Appendix O Response to Comments

The responses to the comments received on the I-10 Corridor Project (I-10 CP) Draft Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) are organized as follows. The comments and responses are grouped by type of commenter. The types of commenters are:

- Federal Government Agencies
- State Government Agencies
- Regional Government Agencies and Organizations
- Local Government Agencies and Organizations
- Members of the Public

The comments and responses within each group are presented in a section, and the sections are consecutive according to the list above. Tables O-1 through O-5 identify each of the groups and the commenters in that group. Each comment is given a unique identifier for the commenter, followed by a serial number for each comment made by the commenter.

A total of 56 comments were received on the Draft EIR/EIS. These comments were received via mail, e-mail, and at public hearings. Of the 56 comments received, 2 comments were taken by the court reporter during the public hearings. Note that some people submitted multiple letters and/or multiple copies of the same letter, which were compiled as a singular comment. Comments received on the Draft EIR/EIS during the public review period and at the public hearings consist of the following topics:

- Project Design Modifications;
- Air Quality;
- Visual;
- Noise;
- Traffic;
- Environmental Justice;
- Pedestrian and Bicycle Access;
- Tolls/Express Lanes;
- Quality of Life and Community Cohesion; and
- Other Health Risks.

Comments received during the public review period are summarized below and documented in detail in each chapter of this Appendix O.

Type of Comment	Number Received
Comments from federal agencies	4
Comments from state agencies	2
Comments from regional agencies and organizations	3
Comments from local agencies and organizations	9
Comments from the general public	38

Of the 56 comments received, 3 comments expressed opposition to Alternative 2 and 15 comments expressed opposition to Alternative 3 (including a petition with 37 signatures). Comments expressing opposition primarily focused on the issues related to tolling and environmental impacts. All remaining comments either expressed support for the project or presented comments/concerns that were generally neutral towards any particular project alternative. Comments received from federal, state, regional, and local agencies did not provide explicit opposition to any specific alternative and were considered neutral.

7.1 Responses to Comments from Federal Agencies

This section provides comments received from federal agencies on the Draft EIR/EIS. While Notices of Availability (NOA) were sent to all federal agencies listed below, only a few comment letters were received back from federal agencies on the Draft EIR/EIS:

- Federal Highway Administration (FHWA)
- United States Army Corps of Engineers (USACE)
- United States Fish and Wildlife Service (USFWS)
- United States Environmental Protection Agency, Region IX (EPA)
- Federal Energy Regulatory Commission
- United States Department of Agriculture Natural Resources Conservation Service
- United States Department of the Interior (DOI)

A total of four comment letters were received, as summarized in Table O-1.

Table O-1 Summary of Comments Received from Federal Agencies

Comment Code	Agency	Commenter Name	Date Received	Comment Topic	Page Number
F-1	National Park Service (NPS)	Jill Jensen	5/5/2016	NPS concerned that the Old Spanish National Historic Trail is not mentioned in the Draft EIR/EIS. Requests to be contacted to analyze this resource.	O-4
F-2	United States Department of the Interior	Patricia Sanderson Port	6/13/2016	DOI provided comments relating to potential effects to federally listed species and natural communities, as well as general clarification comments. Additional information is requested to be included in the environmental document.	O-6
F-3	United States Environmental Protection Agency, Region IX	Connell Dunning	6/13/2016	EPA rated the project as EC-2, Environmental Concerns, Insufficient Information. Concerns include traffic, air quality, conformity, health effects, environmental justice, acquisition, noise, and climate change. EPA provided recommendations on the Final EIS to include analysis of diverted truck trips, carbon monoxide (CO) hot-spot analysis, Health Risk Assessment, environmental justice analysis, and noise assessment.	O-24
F-4	United States Department of the Interior	Patricia Sanderson Port	6/29/2016	DOI, on behalf of NPS, provided comments regarding the lack of recognition of the Old Spanish National Historic Trail in the Draft EIR/EIS.	O-44

Comment F-1

From: Jensen, Jill [mailto:jill_jensen@nps.gov]
Sent: Thursday, May 05, 2016 1:32 PM
To: Tim Watkins
Cc: Aaron Mahr; Robert Sweeten; John Hiscock
Subject: I-10/I-15 projects and the Old Spanish National Historic Trail

Good afternoon Mr. Watkins,

Our office administers nine National Historic Trails, including the Old Spanish National Historic Trail (which we co-administer with the BLM). During the course of reviewing the DEIS for the I-10 project I became aware of the I-15 project. As the I-10 DEIS and associated cultural resources report appears to have failed to take into account (or even mention) the Old Spanish National Historic Trail I am reaching out to you now to provide my contact information so that this resource may be properly analyzed in light of the proposed undertakings. Please feel free to call me directly to discuss the project(s) further. **F-1-1**

Sincerely,

--
Jill Jensen
Archaeologist
National Trails Intermountain Region
National Park Service
324 S. State Street, Suite 200
Salt Lake City, UT 84111

Phone: 801-741-1012 xt 115
Fax: 801-741-1102

http://www.nps.gov/ntir/[nps.gov]

Working with you to protect, develop, and promote national historic trails.

Response to Comment F-1

Comment Code	Response
F-1-1	The California Department of Transportation (Caltrans) has received a comment regarding the Old Spanish National Historic Trail (OSNHT) from the United States Department of the Interior (DOI) (Comment F-4) and two comments from the Old Spanish Trail Association (LA-1 and LA-4). Caltrans recognizes that the OSNHT is a valuable historic cultural resource. During National Historic Preservation Act (NHPA) Section 106 studies for the undertaking, Caltrans conducted prefield literature and record searches, consulted with local historical and historic preservation societies, performed a cultural resource survey of the Area of Potential Effects (APE), and conducted National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR) evaluations of potentially significant Historic Properties. The OSNHT did not appear in the results of our literature and record search. Due to the number of comments received regarding the OSNHT, Caltrans conducted additional analyses of the literature and record searches originally conducted for the project, and reviewed information provided in the Bureau of Land Management (BLM) and National Park Service (NPS) OSNHT Comprehensive Administrative Strategy (CAS) (2016) to determine whether the I-10 Corridor Project (I-10 CP) would impact the OSNHT. The routing of the historic OSNHT crosses the APE in two locations: in Colton near the intersection of I-10/Interstate 315 (I-215), and near the Los Angeles/San Bernardino (LA/SB) county line in the cities of Pomona, Claremont, Upland, and Montclair; however, the OSNHT did not come up in the San Bernardino Archaeological Information Center (SBAIC) record search conducted for the project in the vicinity of the APE as a previously recorded cultural resource. The area where the OSNHT crosses the APE has been extensively developed over the past 50+ years, and given the existence of a continually developed transportation corridor consisting of I-10 and the Union Pacific Railroad (UPRR) along the route, no physical manifestation of the historic trail nor its historic landscape remain within or in proximity to the APE. Based on this research, it appears that there are no cultural resources or historic properties associated with either the original 2002 or the revised CAS routing of the OSNHT within the APE for the project.

Comment F-2

United States Department of the Interior

OFFICE OF THE SECRETARY
Office of Environmental Policy and Compliance
Pacific Southwest Region
333 Bush Street, Suite 515
San Francisco, CA 94104

IN REPLY REFER TO:
(ER 16/0233)

Filed Electronically

13 June 2016

Aaron Burton
Branch Chief
Caltrans District 8
464 W. 4th Street
San Bernardino, CA 92401

Subject: Draft Environmental Impact Statement (EIS) for the Interstate 10 Corridor Project, San Bernardino and Los Angeles Counties, CA

Dear Mr. Burton,

The Department of the Interior has received and reviewed the subject document and has the following comments to offer:

The U.S. Fish and Wildlife Service (Service) has reviewed the Draft Environmental Impact Report/ Environmental Impact Statement (Draft EIR/EIS) from the California Department of Transportation (Caltrans) for proposed construction of Interstate 10 (I-10) Corridor Project (Project). The primary concern and mandate of the Service is protection of fish and wildlife resources and their habitats.

The Service has legal responsibility for welfare of migratory birds, anadromous fish, and endangered animals and plants occurring in the United States. The Service is responsible for administering the Federal Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*). We are providing the following comments as they relate to potential effects to federally-listed species and the physical and biological features upon which they depend from the proposed Project.

The Project would widen I-10 in both eastbound and westbound directions in San Bernardino and Los Angeles Counties to improve the facility's current service. The Draft EIR/EIS includes three alternatives:
.Alternative 1 is a no-build scenario and would not result in any changes to I-10.

Alternative 2 would extend existing high-occupancy vehicle lane approximately 25 miles in each direction from its terminus near Haven Avenue in Ontario to Ford Street in Redlands.

Alternative 3 (the Locally Preferred Alternative) would provide two Express Lanes in each direction from the Los Angeles/San Bernardino County line to Ford Street in Redlands, covering a span of 33 miles.

Each alternative would have associated mainline, connector and interchange ramp, local street, structure, and drainage improvements, as well as railroad involvement. The majority of the Project corridor is heavily developed, although there are pockets of natural vegetation communities, as well as Santa Ana River and smaller streams that intersect the Project footprint.

Vegetation communities present in Project boundary that may provide habitat for listed species include Riversidean sage scrub and riparian plant communities (e.g., southern willow scrub, mulefat scrub, and freshwater marsh).

Listed species known from the project area include federally-endangered Delhi Sands flower-loving fly (*Rhaphiomidas terminatus abdominalis*, DSF), southwestern willow flycatcher (*Empidonax traillii extimus*, SWFL), least Bell's vireo (*Vireo bellii pusillus*, vireo), slender-horned spineflower (*Dodecahema leptoceras*, spineflower), Santa Ana River woolly-star (*Eriastrum densifolium* subsp. *sanctorum*, woolly-star),

San Bernardino kangaroo rat (*Dipodomys merriami parvus*, SBKR), and the federally threatened Santa Ana sucker (*Catostomus santaanae*, SAS) and coastal California gnatcatcher (*Polioptila californica californica*, gnatcatcher).

There is designated critical habitat for SBKR, SAS, and SFLW in the immediate Project area.

Delhi Sands Flower-loving Fly

The Service appreciates that Caltrans will not begin construction on the proposed project until the Biological Opinion has been completed. However, a sentence on page 3.3.5-19 states that Caltrans will initiate formal consultation if surveys find DSF are present.

The Service requests clarification of this and reminds applicant that consultation should occur even if DSF are not present. Mitigation Measure TE-4 states that mitigation credits will be purchased at a minimum 1:1 ratio for all permanent impacts to occupied suitable DSF habitat.

F-2-1

The Service recommends a mitigation ratio of 3:1 for permanent impacts to occupied DSF habitat, and a 1:1 mitigation ratio for both temporary impacts to occupied habitat and permanent impacts to suitable and recoverable unoccupied DSF habitat. The recommended mitigation will ensure no appreciable reduction in the likelihood of species survival due to Project implementation.

DSF faces a high degree of threat and a low potential for recovery, primarily due to significant loss of habitat, conflict with construction or other development pressures, and other forms of economic activity. The Service requests an analysis of cumulative impacts to DSF habitat be included in the Final EIR/EIS; the proposed Project will contribute to these cumulative impacts.

