clarita Transit		28250 Constellation Road Santa Clarita, CA 91355
Agency	Santa Monica Big Blue Bus		1660 7th Street Santa Monica, CA 90401-3324
Agency	Torrance Transit		20500 Madrona Ave Torrance, CA 90503-3692
Agency	Montebello Bus Linesv		400 S. Taylor Ave Montebello, CA 90640
Agency	Gardena Bus Lines		15350 South Van Ness Gardena, CA 90249
Agency	Carson Circuit		3 Civic Plaza Drive Carson, CA 90745
Agency	CRA/LA		354 S Spring St, Suite 800 Los Angeles, CA 90013
Agency	City of Los Angeles Department of Transportation		100 S Main St, 10th Floor Los Angeles, CA 90012
Agency	LAFCO for Los Angeles County		700 N Central Blvd., Ste 445 Glendale, CA 91203
Agency	Metropolitan Water District		PO Box 54153 Los Angeles, CA 90054
Agency	Los Angeles Department of City Planning		200 N Spring St Los Angeles CA 90012
Agency	Los Angeles County Department of Public Works		900 S Fremont Ave Alhambra, CA 91803
Agency	County of Los Angeles Parks/Recreation		1200 W Seventh St Suite 700 Los Angeles, CA 90017
Agency	Los Angeles County Dept of Public Health		313 N Figueroa St, Room 806 Los Angeles, CA 90012
Agency	Los Angeles County Dept of Regional Planning Hall of Records		13th Floor, 320 W Temple St Los Angeles, CA 90012
Agency	Los Angeles County Sanitation District		PO Box 4998 Whittier, CA 90607-4998
Agency	Los Angeles Department of Water and Power		PO Box 51111 Los Angeles, CA 90051-0100
Agency	Los Angeles County Sheriff's Department		4700 Ramona Blvd Monterey Park, CA 91754
Agency	Los Angeles County Unified School District		PO Box 3307 Los Angeles, CA 90051

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Agency	Southern California Edison		PO Box 800 Rosemead, CA 91770
Agency	Los Angeles County Bicycle Coalition		634 S Spring St, Suite 821 Los Angeles, CA 90014
Agency	U.S. Department of Transportation Federal Highway Administration		1200 New Jersey Ave SE, Washington, DC 20590
Agency	United States Forest Service		1400 Independence Ave., SW Washington, D.C. 20250-0003
Agency	NOAA National Marine Fisheries Service		501 West Ocean Blvd. Long Beach, CA 90802-4213
Agency	National Park Service Marilyn Sutton		401 West Hillcrest Drive Thousand Oaks, CA 91360
Agency	Office of Planning and Research		1400 Tenth Street Sacramento, California 95814

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Chapter 7 List of Preparers

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Appendix A CEQA Environmental Checklist

07-LA-10	**10S (PM 16.79/28.61)** **10 (PM 18.39/32.6)** **10 (PM S0.0/0.644)**	**274400**
Dist.-Co.-Rte.	P.M/P.M.	E.A.

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
I. AESTHETICS: Would the project:				
a) Have a substantial adverse effect on a scenic vista	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway	☐	☐	☐	☒
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☐	☒
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒

II. AGRICULTURE RESOURCES: 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?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
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?	☐	☐	☐	☒
V. CULTURAL RESOURCES: Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☐	☒
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒
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?	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv) Landslides?	☐	☐	☐	☒

b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

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?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
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?	☐	☐	☐	☒

VIII. HYDROLOGY AND WATER QUALITY:
Would the project:

a) Violate any water quality standards or waste discharge requirements?	☐	☐	☐	☒
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)?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☒	☐

f) Otherwise substantially degrade water quality?	☐	☐	☐	☒
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?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
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?	☐	☐	☐	☒
j) Inundation by seiche, tsunami, or mudflow	☐	☐	☐	☒

IX. LAND USE AND PLANNING: Would the project:

a) Physically divide an established community?	☐	☐	☐	☒
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?	☐	☐	☐	☒
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

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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?	☐	☐	☒	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☒
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☒
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☒
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)?	☐	☐	☐	☒
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☐	☐	☐	☒
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?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
e) Result in inadequate emergency access?	☐	☐	☐	☒
f) Result in inadequate parking capacity?	☐	☐	☐	☒
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	☒

XVI. UTILITIES AND SERVICE SYSTEMS:
Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒
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?	☐	☐	☐	☒

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?	☐	☐	☐	☒
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☒
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?	☐	☐	☐	☒
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☒
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒

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?	☐	☐	☐	☒
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)?	☐	☐	☐	☒

Text color key:	*Black = required headings*	*Blue = instructions/guidance to be deleted*	*Red = boilerplate text*
Underlined text:	*Internet or Intranet Web links*	*Purple = sample text*	*Orange = special attention*

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

Text color key:	Black = required headings	Blue = instructions/guidance to be deleted	Red = boilerplate text
Underlined text:	Internet or Intranet Web links	Purple = sample text	Orange = special attention

Appendix B Title VI Policy Statement

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION
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SACRAMENTO, CA 94273-0001
PHONE (916) 654-5266
FAX (916) 654-6608
TTY (916) 653-4086

Flex your power!
Be energy efficient!

August 25, 2009

TITLE VI
POLICY STATEMENT

The California State Department of Transportation under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person in the State of California shall, on the grounds of race, color, national origin, sex, disability, or age, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity it administers.

RANDELL H. IWASAKI
Director

"Caltrans improves mobility across California"

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Underlined text:	*Internet or Intranet Web links*	*Purple = sample text*	*Orange = special attention*

Appendix C TCWG Review Form

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

RTIP ID# *(required)* LA0G092

TCWG Consideration Date **September 23, 2008**

Project Description *(clearly describe project)*
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. **Please note:** 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.

Type of Project *(use Table 1 on instruction sheet)*
Change to existing state highway.

County	**Narrative Location/Route & Postmiles:**
Los Angeles	**I-10 from Alameda St./Union Station to I-605, PM 18 – 31** **I-110 from 182nd Street/Artesia Transit Center to Adams Blvd., PM 10 – 22.** **Caltrans Projects – EA#** n/a

Lead Agency: Los Angeles County Metropolitan Transportation Authority

Contact Person	**Phone#**	**Fax#**	**Email**
Stephanie Wiggins	213-922-1023	213-922-2228	wigginss@metro.net

Hot Spot Pollutant of Concern *(check one or both)* **PM2.5 X** **PM10 X**

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*

Categorical Exclusion (NEPA)	X	**EA or Draft EIS**	**FONSI or Final EIS**	**PS&E or Construction**	**EIRr**

Scheduled Date of Federal Action: 6/2009

NEPA Delegation – Project Type *(check appropriate box)*

Exempt	**Section 6004 – Categorical Exemption**	X	**Section 6005 – Non-Categorical Exemption**

Current Programming Dates *(as appropriate)*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start			N/A	
End	6/2009	9/2009	N/A	12/2010

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*
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.

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.

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.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*
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.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Opening Year counts (2010):

I-10 Corridor: 230,000 – 260,000 AADT; 10,200 – 15,700 truck AADT with trucks as 4 -6.5 percent of total vehicles

I-110 Corridor: 260,000 – 350,300 AADT; 9,300 – 19,600 truck AADT with trucks as 3 – 7 percent of total vehicles

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility
This project is a one year pilot demonstration project.

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT NA

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

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*
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.

Comments/Explanation/Details *(attach additional sheets as necessary)*
The project does not 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.