F-2-1

Santa Ana River Woolly-star and Slender-horned Spineflower

The Service is concerned with the length of time since rare plant surveys occurred; they were performed on April 15 and May 13, 2013. We request further surveys be conducted, as woolly-star blooms in May through September, with peak bloom in June and July (Reveal & Rosatti 2016), and can be very difficult to identify when not flowering.

Previous surveys were conducted during a year with below-average rainfall (National Oceanic and Atmospheric Administration 2016) and southern California was in a stage of severe to extreme drought during that spring (Palmer Drought Severity Index 2016).

Therefore, the Service recommends additional botanical surveys to verify absence of federally-listed species. Additionally, no maps were provided detailing where these surveys previously occurred in relation to proposed temporary and permanent impacts within the Project footprint. Please provide maps of where woolly-star and spineflower surveys occurred.

F-2-2

The Service notes that one individual woolly-star plant was observed during a SWFL survey in late June 2013, not far from the delineated Biological Study Area (BSA).

While utilization of the California Natural Diversity Database (CNDDB) is useful as an initial Project-planning tool to identify the potential for species occurrence within the BSA, we recommend reviewing U.S. Fish & Wildlife Service GIS data and survey data from the San Bernardino County Museum of Natural History for additional species presence information. Service GIS data may be found at: http://www.fws.gov/carlsbad/GIS/CFWOGIS.html.

Least Bell's Vireo

The Natural Environmental Study (NES; December 2015) states that vireo surveys were done in 2013, but no vireo survey report was included in the NES or Draft EIR/EIS. Please provide this report and maps of the vireo survey area in the Final EIS/EIR. The SWFL report included in the NES states that multiple vireo adults and fledglings were observed in the eastern portion of the survey area, just outside the BSA.

F-2-3

Additionally, patches of mulefat thickets are found immediately adjacent to the Project footprint, on either side of the I-215 overpass. Based on this information, it appears there is potential for impacts to vireo from noise and temporary loss of habitat, and we request further surveys for vireo be performed.

Southwestern Willow Flycatcher

The Service notes that the NES documents at least three migrant willow flycatchers detected during surveys, at the eastern end of the survey area, on either side of the Santa Ana River. Also, the SWFL survey report states that there is marginally suitable breeding habitat consisting of a linear strip of black willow thicket located on the western side of the survey area on the south side of the Santa Ana River. This appears to be within the Project footprint.

Based on this understanding, the Service requests additional SWFL surveys be performed if vegetation will be removed from that area or if it will be subjected to construction-related noise during the breeding season.

F-2-4

Santa Ana Sucker

We are concerned that impacts to SAS could occur downstream due to siltation from Project activities if proper conservation measures are not taken. The Service appreciates that through Measure TE-1, silt fencing will be installed at Environmentally Sensitive Areas (ESAs) to prevent accidental deposition of fill material in areas where vegetation is adjacent to planned grading activities. However, this language conveys that this measure will only prevent excessive siltation on sensitive vegetation. The Service is concerned with siltation downstream impacting SAS, designated SAS critical habitat, and other wildlife. We are unclear if the proposed silt fencing will prevent siltation in the entire project area.

Page 3.3.5-16 states construction activities will occur within the Santa Ana River and other drainages within the BSA that drain to the Santa Ana River. However, Measure TE-1 states that ESAs will be delineated and will include the Santa Ana River and Warm Creek Channel and that no construction activities, materials, or equipment will be allowed within the ESAs. Please clarify this contradiction.

The Service recommends silt fencing be installed within waterways to prevent siltation downstream, and requests that Measure WET-2 be included as a conservation measure for SAS, without which there could be direct impacts to SAS.We also request that ESAs be more specifically defined to include each vegetation community and each individual waterway to fall under this designation in the Final EIR/EIS.

F-2-5

San Bernardino Kangaroo Rat

Table 3.3.5-1 states that SBKR Critical Habitat Unit 1 is 3.3 miles upstream to the east of the I-215 crossing. The southwest extent of this critical habitat unit is actually less than 500 feet from the Project footprint at the I-215/I-10 interchange, and is depicted in Figure 3-5 of the NES. Please correct the table accordingly. Additionally, there have been SBKR documented in recent years within a mile to the north of the Project footprint and the BSA.

The Service requests an avoidance/minimization measure that ensures night lighting for Project activities will be shielded away from SBKR critical habitat and that a biological monitor will be on-site to inspect such lighting when activities are scheduled to occur after dark.

F-2-6

Natural Communities

The Service requests maps designating the BSA in Final EIR/EIS, showing vegetation communities and permanent-versus-temporary impacts. Alternatively, we request the NES be included in appendices of Final EIR/EIS.We note that the BSA does not include a 50-foot buffer at the northern edge of the Project footprint at the I-215 interchange. This is of concern to us, as temporary impacts are proposed immediately adjacent to riparian habitat, which also holds potential to support listed species.

A 50-foot buffer at this location would put the BSA into critical habitat for both SWFL and SAS. We ask for clarification as to why the BSA is depicted without a 50-foot buffer at this location.

The Service requests Project proponent compensate for temporary impacts to Riversidean sage scrub habitat (2.85 acres) by contouring and returning disturbed Riversidean sage scrub to its previous condition. Riversidean sage scrub is a dwindling resource within the Inland Empire and is the obligate habitat of gnatcatchers.

F-2-7

Tables S-1 & S-3 of the Project Summary

Within the Plant Species section, Table S-1 indicates all three alternatives will have "No impact" on plant species. The Service requests clarification whether vegetation,which has the potential to support nesting and migratory birds, may be removed.

F-2-8

Within Measure AS-1 of Table S-1, *Animal Species Avoidance, Minimization, and/or Mitigation*, the Service recommends including language addressing species covered under the Migratory Bird Treaty Act. In addition, should an occupied nest be discovered, the Service recommends the biologist monitor for nests on a weekly basis, or when new equipment is utilized, or when night work is performed to ensure lighting is shielded and directed away from the nest.

F-2-9

Measure AS-2 states that swallows will be excluded from structures by a qualified biologist, to prevent nesting. Please consider that other species may utilize abandoned swallow nests and they therefore should be considered occupied unless otherwise verified by a qualified biologist. In addition, the Service recommends removal of unoccupied nests and installation of deterrents to prevent future nesting while Project-related activities are underway.

F-2-10

Under the Threatened and Endangered Species section of Table S-1, only temporary impacts to DSF are listed for each alternative. However, as cited within Section 3.3.5.3, approximately 2.13 acres of permanent impacts to DSF habitat will occur under Alternative 2 and 9.70 acres of permanent impacts will occur under Alternative 3. Please update the table accordingly

F-2-11

Regarding Measure TE-4, as previously mentioned, the Service recommends an offset of greater than 1:1 for permanent impacts, if surveys determine DSF are present. Due to extremely limited range of this fly, lack of remaining habitat, and significant development pressures within its range, the Service recommends a mitigation ratio of 3:1 for permanent impacts to occupied DSF habitat. The Service also recommends a mitigation ratio of 1:1 for temporary impacts to

F-2-12

occupied habitat, as well as for permanent impacts to suitable and restorable unoccupied DSF habitat.

Prior to undertaking botanical surveys described under *Threatened and Endangered Species Avoidance, Minimization, and/or Mitigation Measure* TE-2 and TE-3, the Service recommends a reference population be visited within the general vicinity, to ensure focus species are in bloom and detectable. Generally, surveys for woolly-star should take place in June and July and surveys for spineflower should be conducted in May and June. **F-2-13**

The Service appreciates that the Project proponent will not use a plant palette that includes invasive species, as cited within the Invasive Species section of Table S-1. We also recommend that any plant species used for re-vegetation should not be included on the California Invasive Plant Council's (Cal-IPC) list. **F-2-14**

We recommend that the Service be added to the Federal Agency Permits/Approvals in Table S-3 for impacts to federally listed species and species covered under the Migratory Bird Treaty Act. **F-2-15**

Technical Clarifications

In response to recent policy changes, the Service has revised terminology relating to features that pertain to designated critical habitat. As a result of this new policy, the Service utilizes the term "physical and biological features." The Service recommends this terminology be updated in the Final EIR/EIS. **F-2-16**

Throughout the document(Sections 3.3.5.2.1, 3.3.5.3, Table 3.3.5-1) it is stated that there is no suitable habitat for either the woolly-star or the spineflower within the BSA; however, Table 3.3.5-1 has "P" for habitat present on each. The Service asks for clarification on this. **F-2-17**

Table 3.3.5-1 also states that there is no suitable habitat for vireo within the BSA; there is no riparian or mulefat scrub within the BSA. However, Section 3.3.1.1 states that there are riparian plant communities within the BSA, including 1.42 acres of mulefat scrub. Please clarify this discrepancy and update the table accordingly. It appears the Habitat Present/Absent column should be changed to "P" for present. Pages 3.3.5-12, -14and -16 also state that no potentially suitable habitat for vireo occurs within the study corridor; please clarify and/or correct. **F-2-18**

The language following Table 3.3.5-1 does not match the SWFL information provided in the table. The effects determination within the table is listed as "not likely to adversely affect" but as "no effect" within Sections 3.3.5.2.2 and 3.3.5.3. Please clarify this discrepancy. As either project alternative will result in temporary impacts to SWFL critical habitat, it seems a finding of "may affect, but not likely to adversely affect" is more appropriate for this species. Also, we are confused that Sections 3.3.5.2.2 and 3.3.5.3 state that no suitable habitat exists for SWFLwithin the BSA, but Table 3.3.5-1 has a "P" for Habitat Present. Please clarify this. **F-2-19**

The text following Table 3.3.5-1 does not match information provided in the table for SAS.The effects determination within the table is listed as "not likely to adversely affect" but as "no **F-2-20**

effect" within Sections 3.3.5.2.2 and 3.3.5.3. Please clarify. As either project alternative will result in temporary and permanent impacts to SAS critical habitat, it seems a finding of "may affect, but not likely to adversely affect" is more prudent. **F-2-20**

Page 3.3.5-16 refers to Section 3.3.1 as Water Quality and Section 3.3.3 as Wetlands and Other Waters. These Sections are Natural Communities and Plant Species, respectively. Please correct this sentence for the Final EIR/EIS. **F-2-21**

We recommend Caltrans coordinate with the Service in development of conservation measures to minimize impacts to federally-listed species. **F-2-22**

We appreciate the opportunity to comment on the Draft EIR/EIS and we look forward to ongoing coordination. If you have any questions about these comments, please contact Rebecca Gordon or John M. Taylor at 760-322-2070, extensions 216 and 218, respectively.

Sincerely,

Patricia Sanderson Port
Regional Environmental Officer

Cc:
OEPC-Staff Contact: Carol Braegelmann (202) 208-6661; carol_braegelman@ios.doi.gov
FWS-PSFWO: Rebecca Gordon, Biologist, (760) 322-2070 ext 216; rebecca_gordon@fws.gov

LITERATURE CITED

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Palmer Drought Severity Index. 2016. National Oceanic & Atmospheric Administration, National Centers for Environmental Information. http://www.ncdc.noaa.gov/temp-and-precip/drought/historical-palmers/psi/201302-201306, accessed on May 20, 2016.

Response to Comment F-2

Comment Code	Response
F-2-1	The California Department of Transportation (Caltrans) agrees with the potential listed species known within the project area. Caltrans has identified Alternative 3 as the Preferred Alternative, and the discussion below assumes potential biological impacts for this alternative. ***Delhi Sands Flower-Loving Fly (DSF)*** The Federal Endangered Species Act (FESA) Section 7 states that "Interagency Cooperation, as defined in Section 7 of FESA, requires all Federal agencies to consult with the Service(s) if the Federal agency (and Caltrans under National Environmental Policy Act [NEPA] delegation) determines that any action it funds, authorizes, or carries out may affect a listed species or its designated critical habitat." A previously issued Biological Opinion (BO) by the United States Fish and Wildlife Service (USFWS) for the Interstate 10 Corridor Interchange Improvement Projects (FWS-SB-4339.5, April 2006) has been reinitiated to address potential effects to DSF. The BO Amendment (FWS-SB-08B0369-17F0669) was issued by USFWS in April 2017 and indicated that the proposed project is not likely to jeopardize the continued existence of DSF. *Direct Effects to DSF* Habitat assessments were completed in 2009 and 2014 that identified suitable habitat for DSF, as illustrated in Figure 4-2 in the Natural Environment Study (NES). DSF presence/absence surveys have been conducted for two consecutive survey seasons in 2015 and 2016 in areas identified by the habitat assessment as potentially suitable habitat. DSF surveys were conducted per USFWS General Survey Guidelines for DSF between the months of July and September. In addition to presence/absence surveys, the DSF surveys also conducted another habitat assessment focusing on specific impact areas related to the I-10 Corridor Project (I-10 CP). The results of DSF surveys indicated that habitat conditions for DSF ranged widely, mainly from *Unsuitable/Very Low Quality* to *Moderate Quality* potential habitat for DSF. Several areas with historic DSF soils have been previously impacted by development and are currently unsuitable for DSF. Close proximity to constant and active freeway traffic, and the narrow linear distributions of habitat patches, substantially diminish prospects of habitat use and suitability for DSF on many portions of the study area. All freeway median areas were found to consist of solid, road base material, graded, and so compacted as to be clearly rated as *Unsuitable* for DSF and not appropriate for survey. The I-10 CP's potential impact to DSF habitat consists of highly disturbed areas immediately adjacent to the freeway. The only location observed to contain Moderate to High Quality Habitat for DSF within the project's impact area is at the general area of the I-10/Pepper Avenue interchange. Based on the presence/absence surveys conducted at this location, DSF was found to be absent during the 2015 survey period. A second DSF presence/absence survey was conducted in 2016, which resulted in two observations of DSF. DSF was observed at the southeast corner of the I-10/Pepper Avenue interchange on two occasions: July 17 and August 22, 2016. Both DSF observations were immediately reported to USFWS. Proposed improvements at this interchange area include construction of additional lanes at the eastbound (EB) on-ramp and westbound (WB) off-ramp locations, which would result in disturbance of the existing edge of shoulder to the Caltrans right-of-way (ROW) line. A retaining wall would be constructed at the southeast corner of the I-10/Pepper Avenue interchange in conjunction with the EB on-ramp improvements. The area where the DSF was observed in the July 2016 DSF surveys will be temporarily and permanently impacted with construction of the retaining wall and widening of the EB on-ramp. Similar types of impacts related to the freeway widening and interchange improvements are anticipated at potential suitable habitat locations along the I-10 corridor and at the following interchange locations: Haven Avenue, Milliken Avenue, and Interstate 15 (I-15). These areas are considered potential habitat because DSF habitat soils are present at these locations, but the quality of the habitat is rated *Unsuitable/Very Low Quality* to

Comment Code	Response
	Moderate Quality. The *Moderate Quality* habitat consists of a small area at the WB I-10/Milliken Avenue interchange ramp location. Other than the I-10/Pepper Avenue interchange area (*Moderate to High Quality Habitat)* and I-10/Milliken Avenue interchange area *(Moderate),* all other potential suitable habitat locations that would be impacted by the project are rated *Unsuitable to Low Quality;* hence, for the entire 33-mile-long project area, only two areas of DSF habitat are considered to be at least of moderate quality habitat. Although there is potentially suitable habitat found along the project area and impacts to these areas are anticipated, there were no other DSF observed outside of the I-10/ Pepper Avenue interchange area during the habitat assessment and the focused DSF surveys in 2015 and 2016. In the Draft EIR/EIS, DSF habitat was classified into three categories: potentially suitable, potentially restorable, and unsuitable. These areas were considered as potential habitat because of the presence of DSF habitat soils irrespective of whether DSF would occupy these areas. The affected potentially suitable habitat locations are situated in areas where frequent disturbance by vehicles occurs (between the existing edge of shoulder and the Caltrans ROW line). According to studies conducted on DSF, adult flies are easily disturbed and agitated by any disturbance; passing vehicles would most likely dislodge adults from habitat along I-10, further reducing potential for mating success. Hence, potentially suitable habitat found along the I-10 CP area, regardless of the condition of the habitat, is not conducive for DSF occupation because of the level of surrounding disturbance along I-10. These interchange and shoulder areas along the I-10 corridor are often littered by roadway debris and routinely maintained by Caltrans, which involves vegetation clearing, other landscaping activities, and debris removal. Although permanent and temporary impacts to DSF habitat have been identified in this Final EIR/EIS, these areas are not anticipated to be occupied by DSF nor serve as locations that would sustain the recovery of this species. Hence, shoulder and interchange areas are not recoverable areas because of their proximity to I-10. Caltrans believes that there are no direct effects to DSF outside of the I-10/ Pepper Avenue interchange for the following reasons: 1) DSF was found absent in two subsequent annual surveys conducted at potential suitable habitat areas within the I-10 CP limits. 2) No direct impacts to DSF are associated with the potential disturbance of suitable/ recoverable habitat areas at the I-10 CP interchange areas (including the Pepper Avenue interchange), as previously determined by USFWS (2006 BO FWS-SB-4339.5). 3) Potentially suitable/recoverable habitat located along the shoulders on I-10 is not anticipated to sustain DSF because of the sensitivity of DSF to disturbance. As mentioned previously, the I-10/Pepper Avenue interchange area was classified to contain *Moderate to High Quality Habitat* and considered the most suitable habitat area for DSF that the project may potentially impact. The previously issued 2006 BO indicates that there are no direct impacts by any of the following interchange projects along I-10: Alder Avenue, Cedar Avenue, Riverside Avenue, and Pepper Avenue. Per the 2006 BO, "No direct impacts to suitable or recoverable DSF habitat or to individual DSF are anticipated in association with the construction of the interchange improvement projects." Improvements at the Pepper Avenue interchange in the previously issued 2006 BO included bridge widening, additional left-turn lanes at the WB and EB ramp intersections, and widening ramps to three lanes. The scope of improvements for this interchange location has been reduced since the 2006 BO. The I-10 CP would add one additional lane at the EB on-ramp, extend the existing right-turn lane at the WB off-ramp, and other associated features related to widening of the freeway. The two DSF observations during the 2016 DSF survey season are located within existing Caltrans ROW, an area within the Pepper Avenue interchange that was previously identified in the 2006 BO as unsuitable habitat and not anticipated to result in direct effects to DSF if the extent of the improvements is within the existing ROW. Based on preliminary design plans, permanent and temporary impacts would be completely

Comment Code	Response
	within Caltrans ROW. The results of the two consecutive DSF surveys (2015 and 2016) did not observe DSF in any other areas of the I-10 CP limits and other areas of the Pepper Avenue interchange outside of the southeast quadrant; hence, only the southern portion of the EB on-ramp within the existing Caltrans ROW is considered occupied and would be impacted by the project. Based on preliminary design plans, approximately 0.77 acre of suitable, occupied DSF habitat would be permanently impacted and 1.63 acres would be temporarily impacted under Preferred Alternative 3. Please refer to Section 3.3.5 for a full discussion of potential effects to DSF. *Indirect Effects to DSF* As mentioned previously, only the I-10/Pepper Avenue interchange area contains suitable habitat, which may also result in indirect effects. DSF was found absent in other suitable habitat areas. Hence, evaluation of indirect effects to DSF applies to the Pepper Avenue interchange area. In a previous BO issued by USFWS in 2006, indirect effects to DSF consisted of growth-inducing and edge effects, which could increase the likelihood of DSF mortality by vehicle strikes. Improvements at the Pepper Avenue interchange in the previously issued 2006 BO included bridge widening, additional left-turn lanes at the WB and EB ramp intersections, and widening ramps to three lanes. The scope of improvements for this interchange location has been reduced since the issuance of the 2006 BO. The I-10 CP would only add one additional lane at the EB on-ramp and WB off-ramp locations, retaining walls, shoulders, and restriping of the roadway. These improvements are not considered capacity-increasing improvements because the receiving lanes at Pepper Avenue would not be widened as part of the I-10 CP, which is reflected in the decrease of traffic north of Valley Boulevard. Based on the evaluation of the average daily traffic (ADT) along Pepper Avenue, the proposed I-10 CP under Alternative 3 is anticipated to reduce traffic along Pepper Avenue for Project Opening Year conditions. The estimated ADT under year 2025 shows a general decrease in ADT along Pepper Avenue. Along Pepper Avenue, a 2 percent decrease in traffic volumes north of Valley Boulevard and an 11.4 percent decrease south of the I-10 EB interchange are anticipated at Project Opening Year conditions. The table below compares the traffic volumes between the No Build Alternative and Preferred Alternative 3. **OPENING YEAR 2025 ESTIMATED AVERAGE DAILY TRAFFIC (ADT)** **Pepper Avenue Segment Location** / **Alternative 1 (No Build) ADT** / **Alternative 3 ADT** / **Alternative 3** (**% Difference**, **% Change**) North of Valley Boulevard: 32,300 / 31,638 / -662 / -2.0 South of I-10 EB Ramp: 5,450 / 4,829 / -621 / -11.4 The project is anticipated to *benefit* DSF by reducing the potential of DSF versus vehicle conflict. The decrease in ADT along Pepper Avenue under year 2025 conditions is attributed to the increase in capacity on I-10 under the build alternatives. The increase in capacity on the mainline is anticipated to result in changes to traffic along arterial roadways; traffic on arterials is anticipated to shift towards I-10 due to improvements in traffic operations along I-10. Caltrans believes that there are no indirect effects to DSF at the Pepper Avenue interchange because the current proposed improvements are not anticipated to induce growth. A previously proposed extension of Pepper Avenue past Slover Avenue is no longer anticipated, which contributed to the decrease of traffic volumes along Pepper Avenue. Based on the USFWS BO Amendment, the removal of vegetation and replacement with impermeable surface will lead to an increase in the amount of surface runoff during precipitation events. Conservation measures will be implemented within sensitive habitats to minimize the impact to soils by clearly delineating the boundary of disturbance and entry into sensitive habitat by motorized vehicles. With the application of BMPs impacts from erosion and entry into adjacent habitat are expected to be negligible. In addition, DSF could be indirectly affected if construction activities

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	encroached onto adjacent vacant lands that contain Delhi fine sand. However, with implementation of BMPs related to personnel training regarding DSF and access restrictions to adjacent occupied suitable DSF habitat outside of the project area, potential indirect effects are expected to be avoided or negligible. *Consultation with USFWS* USFWS previously issued a BO to the Federal Highway Administration (FHWA) in April 2006 regarding potential DSF impacts by various interchange projects along the I-10 corridor. The findings of this BO and its applicability to the I-10 CP are as follows: • The 2006 I-10 BO covered the interchanges of Alder, Cedar, Riverside, and Pepper avenues. Only the Pepper Avenue interchange would be reconstructed as part of the I-10 CP. • The BO assumed major improvements to Pepper Avenue that are no longer proposed. • The I-10/Pepper Bridge Replacement Project, coordinated with USFWS, resulted in a "No Effect." Associated areas that have been graded and impacted by construction have been removed from the I-10 CP survey areas. • The BO assumed no direct impact to DSF but calculated mitigation based on potential indirect growth-inducing effects to existing DSF habitat within an area around the Pepper Avenue interchange. The current project is no longer growth-inducing. • The BO concludes: "The survival and recovery of the DSF is dependent on the protection of occupied and restorable habitat. Occupied habitat contains individuals of the subspecies and associated habitat for breeding, feeding, sheltering, and/or habitat used for dispersal. Restorable habitat is an area that contains Delhi soils, not now occupied by DSF, but that could be managed to support recolonization by DSF." • According to the 2006 BO: "No direct impacts to suitable or recoverable DSF habitat or to individual DSF are anticipated in association with the construction of the interchange improvement projects." The 2016 DSF survey indicates presence of DSF at the Pepper Avenue interchange area. Caltrans has reinitiated the Section 7 consultation to document the changes to the I-10 Corridor Interchange projects and findings of the DSF surveys conducted for the project. In April 2017, USFWS issued the BO Amendment (FWS-SB-08B0369-17F0669) for the I-10 Corridor Project (at the Pepper Interchange) indicating that the proposed action is not likely to jeopardize the continued existence of DSF. The BO Amendment is provided in Appendix M of this Final EIR/EIS. Mitigation credits will be purchased at a specified ratio to offset permanent and temporary impacts to occupied DSF habitat. In addition to the BO Amendment, Informal Section 7 consultation (FWS-SB-08B0758-17I0449) with USFWS resulted in a finding of "May Affect, But Not Likely to Adversely Affect" to DSF at the shoulder areas along the I-10 freeway and at the Haven Avenue, Milliken Avenue, and I-15 interchanges. *Mitigation for Potential Impacts to DSF Habitat* Caltrans agrees with the USFWS-suggested 3:1 mitigation ratio for occupied DSF habitat. Based on the results of the DSF survey, approximately 0.77 acre of occupied DSF habitat would be permanently impacted, which would require 2.30 acres of mitigation credits to be purchased. Caltrans also agrees with the USFWS-proposed 1:1 mitigation ratio for temporary impacts to occupied DSF habitat. Temporary impacts to occupied DSF habitat within would result in 1.63 acres, which would require 1.63 acres of mitigation credits. A total of 3.94 acres of mitigation credits would be required to off-set project-related impacts. ***Cumulative Impacts*** Following the DSF surveys and consultation with USFWS to develop appropriate mitigation measures, Caltrans was able to develop a more informed understanding of the project's impacts to DSF habitat and subsequently developed analysis of cumulative

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	impacts to DSF habitat for inclusion in the Final EIR/EIS. The I-10 CP is not anticipated to cumulatively contribute to the further loss of DSF habitat. The supporting *Biological Assessment*, *Interstate 10 and Alder/ Cedar/Riverside/ Pepper Avenues Interchange Improvement Projects,* dated 2005 (Michael Brandman Associates), indicates that the interchanges are "improvements within the right-of-way for each existing interchanges and that "No additional right-of-way is required. No new impacts to DSF habitat will occur at these interchanges." The 2006 BO issued for the I-10 Interchange Projects delineated the area around the Pepper Avenue interchange, along Caltrans ROW, as an area that would not result in direct effects to DSF. The I-10 CP permanent and temporary impact area would be entirely within Caltrans ROW; hence, the project would not cumulatively contribute to the loss of DSF habitat because additional ROW outside of the existing Caltrans would not be required to construct the project. Please refer to Section 3.6.6.6 of this Final EIR/EIS. There are no other known projects within the Pepper Avenue interchange area.
F-2-2	Caltrans agrees that southern California is still in a stage of extreme drought during spring and summer 2016 (Palmer Drought Severity Index, 2016). Per USFWS request, additional surveys were conducted on June 22, 2016, and no Santa Ana River woolly-star or spineflower plants were observed within the study corridor. Discussion in the appropriate sections of the Final EIR/EIS (Section 3.35) has been updated to document the results of the additional biological surveys conducted after circulation of the Draft EIR/EIS. A map of the survey area is also provided. The maps were provided to USFWS along with the request for Informal Consultation on January 17, 2017. No suitable habitat currently exists within the Biological Study Area (BSA) for Santa Ana River woolly-star or slender-horned spineflower; however, there is potential for limited habitat to occur in the Santa Ana River and Warm Creek channels in the future due to seasonal and annual variability of climatic and physical conditions within the channels, and the potential passage of time between environmental approval and construction. To ensure that Santa Ana River woolly-star or slender-horned spineflower are not impacted during construction of the project, measures TE-2 and TE-3 will be implemented. A preconstruction survey will be conducted by a qualified biologist for both species during their respective blooming seasons within the vicinity of Warm Creek channel and the Santa Ana River. After consultation and review of USFWS geographic information survey (GIS) data and survey data, as well as survey results, the finding of "low potential to occur" for Santa Ana River woolly-star and slender-horned spineflower was determined to be adequate and justified.
F-2-3	A Habitat Assessment was conducted in 2009 and 2014 within the BSA to determine potential suitable habitat for threatened and endangered species, including least Bell's vireo (LBV). No suitable habitat was found for LBV within the project impact area at the Santa Ana River and Warm Creek channel. Per USFWS request, subsequent habitat surveys for LBV were conducted in July and August 2016 at the Santa Ana River and Warm Creek channel. In the immediate area of the I-10 CP, the surveys indicate that there was no riparian vegetation present within the project footprint at the Santa Ana River and no suitable LBV habitat at this location. At Warm Creek Channel, a layer of sediment has accumulated on the concrete-lined channel bottom, and a small amount of ponded water was present north of I-10. A small patch of southern willow scrub and mulefat located immediately north of the I-10 bridge was observed. Although southern willow scrub and mulefat is found at this location, these are isolated patches that do not exhibit preferred LBV habitat characteristics consisting of riverine riparian vegetation with dense stratified canopy (USFWS, Final Rule, 1986). This small patch of riparian vegetation is not considered suitable habitat for LBV, and no LBV was observed at this location. At the southern area of the I-10 bridge spanning over Warm Creek Channel, a larger patch of marginally suitable southern willow scrub habitat was observed; however, this area is outside of the I-10 CP BSA, and no LBV was present during the surveys. This Final EIR/EIS was updated to include the

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	additional information on LBV habitat surveys conducted. Please refer to Section 3.3.5. A supplemental NES was prepared to include the additional LBV studies completed in 2016. Construction activities along I-10 would occur within the concrete-lined portion of the Santa Ana River, and work on I-215 is limited only to the southbound (SB) to WB I-10 connector ramp. As mentioned by USFWS, multiple LBV adults and fledglings were observed in the eastern portion of the survey area, which is outside the BSA. The project is not anticipated to result in the loss of suitable LBV habitat, and avoidance and minimization measures TE-1 and NC-1 would be implemented to ensure that direct and indirect impacts to downstream LBV critical habitat would not be substantial. Prior to the start of construction activities, bird surveys will be conducted to ensure impacts to LBV and other avian species would not result in adverse effects (Measures AS-1 and AS-2). These minimization measures would be implemented throughout the duration of the construction phase for the project. If LBV is found within the project area during the preconstruction surveys, Caltrans will notify and consult USFWS for further direction. To protect potential habitat within the proximity of the project area, a qualified biologist will delineate environmentally sensitive areas (ESAs) and supervise the installation of ESA fencing (Measure TE-1).
F-2-4	The marginally suitable breeding habitat for southwestern willow flycatcher (SWFL) mentioned by USFWS is located at the northwest quadrant of the I-10/I-215 interchange (western side of the SWFL survey area) on the south side of the non-concrete-lined portion of the Santa Ana River; vegetation in this area, including the linear strip of black willow thicket, will not be removed. The extent of construction activities within the Santa Ana River would be immediately adjacent to the existing I-10 bridge and remain within the concrete-lined section of the river. Vegetation in the general area of the project is mostly located outside of the concrete-lined segment of the Santa Ana River. To further protect potential SWFL habitat within the proximity of the Santa Ana River, a qualified biologist will delineate ESAs and supervise the installation of ESA fencing (Measure TE-1). Prior to the start of construction activities, bird surveys will be conducted to ensure impacts to SWFL and other avian species would not result in adverse effects (Measures AS-1 and AS-2). To the greatest extent feasible, Caltrans will schedule construction activities outside the bird breeding season within this area.
F-2-5	Caltrans recognizes the potential impacts to Santa Ana sucker (SAS) habitat downstream of the Santa Ana River due to siltation from project construction. The project will obtain a 401 Water Quality Certification, Construction General Stormwater permit and National Pollutant Discharge Elimination System (NPDES) permits from the Regional Water Quality Control Board (RWQCB) and State Water Resources Control Board (SWRCB). These regulatory permits provide stringent conditions and oversight on construction activities within waterways. In addition, Caltrans has identified the need for permanent and treatment best management practices (BMPs). During the preliminary design phase of the project, Treatment BMPs would be assessed to determine their applicability to the proposed project based on identified site-specific pollutants, project design features, and site conditions. The applicability of all nine Caltrans-approved Treatment BMPs (infiltration devices, biofiltration devices, dry weather diversion, detention devices, gross solid removal devices, traction sand traps, media filters, multi-chambered treatment trains, and wet basins) would be finalized at the Santa Ana River during the final design phase. With the implementation of Treatment BMPs, Design Pollution Prevention BMPs, and Maintenance BMPs, the effects to water quality associated with operation of the proposed project would be minimized to the maximum extent practicable. Implementation of the above treatments will be enforced through avoidance, minimization, and/or mitigation measures WQ-1 through WQ-6. Per USFWS request, a new measure has been added in the Final EIR/EIS as Measure TE-5 for SAS. This new measure requires the installation of silt fencing and implementation of WET-2 within waterways:

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	TE-5: To avoid potential downstream impacts to SAS and its habitat, silt fencing will be installed at construction areas adjacent to the river, and the requirements of measure WET-2 will be implemented prior to construction within the Santa Ana River and Warm Creek Channel. At this early stage of the project development process, the I-10 CP has limited design plans to determine the extent of construction in the Santa Ana River and where vegetation clearing activities are required. Caltrans and the San Bernardino County Transportation Authority (SBCTA) identified Alternative 3 as the Preferred Alternative and will continue with the development of final design plans for this alternative. As design plans for Preferred Alternative 3 are developed, it will become clearer where vegetation removal is necessary. Hence, specific ESA areas cannot be delineated at this time. As stated in Measure NC-1, "SBCTA's Design Engineer will coordinate with the qualified biologist to delineate all ESAs within the project footprint and immediately surrounding areas in the project specifications. ESAs include riparian vegetation communities and Riversidean sage scrub (RSS) vegetation that are not identified as temporarily or permanently impacted in the environmental document… A qualified biologist will supervise the placement of ESA fencing." The following language has been added to Section 3.3.1 of the Final EIR/EIS to more clearly define ESAs: "Within the BSA, ESAs will be designated to include all riparian vegetation communities and RSS vegetation identified as not temporarily or permanently impacted. Furthermore, the Santa Ana River, Warm Creek Channel, and other Waters of the U.S. and Waters of the State within the BSA that are not identified as temporarily or permanently impacted will be designated as ESAs."
F-2-6	San Bernardino kangaroo rat (SBKR) Critical Habitat (CH) Unit 1 was incorrectly identified as 3.3 miles upstream from the BSA. All occurrences have been corrected in the Final EIR/EIS and NES. Per USFWS' request, a new Avoidance Minimization, and/or Mitigation Measure TE-6 has been added as follows: **TE-6:** For night lighting during construction, wildlife-friendly limited wavelength amber light-emitting diode (LED) roadway lighting fixtures will be used. Night lighting during construction will be directed away from SBKR CH within the Santa Ana River. A qualified biological monitor will be present to inspect onsite lighting prior to initiating night-time construction activities.
F-2-7	The NES is included as a technical study along with the Final EIR/EIS and can be accessed at http://www.gosbcta.com/plans-projects/projects-freeway-I-10Corridor.html. Due to the current size of the environmental document, the NES will not be included in the hard copy of the Final EIR/EIS; including the NES as part of the Final EIR/EIS will add an additional 400 pages, which would make the environmental document difficult to distribute to the public via Internet download. Technical studies are typically not included as appendices to environmental documents. The Final EIR/EIS references and summarizes the NES to facilitate the public's review; however, Caltrans will ensure that the NES is available online for public review when the Final EIR/EIS is circulated. Per USFWS' request, Figure 3.3.1-1, Vegetation Communities and Impacts, has been included in Section 3.3.1, Natural Communities, of the Final EIR/EIS. Caltrans is not proposing reconstruction of the entire freeway-to-freeway interchange. Proposed improvements along I-215 are limited. The farthest northern extent of construction along I-215 is at the SB-to-WB I-10 connector ramp. Please refer to Appendix O (Sheet 30 of 41), which illustrates the construction limit of the project. A 50-foot buffer from the northernmost limits of the construction area does not extend the BSA boundary into critical habitat for either SWFL or SAS. The maps showing the results of 2016 surveys were included in the Supplemental NES and provided to USFWS during the consultation process in January 2017.

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	To the greatest extent practicable, contouring will be applied to compensate for temporary impacts to RSS. Unavoidable permanent and temporary impacts to RSS will be compensated with the purchase of mitigation credits from a mitigation bank (such as Soquel Canyon) or in-lieu fee program at a minimum 1:1 impact to mitigation ratio. Caltrans and SBCTA will continue coordination with USFWS staff to determine an adequate mitigation ratio. Implementation of avoidance, minimization, and/or mitigation measure NC-2 will ensure the restoration of RSS vegetation to its pre-project conditions.
F-2-8	Removal of plants and trees would be primarily located within Caltrans ROW. Most of the tree species to be removed are ornamental trees. Like most trees, these trees could potentially support nesting and migratory birds. The "No Impact" finding under Plant Species is accurate because plant species and not migratory birds are in question. Avoidance, minimization, and/or mitigation measure AS-1 requires that the Contractor conduct any native or exotic vegetation removal or tree-trimming activities outside of nesting bird season (i.e., February 15 through August 31). If vegetation clearing or the start of construction in a previously undisturbed area is necessary during the nesting season, the Contractor is required to have a qualified biologist conduct a preconstruction survey within 300 feet of construction areas no more than 3 days prior to construction at the location to identify the location of nests, if any. Should nesting birds be found, an exclusionary buffer will be established by the qualified biologist around each nest site and will be maintained until the young have fledged or the nest is no longer active.
F-2-9	Measure AS-1 requires that the qualified biologist will monitor the nests on a weekly basis to ensure that construction activities do not disturb or disrupt nesting activities. If the qualified biologist determines that construction activities are disturbing or disrupting nesting activities, then the biologist will direct the Contractor to stop or modify construction to reduce noise, shield or direct away lighting, and/or other disturbances to the nests. Measure AS-1 has been updated to include species covered under the Migratory Bird Treaty Act (MBTA). As such, Measure AS-1 now reads: **AS-1:** To avoid effects to nesting birds, the SBCTA Resident Engineer will require the Contractor to conduct any native or exotic vegetation removal or tree-trimming activities outside of the nesting bird season (i.e., February 15 through August 31). If vegetation clearing or the start of construction in a previously undisturbed area is necessary during the nesting season, SBCTA's Resident Engineer will require the Contractor to have a qualified biologist conduct a preconstruction survey within 300 feet of construction areas no more than three days prior to construction at the location to identify the locations of nests, if any. If an occupied nest is discovered, the biologist will monitor the nests on a weekly basis when new equipment is utilized or when night work is performed to ensure lighting is shielded and directed away from the nest. ***These preconstruction surveys are also required to comply with the federal MBTA.*** A qualified biologist is one that has previously surveyed for nesting bird species within southern California. Should nesting birds be found, an exclusionary buffer of 300 feet will be established by the qualified biologist around each nest site. The buffer will be clearly marked in the field by construction personnel under guidance of the contractor's qualified biologist, and construction or clearing will not be conducted within this zone until the qualified biologist determines that the young have fledged or the nest is no longer active. The qualified biologist will monitor the nests on a weekly basis to ensure that construction activities do not disturb or disrupt nesting activities. If the qualified biologist determines that construction activities are disturbing or disrupting nesting activities, then the biologist will notify the Resident Engineer to stop or modify construction, and immediately contact the U.S. Fish and Wildlife Service, Palm Springs Office to determine appropriate actions to reduce the noise and/or disturbance to the nests. Responses may include, but are not limited to, increasing the size of the exclusionary buffer to 500 feet, curtailing nearby work activities, turning off vehicle engines and other equipment whenever possible to reduce noise, installing a protective noise barrier between the nest and the construction activities, and/or working in other areas until the young have

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	fledged. If more than three days lapse between the preconstruction survey and construction start date at that location, the survey will be reconducted.
F-2-10	Measure AS-2 requires the installation of exclusion structures to prevent future nesting and has been updated to require the removal of unoccupied nests. Measure AS-2 now reads: **AS-2:** Because work may occur during the swallow/swift nesting season (March 1 through August 31), swallows will be excluded from structures, if necessary, by a qualified biologist during the nonbreeding season no earlier than 5 days prior to the start of construction. Exclusion structures (e.g., netting and weep hole plugs) will be left in place and maintained through August 31 of each breeding season or until the work is complete. All nest exclusion techniques will be coordinated among the Caltrans District 8 Biologist, Project Manager, Resident Engineer, the Contractor, and CDFW.
F-2-11	Table S-1 has been updated to accurately reflect impacts to DSF. Please refer to Response to Comment F-2-1 for further clarification on impacts to suitable habitat.
F-2-12	Please refer to Response to Comment F-2-1 for further discussion regarding appropriate mitigation measures.
F-2-13	Surveys for woolly-star and spineflower were conducted on June 22, 2016, within the timeframe specified by USFWS.
F-2-14	In accordance with Executive Order 13122, the Cal-IPC Invasive Plant Inventory was consulted to define the invasive plants that must be considered as part of the NEPA analysis for the proposed project, as discussed in Section 3.3.6, Invasive Species. As such, no plants on the Cal-IPC list will be used for revegetation.
F-2-15	USFWS has been added to the Federal Agency Permits/Approvals in Table S-3 regarding impacts to federally listed species.
F-2-16	The term “physical and biological features” has been updated in the Final EIR/EIS on page 3.3.5-1, per USFWS recommendation.
F-2-17	Presence of habitat for both species is listed as “P” for present given the potential for limited habitat to occur in the Santa Ana River and Warm Creek channels in the future due to seasonal and annual variability of climatic and physical conditions within the channels, and the potential passage of time between environmental approval and construction. The presence of habitat for both species has been updated to “A” for absent due to the absence of suitable habitat at the time additional surveys were conducted. The disclaimer stated above will remain to indicate the potential for occurrence of this species due to suitable habitat found within the BSA. See Response to Comment F-2-2 for more information about the Santa Ana River woolly-star and slender-horned spineflower plants.
F-2-18	Status for LBV has been updated to “P” for Habitat Present in Table 3.3.5.1 because riparian plant communities have been identified within the BSA. The presence of this species was not observed during the surveys conducted in 2016; thus, a finding of “low potential to occur” was found to be appropriate for this species.
F-2-19	Although CH for SWFL occurs within the BSA, the section of the Santa Ana River where this habitat occurs is channelized and completely devoid of dense riparian vegetation, and insect prey populations are minimal. In addition, surveys for SWFL in the BSA were negative, and the species is not expected to occur within the project footprint. As such, a finding of “may affect, but not likely to adversely affect” was adopted, and updates to relevant sections were made accordingly. Habitat presence has been changed to “A” for Habitat Absent in Table 3.3.5-1 because no dense riparian habitat is present within the BSA.

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F-2-20	SAS is expected to be absent from the project footprint, but a population does occur 3 miles downstream of the study corridor. Though the Preferred Alternative 3 would result in 0.59 acre of temporary effects to designated CH for this species, the primary constituent elements for SAS are absent from the Santa Ana River channel at the locations of temporary effect due to the concrete-lined, channelized nature of this portion of the Santa Ana River. In addition, with the implementation of measures described in Section 3.2.2, Water Quality, and Section 3.3.2, Wetlands and Other Waters, temporary effects to SAS or downstream suitable habitat are not anticipated to result from Preferred Alternative 3. As such, the finding of "may affect, but not likely to adversely affect" was adopted for SAS.
F-2-21	The sentence has been corrected to accurately reference the correct sections.
F-2-22	In addition to the conservation measures that were modified and developed per USFWS comments, Caltrans and SBCTA will further coordinate with USFWS staff to develop additional conservation measures to minimize impacts to federally listed species, as recommended.

Comment F-3

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

June 13, 2016

Aaron Burton
Branch Chief
Caltrans District 8
Attn: I-10 CP Draft EIS Comment Period
464 West 4th Street
San Bernardino, CA 92401

Subject: EPA Comments on the Draft Environmental Impact Statement for the I-10 Corridor Project, San Bernardino County, California (CEQ # 20160086)

Dear Mr. Burton:

The US Environmental Protection Agency (EPA) has reviewed the above-referenced document pursuant to the National Environmental Policy Act (NEPA), Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500-1508), and Section 309 of the Clean Air Act. Our detailed comments are enclosed. We appreciate the early interagency coordination regarding air quality methodology and the additional information provided to our agency in advance of publication of the Draft Environmental Impact Statement (EIS).

EPA has rated both build alternatives (Alternative 2 (One High-Occupancy Vehicle Lane in Each Direction) and Alternative 3 (Two Express Lanes in Each Direction)) as EC-2, Environmental Concerns, Insufficient Information. Please see the enclosed Summary of EPA Rating Definitions for a description of EPA ratings. Our concerns are based on potential impacts from diverting truck traffic from I-10 to State Route 60 and other corridors, and potential air quality impacts from the proposed project. EPA also recommends additional information be provided in the Final EIS regarding the project's health effects and environmental justice impacts.

F-3-1

We appreciate the opportunity to review this Draft EIS. Please contact EPA to discuss the enclosed detailed comments. When the Final EIS is released for public review, please send one hard copy and one electronic copy to the address above (mail code: ENF-4-2). If you have any questions, please contact Debbie Lowe Liang, the lead reviewer for this project, at 415-947-4155 or lowe.debbie@epa.gov.

F-3-2

Sincerely,

Connell Dunning
Transportation Team Supervisor
Environmental Review Section

Enclosures:
Summary of EPA Rating Definitions
EPA's Detailed Comments

cc via email: Brenda Powell-Jones, Caltrans
John Chisholm, Caltrans
Jillian Wong, SCAQMD
Chad Costello, SANBAG
Courtney Aguirre, SCAG
Shawn Oliver, FHWA

SUMMARY OF EPA RATING DEFINITIONS*

This rating system was developed as a means to summarize the U.S. Environmental Protection Agency's (EPA) level of concern with a proposed action. The ratings are a combination of alphabetical categories for evaluation of the environmental impacts of the proposal and numerical categories for evaluation of the adequacy of the Environmental Impact Statement (EIS).

ENVIRONMENTAL IMPACT OF THE ACTION

"LO" (Lack of Objections)

The EPA review has not identified any potential environmental impacts requiring substantive changes to the proposal. The review may have disclosed opportunities for application of mitigation measures that could be accomplished with no more than minor changes to the proposal.

"EC" (Environmental Concerns)

The EPA review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures may require changes to the preferred alternative or application of mitigation measures that can reduce the environmental impact. EPA would like to work with the lead agency to reduce these impacts.

"EO" (Environmental Objections)

The EPA review has identified significant environmental impacts that should be avoided in order to provide adequate protection for the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no action alternative or a new alternative). EPA intends to work with the lead agency to reduce these impacts.

"EU" (Environmentally Unsatisfactory)

The EPA review has identified adverse environmental impacts that are of sufficient magnitude that they are unsatisfactory from the standpoint of public health or welfare or environmental quality. EPA intends to work with the lead agency to reduce these impacts. If the potentially unsatisfactory impacts are not corrected at the final EIS stage, this proposal will be recommended for referral to the Council on Environmental Quality (CEQ).

ADEQUACY OF THE IMPACT STATEMENT

"Category 1" (Adequate)

EPA believes the draft EIS adequately sets forth the environmental impact(s) of the preferred alternative and those of the alternatives reasonably available to the project or action. No further analysis or data collection is necessary, but the reviewer may suggest the addition of clarifying language or information.

"Category 2" (Insufficient Information)

The draft EIS does not contain sufficient information for EPA to fully assess environmental impacts that should be avoided in order to fully protect the environment, or the EPA reviewer has identified new reasonably available alternatives that are within the spectrum of alternatives analysed in the draft EIS, which could reduce the environmental impacts of the action. The identified additional information, data, analyses, or discussion should be included in the final EIS.

"Category 3" (Inadequate)

EPA does not believe that the draft EIS adequately assesses potentially significant environmental impacts of the action, or the EPA reviewer has identified new, reasonably available alternatives that are outside of the spectrum of alternatives analysed in the draft EIS, which should be analysed in order to reduce the potentially significant environmental impacts. EPA believes that the identified additional information, data, analyses, or discussions are of such a magnitude that they should have full public review at a draft stage. EPA does not believe that the draft EIS is adequate for the purposes of the NEPA and/or Section 309 review, and thus should be formally revised and made available for public comment in a supplemental or revised draft EIS. On the basis of the potential significant impacts involved, this proposal could be a candidate for referral to the CEQ.

*From EPA Manual 1640, Policy and Procedures for the Review of Federal Actions Impacting the Environment.

EPA DETAILED COMMENTS ON THE DRAFT ENVIRONMENTAL IMPACT STATEMENT FOR THE I-10 CORRIDOR PROJECT, JUNE 13, 2016

Impacts from Diverted Traffic to State Route 60

The Draft Environmental Impact Statement (EIS) identifies that truck traffic will be diverted to State Route (SR) 60, and concludes that the increased capacity provided by adding lanes to I-10 will therefore not consist of an increase in truck traffic along I-10. The document also discusses local emission reductions due to the diversion of trucks to other traffic corridors, including SR-60. However, the impacts of the diversion of increased trucks to SR-60 and other corridors, and the locations of those impacts are not fully discussed. While page 3.2.36 of the Draft EIS states that diversion of heavy and medium trucks from I-10 to SR-60 would represent less than 1% of the SR-60 traffic volumes, additional information is warranted to better understand the possible health and environmental impacts that residents may experience from increased truck volumes. Specifically, because the diverted traffic includes heavy and medium duty trucks, the Final EIS should assess and disclose re-entrained dust impacts which are a function of vehicle weight emissions, and would therefore be expected to be higher for heavy and medium duty trucks.

Recommendations:

- The Final EIS should provide additional analysis and discussion of the impacts anticipated from the diverted traffic to SR-60 and other corridors. Please include the following information for disclosure and to assist in analyzing impacts:
  - The estimated total number of heavy and medium duty trucks diverted;
  - The percentage of total heavy duty trucks diverted compared to existing heavy duty trucks on SR-60;
  - The percentage of medium duty trucks diverted compared to existing medium duty trucks on SR-60.
- Describe any increases in re-entrained dust impacts where trucks are being diverted.
- Describe what environmental and health impacts this additional traffic will have to the areas adjacent to the SR-60 and other affected corridors (noise, increased traffic, impacts to schools, etc.) and include additional mitigation measures if warranted.

F-3-3

Air Quality

Carbon Monoxide Hot-Spots Analysis

The carbon monoxide (CO) analysis performed for this project seems to incorrectly reference sections of the Caltrans's 1997 Transportation Project-Level Carbon Monoxide Protocol and the qualitative screening analysis completed for the project doesn't clearly demonstrate that the project does not result in a CO Hot-Spot. The approach taken in the analysis is to compare some components of one intersection impacted by the project to an intersection identified as the Wilshire Boulevard and Veteran Avenue from the South Coast Air Quality Management District (SCAQMD) 2003 Air Quality Mitigation Plan Appendix V attainment demonstration. However, it is not explained why the intersection of Cedar Avenue and San Bernardino Avenue was picked for this comparison as it doesn't have higher volumes than the I-10 freeway and it not clear if it has higher congestion than any other intersections in the project area.

F-3-4

Recommendation:

- Given that the I-10 project is large transportation project, significantly different than the intersection analyzed in the maintenance plan, EPA recommends revising the analysis of CO

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hot-spots to use the "worst case" portion of the project, typically highest VMT and highest congestion, locations. Please contact EPA for further coordination regarding this analysis.

F-3-4 (cont.)

Information Regarding Federal Standards and Conformity Determinations

The nonattainment area classification is incorrectly referenced on page 3.2.6-24 and the description of existing air quality data on page 3.2.6.9 is incomplete. Please update the Final EIS to reflect the following information.

Recommendation:

- Please correct the tables and discussion on this section in the Final EIS to reflect the following.
  - The South Coast air basin is moderate for the annual 2012 $PM_{2.5}$ standard, however is serious area for the 2006 24-hr standard.
  - Table 3.2.6-2 correctly includes the 2015 ozone standard (0.070 ppm), however EPA has not yet designated any areas for that standard yet. The South Coast air basin is currently nonattainment, with an extreme classification for the 2006 ozone standard. In addition, while the table correctly lists both the annual and the 24-hour standards, the table only reflects the classification for the 2012 annual standard.
  - The South Coast nonattainment area is classified Serious for the 2006 24-hour $PM_{2.5}$ standard.
  - Please include a description of the existing air quality for the applicable 8-hour ozone NAAQS and the 24-hour $PM_{2.5}$ NAAQS in the Final EIS.
  - Please add the 2006 24-hour $PM_{2.5}$ standard (35 $\mu g/m^3$) and the 2015 8-hour ozone standard (0.070 ppm) to Table 3.2.6-1 in the Final EIS.

F-3-5

The language at the beginning of the paragraph describing the status of different alternatives in the conforming RTP/TIP on page 3.2.6-29 is confusing. The sentence at the beginning of the paragraph seems to indicate that both alternatives are in the regional RTP/TIP. However, as stated later in the paragraph, only Alternative 2's "design concept and scope of Alternative 2 is consistent with the project description in the 2012-2035 RTP/SCS, 2015 FTIP, and the open to traffic assumptions of the SCAG regional emissions analysis."

F-3-6

Recommendation:

- Please update the references to the current RTP/TIP and confirm the proposed project is within a conforming plan.

The document clearly states on 3.2.6-35 that the diversion of trucks to other highways reduced the number of trucks within the project limits and therefore, the build alternatives were determined to not be a Project of Air Quality Concern (POAQC) per the requirements of project-level transportation conformity analyses. While the Draft EIS explains the history of coordination with Transportation Conformity Working Group (TCWG) regarding this determination, the conclusion is incorrect. The TCWG did not "approve the PM hot-spot analysis on February 23, 2016", but instead changed their prior determination, and confirmed that, based on the additional information provided, the project is not a POAQC for purposes of analysis of project-level transportation conformity analysis. Therefore further conformity hot-spot analysis are not required.

F-3-7

Recommendation:

- In the Final EIS, replace the statement "The TCWG approved the PM hot-spot analysis on February 23, 2016" with the statement, "On February 23, 2016, the TCWG confirmed that,

based on the additional information provided, the project is not a POAQC for purposes of analysis of project-level transportation conformity analysis."

F-3-7 (cont.)

Health Effects

MSAT Risk Assessment

EPA continues to disagree with the characterization of MSAT research on pages 3.2.6-42 – 3.2.6-45. EPA believes that current risk assessment techniques are very useful for decision making purposes. On pages 3.2.6-48 – 3.2.6-49, the Draft EIS cites the risk assessment work SCAQMD has conducted in their MATES IV study quantifying the cancer risk associated with diesel PM emissions in the Southern California Air Basin. The methods used by SCAQMD, which can be repeated, could also be included in Caltrans NEPA analyses.

F-3-8

Recommendation:

- EPA encourages further coordination between our agency, Caltrans, and Federal Highway Administration (FHWA) to discuss how to use existing and emerging MSAT research, techniques and tools to best support decision making in NEPA documents.

On Pages 3.2.6-20 – 3.2.6-22 of the Draft EIS for this project, the health effect descriptions for the various pollutants are incomplete and not up-to-date. For example, there is no mention of the mortality risks from exposure to ozone and PM. The health effects descriptions in the Air Quality appendix, however, are a better summarization. In addition, the Draft EIS lacks a discussion of recent studies which show the linkages between living near freeways and health impacts. One example document that did include such an analysis is the Southern California Association of Governments (SCAG) 2016-2040 Draft Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and the associated Draft Program Environmental Impact Report (PEIR). The SCAG PEIR cites specific studies which have shown long-term particle pollution exposure increases hospitalization of children with asthma living near busy roads with heavy truck traffic, reduces lung function in children and teenagers, damages small airways of the lungs, increases risk of death from cardiovascular disease, and increases risk of lower birth weight and infant mortality.

F-3-9

Recommendation:

- In the Final EIS, EPA recommends that the pollutant descriptions in the Air Quality appendix be presented in the main text of Chapter 3. Alternatively, EPA recommends using the mobile source pollutant health effects descriptions that can be found in the Regulatory Impact Analysis for the Tier 3 Motor Vehicle Emission and Fuel Standards Final Rule (see Section 6.1 - https://www3.epa.gov/otaq/documents/tier3/420r14005.pdf).
- Include in the Final EIS a summary of recent studies on the health impacts of living near freeways. Consider referencing the information presented in the SCAG RTP/SCS and PEIR.

Sensitive Receptors

Figures 3.2.6-3 through 3.2.6-11 (and the corresponding figures in the Air Quality appendix) combine all sensitive receptors in yellow. The disclosure of this information would be more beneficial to the determination of potential design changes or commitment to specific sector-specific mitigation measures if these figures delineated different types of sensitive receptors. For example, it would be helpful to separately identify schools, parks and hospitals.

F-3-10

Recommendation:

- EPA recommends modifying Figures 3.2.6-3 through 3.2.6-11 in the Final EIS to delineate different specific sensitive receptors with different colors. See Figure 3.1.4-3 in the

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Community Facilities and Services section as an example that delineates schools, parks, and hospitals.

F-3-10 (cont.)

Children's Environmental Health

Executive Order 13045 on Children's Health and Safety directs each Federal agency, to the extent permitted by law, to make it a high priority to identify and assess environmental health and safety risks that may disproportionately affect children, and to ensure that its policies, programs, activities, and standards address these risks. Analysis and disclosure of these potential effects under NEPA is necessary because some physiological and behavioral traits of children render them more susceptible and vulnerable than adults to environmental health and safety risks. Although the Draft EIS identifies communities, public schools, parks, libraries, and hospitals located near the proposed project area, the Draft EIS does not clearly describe the potential direct, indirect, and cumulative impacts of the project on children's health. Further, because children spend an average of 35% of their time at schools, EPA recommends consideration of school-related mitigation measures, in addition to other mitigation measures that may reduce impacts to children.

Recommendations:

- Include in the Final EIS a discussion of the potential direct, indirect, and cumulative project impacts on children's health. Please consider the following for this discussion:
  - Information on childhood asthma rates and other relevant health data if available (note that SCAG included asthma data in the PEIR);
  - Potential respiratory impacts, including asthma, from construction activities and increased traffic flow;
  - Potential noise impacts to health and learning, especially near schools, homes, and childcare centers.

F-3-11

- EPA recommends that Caltrans commit to a mitigation to engage schools most impacted by the build alternatives in outreach around EPA's *Best Practices for Reducing Near-Roadway Exposure at Schools* guidance document[1] and the *Tools for Schools* Indoor Air Quality program[2]. The recommendations for schools seeking to reduce student's exposure could be tiered to fit budgets of varying sizes.
  - Revise Figures 3.1.4-3 Community Facilities and Services to include additional sensitive receptors, such as private schools, charter schools, preschools, community centers and childcare centers.
  - As part of this mitigation measure, EPA recommends Caltrans prioritize outreach on reducing exposure to schools most affected by the project. Factors to consider in prioritization include whether a school is within 500ft of the roadway expansion, whether sound walls or vegetative barriers are present, ability of the school's HVAC system to filter out pollutants and the number of students on free or reduced lunch. The installation of high performance air filtration systems in classrooms has been shown to reduce concentrations of black carbon and $PM_{2.5}$ by up to 96%[3]. This mitigation measure should be shared with schools concerned about near-roadway pollution impacts.
  - Consider the potential for trees to reduce near-roadway air pollution when selecting trees for mitigation or replacement and include that commitment in the Final EIS. EPA's *Best Practices for Reducing Near-Road Pollution Exposure at Schools* provides some initial guidance on choosing vegetation to maximize reduction of near-roadway air pollution,

[1] https://www.epa.gov/schools/best-practices-reducing-near-road-air-pollution-exposure-schools
[2] https://www.epa.gov/iaq-schools
[3] Polidori, A. (2013) Pilot study of high-performance air filtration for classroom applications, Indoor Air; 23: 185-195.

and EPA would be happy to engage in discussions with Caltrans staff to provide additional guidance on this topic.

F-3-11 (cont.)

Environmental Justice

The Draft EIS lacks a clear discussion of the reference community. As described in multiple guidances for the analysis of environmental justice (EJ) impacts, including the US Department of Transportation (DOT) and FHWA *Guidance on Environmental Justice in NEPA*[4], the EJ analysis should "provide demographic information on the general population in the project study area." Further, as stated in the FHWA *EJ Reference Guide* "The geographic boundaries for analysis will need to vary depending upon the nature of the proposed action or plan. Practitioners should establish the study area boundaries carefully so as not to artificially distort the representation of minority and low-income individuals in the affected population." The recently published *Promising Practices for EJ Methodologies in NEPA Reviews* (March 2016) also provides additional suggestions on the use of a reference community in an EJ analysis: "A reference community's total number of minority individuals and percent minority can be compared to the population in the affected environment or geographic unit of analysis."

Promising Practices for EJ Methodologies in NEPA Reviews also provides suggestions on how to determine whether the low-income and minority populations in the affected community are meaningfully greater than the reference community: "The *Meaningfully Greater* analysis requires use of a reasonable, subjective threshold (e.g., ten or twenty percent greater than the reference community). What constitutes 'meaningfully greater' varies by agency, with some agencies considering any percentage in the selected geographic unit of analysis that is greater than the percentage in the appropriate reference community to qualify as being meaningfully greater." Table 3.1.4-6 Environmental Justice and Figures 3.1.4-5 through 3.1.4-12 would be more useful if they highlighted the areas that are meaningfully greater than the reference community. Potential impacts such as noise, near-roadway pollution, and acquisitions could then be overlaid on the maps to determine whether the areas most impacted along I-10 and SR-60 are in low-income or minority communities.

F-3-12

Recommendations:

- Revise the EJ analysis to define the reference community, and include tables and maps which show the locations where the minority and low-income populations are meaningfully greater than the reference community.
- Consider using census block group data instead of census tract level. Census block data provides the census data for a smaller geographic scale, which is important for EJ analyses for freeway projects where understanding localized impacts is important.
- Consider using American Community Survey (ACS) data instead of decadal census information (2000, 2010. ACS is updated annually and provided as 5 year running averages for census block groups. The ACS information is readily available for viewing and download from US EPA's EJSCREEN website or the US Census, and is discussed in the Federal Highway Administration (FHWA) EJ Reference Guide as appropriate for EJ analyses.

Acquisitions Impacts

The EJ analysis discusses residential acquisitions, but does not discuss the businesses acquisitions and the potential impacts of these business acquisitions on nearby low-income and minority communities.

F-3-13

[4] https://www.environment.fhwa.dot.gov/projdev/guidance_ej_nepa.asp

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With regards to residential acquisitions, page 3.1.4-83 states "The proposed project would result in a large number of residential acquisitions in Fontana, and although there are a higher percentage of environmental justice residents, the highest percentage within the study area does not reside in Fontana. No minority or low-income populations that would be adversely affected by Alternative 3 have been identified as determined above; therefore, this project is not subject to the provisions of EO 12898." This analysis is inconsistent with the guidance discussed above regarding reference communities and whether the low-income and minority populations are meaningfully greater than the reference community.

F-3-13 (cont.)

Recommendation

- As discussed above, the EJ analysis should clearly define a reference community. Further, this analysis should examine the locations of the residential and business acquisitions and whether the low-income and minority populations affected by the acquisitions are meaningfully greater than the reference community.
- Discuss the business acquisitions, whether these businesses employ or serve low-income or minority communities, and whether the acquisitions of these businesses will result in a disproportionately high and adverse impact to low-income or minority populations.
- If EJ impacts are identified in this analysis, then the Final EIS should include mitigation measures to minimize the EJ impacts.

Near-Roadway Health Impacts

As discussed above, the Draft EIS lacks a discussion of the health impacts associated with living near freeways. In addition to providing that information in the Air Quality section, the EJ analysis lacks a discussion about whether the near-roadway health impacts from the project alternatives are disproportionately high and adverse for low-income and minority communities. EPA recommends that Caltrans coordinate with SCAG to include their recently completed EJ analysis[5] in a revised environmental justice analysis for this project, and highlight and implement applicable "tools" from their Environmental Justice Toolbox, including conducting corridor-level near-roadways analysis for proposed projects in areas where air quality impacts may be concentrated among environmental justice communities and working in consultation with the affected community to develop mitigation measures to address the project's impacts.

F-3-14

Recommendation:

- Include a discussion about whether the near-roadway health impacts from the project alternatives are disproportionately high and adverse for low-income and minority communities
- Consider coordinating with SCAG to incorporate applicable "tools" from the SCAG Environmental Justice Toolkit. Specifically, a corridor-level near-roadway EJ analysis for this project, and working with the affected community to develop mitigation measures to address the project's impacts, would assist in disclosure, analysis, and mitigation of potential effects.

[5] The *Environmental Justice Appendix* to the Southern California Association of Government (SCAG) *Regional Transportation Plan/Sustainable Communities Strategy* 2016-2040 evaluated emission impacts along freeways and highly traveled corridors. SCAG prepared analyses to highlight the emissions exposure in areas within 500 feet of freeways and high volume roads and found most environmental justice population groups show higher concentrations in the freeway-adjacent areas than is seen in the greater region, with some exceptions.

Noise Impacts

The EJ analysis in the Draft EIS does not specifically address noise. The FHWA *EJ Reference Guide* lists noise as one of the potential burdens of transportation projects on EJ populations and EPA recommends this be addressed in the Final EIS. In the Noise section, the Draft EIS discusses the locations of receptors that would experience noise impacts due to the project alternatives. It also discusses which locations were considered for noise abatement, and where noise barriers are considered reasonable and feasible, according to characteristics of the sites and cost considerations. We note that many of the noise barrier locations considered feasible were not found to be reasonable based on cost considerations. EPA encourages the consideration of noise barriers and other mitigation of noise impacts in areas of sensitive receptors, and in particular in areas of sensitive receptors located in environmental justice communities. The Cumulative Impact section discusses projects that have the potential to contribute to cumulative noise impacts. Again, we encourage mitigation of noise impacts in particular in areas that would experience cumulative noise impacts from this project and other projects. F-3-15

Recommendations:

- EPA recommends that the EJ analysis in the Final EIS examine noise as a potential impact to environmental justice communities, and include maps showing areas that will experience noise impacts overlaid on maps of areas where the low-income and minority populations are meaningfully greater than the reference population.
- The noise/EJ maps in the Final EIS should be used to support an analysis about whether noise impacts are disproportionately high and adverse for low-income and minority communities.
- EPA recommends that Caltrans include noise barriers and other mitigation of noise impacts in areas of sensitive receptors, and in particular in areas of sensitive receptors located in environmental justice communities or in areas that would experience cumulative noise impacts. We encourage mitigation of both permanent impacts from operation of the project alternative, and temporary impacts from construction.

Climate Change

Caltrans included a climate change analysis in the California Environmental Quality Act (CEQA) chapter of the Draft EIS, but it is not included in the NEPA analysis. Page 3.2.6-57 states "Neither EPA nor FHWA has issued explicit guidance or methods to conduct project-level GHG analysis." Even without explicit guidance from EPA or FHWA, the inclusion of a climate change analysis for CEQA provides an opportunity for that information to be included as a part of the NEPA analysis to help inform the decision. We encourage Caltrans to include this information as a part of the NEPA review and the Executive Summary so it is easily accessible to both the public and decision makers.

We support Caltrans' efforts to reduce energy consumption and GHG (greenhouse gas) emissions. As Caltrans continues to assess the risks to transportation facilities from climate change effects, we encourage Caltrans to further refine the design standards of this project to mitigate any effects. F-3-16

Recommendations:

- EPA encourages Caltrans to include the Climate Change information that is presented in the CEQA chapter as a part of the NEPA section and the Executive Summary. Specifically, EPA recommends that the analysis of climate change impacts not be excluded from the NEPA section because that information is available within the document and can be presented within the NEPA section to help decisionmaking. EPA recommends that the Executive Summary include estimates of the GHG emissions for operations and construction for each

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of the alternatives and the five project-specific GHG reduction measures on page 4-97 and 4-99.

- EPA encourages Caltrans to continue to further refine the design standards of this project to mitigate climate change effects.

F-3-16 (cont.)

The Climate Change analysis in the CEQA chapter quantifies GHG emissions for each of the project alternatives for construction and operations. Page 4-89 of Chapter 4, Table 4-9 lists Estimated 2025 Annual Carbon Dioxide Emissions and Table 4-10 lists Estimated 2045 Annual Carbon Dioxide Emissions. Page 4-89 and page 4-90 state: "Between the two build alternatives, Alternative 2 would generate less GHG emissions than Alternative 3. Compared to the existing conditions, Alternatives 2 and 3 would increase the GHG emissions by 12 and 23 percent in 2025 and by 38 and 48 percent in 2045, respectively… [For Construction] Alternative 2 would generate 5,504 metric tons per year and 19,265 total metric tons over the 42-month schedule. Alternative 3 would generate 5,711 metric tons per year and 28,557 total metric tons over the 60-month schedule. Between the two build alternatives, Alternative 2 would generate less GHG construction emissions than Alternative 3." However, this detailed information about carbon dioxide emissions is not included in the CEQA conclusion on page 4-95 which states "Therefore, it is Caltrans' determination that in the absence of further regulatory or scientific information related to GHG emissions and CEQA significance, it is too speculative to make a determination regarding significance of the project's direct impact and its contribution on the cumulative scale to climate change." F-3-17

Recommendation:

- EPA recommends that the conclusion of the Climate Change analysis identify estimates of the GHG emissions already provided in the document to distinguish between the alternatives being considered in this decision. EPA recommends revising the language on pages 4-2 and 4-95 that states that it is too speculative to make a determination regarding significance of the project's direct impact and its contribution on the cumulative scale to climate change. Rather, EPA recommends that Caltrans disclose the GHG emissions that would result and provide that information along with context of what the project's emissions are in relation to other projects within the transportation sector and how emissions have been, and will continue to be, reduced through design and planning.

Table 4-13 Climate Change/CO_2 Reduction Strategies lists Estimated CO_2 Savings for 2010 and 2020. It is unclear why these dates were chosen when the Annual CO_2 Emissions are estimated for 2025 and 2045. Page 4-100 discusses the National Academy of Science Sea Level Rise Assessment Report. The US National Climate Assessment may also serve as a useful resource document in planning for adaptation strategies and the Council on Environmental Quality released revised climate change analysis guidance in 2014. F-3-18

Recommendations:

- EPA recommends updating the Estimated CO_2 Savings numbers in Table 4-13 for years 2025 and 2045 or adding an explanation of why years 2010 and 2020 were used.
- EPA recommends Caltrans consider the US National Climate Assessment[6] and Revised Draft Guidance for Greenhouse Gas Emissions and Climate Change Impacts[7].

[6] Available at: http://nca2014.globalchange.gov/downloads
[7] Available at: https://www.whitehouse.gov/administration/eop/ceq/initiatives/nepa/ghg-guidance

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Response to Comment F-3

<table>
<tr><th>Comment Code</th><th>Response</th></tr>
<tr><td>F-3-1</td><td>Thank you for your comments. Please see responses to the comments below to address the Environmental Protection Agency (EPA) rating of EC-2, Environmental Concerns, insufficient information for the build alternatives.</td></tr>
<tr><td>F-3-2</td><td>The California Department of Transportation (Caltrans) will coordinate with EPA and provide the requested copies of the Final Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) prior to circulation.</td></tr>
<tr><td>F-3-3</td><td>Trucks diverted from Interstate 10 (I-10) are anticipated to use State Route (SR) 60 and other parallel routes. Because of the number and availability of alternative routes, the extent of the diversion to any one facility has been included in the Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) prepared by the Southern California Association of Governments (SCAG) and does not constitute a substantial impact or need additional technical analysis. SR-60 is anticipated to be the recipient of the largest portion of the diversion, as stated in both the Draft EIR/EIS and the comment.

As part of the Transportation Conformity review, the project team prepared a memorandum to EPA dated February 11, 2016. As stated in the memorandum, the project team reviewed the 2034 regional traffic model forecasts for trucks and automobiles. There would be a diversion of heavy-duty and medium-duty trucks from I-10 to SR-60. Additionally, the model shows an attraction of automobiles and light trucks from SR-60 to I-10. The proposed project provides additional capacity on I-10 that is not available to heavy- and medium- duty trucks but is available to light-duty trucks and autos. Consequently, the project team studied equivalent heavy-duty trucks to assess the net effect of heavy- and medium- duty truck diversion and automobile/light-duty truck attraction in terms of impact on particulate matter (PM) emissions.

The table below shows the heavy-duty truck PM equivalents of medium trucks, light trucks, and autos. These ratios are calculated based on emission factors obtained from California Air Resources Board (ARB) EMFAC2011 for light-, medium-, and heavy-duty truck categories. The calculated emissions include exhaust plus brake and tire wear emissions. The emissions also include re-entrained road dust estimated as described in the EPA AP-42 document. For light-duty trucks, EMFAC2011 LHDT1 (T4) and LHDT2(T5) categories have been used. Medium- and heavy-duty trucks are assumed to be MHDT(T6) and HHDT(T7) EMFAC2011 truck categories, respectively. The auto emission factors are obtained from EMFAC2011-PL.

Emissions Equivalency Factors for PM_{10} and $PM_{2.5}$
Relative to Heavy-Duty Trucks
<table>
<tr><th>Vehicle Classification</th><th>PM_{10}</th><th>$PM_{2.5}$</th></tr>
<tr><td>Medium-Duty Trucks</td><td>49.0%</td><td>55.1%</td></tr>
<tr><td>Heavy-Duty Trucks</td><td>22.5%</td><td>22.7%</td></tr>
<tr><td>Automobiles</td><td>9.1%</td><td>11.1%</td></tr>
</table>
The table below summarizes the net effect of the diversion from, and attraction to, I-10 on SR-60. The table accounts for the diversion from I-10 to SR-60 of heavy and medium trucks, as well as the attraction from SR-60 to I-10 of light trucks and autos (shown in the table by negative numbers). The final column of the table shows the net diversion (stated as heavy truck equivalents). Based on the traffic data, the net diversion would represent less than 1 percent of the SR-60 traffic volumes. As such, the re-entrained dust impacts and other environmental and health impacts resultant from these diversions are not expected to be substantial. See Section 3.2.6, Air Quality, in the Final EIR/EIS for more information about the analysis of diverting traffic from I-10 to other parallel routes, as discussed here.</td></tr>
</table>

Comment Code	Response

Daily Truck Diversion from I-10 to/from SR-60 in Year 2034 under Build Alternative 3 compared to Alternative 1 (No Build)

Pollutant	Heavy-Duty Trucks		Medium-Duty Trucks		Light-Duty Trucks		Automobiles		Net Diversion from I-10 to SR-60 in Heavy-Duty Truck Equivalents	Total Traffic Volume	Net Flow of Heavy Trucks as % of Total Traffic Volume
	Diversion to SR-60 from I-10	Heavy-Duty Truck Equivalent	Diversion to SR-60 from I-10	Heavy-Duty Truck Equivalent	Attraction to I-10 from SR-60	Heavy-Duty Truck Equivalent	Attraction to I-10 from SR-60	Heavy-Duty Truck Equivalent			
PM_{10}	3,200	3,200	700	343	-3,800	-857	-3,300	-300	2,386	293,800	0.81%
$PM_{2.5}$	3,200	3,200	700	385	-3,800	-863	-3,300	-366	2,356	293,800	0.80%

Values for "Attraction to I-10 from SR-60" and their "Heavy-Duty Truck Equivalent" are stated as negative to contrast these values with those of diversion from I-10 to SR-60 and to accommodate calculation of the "Net Diversion from I-10 to SR-60 in Heavy-Duty Truck Equivalents".

Resulting environmental impacts from an increase in traffic along SR-60 of less than 1 percent would not introduce additional adverse environmental effects, such as re-entrained dust impacts, health, noise, and potential impacts to sensitive receptors (e.g., schools, hospitals, parks). Per the Council of Environmental Quality (CEQ) regulation Section 1502.16, "The [EIS] will include the environmental impacts of the alternatives including the proposed action, any adverse environmental effects which cannot be avoided should the proposal be implemented…" Because such a slight increase in truck traffic does not suggest the potential for adverse impacts, no additional analysis along SR-60 is needed beyond that provided in this Final EIR/EIS.

F-3-4

The Caltrans 1997 Transportation Project-Level Carbon Monoxide (CO) Protocol and qualitative screening analysis used for this project are correctly referenced, as they have been and continue to be the standard method for project-level CO analysis used by Caltrans.

CO is no longer a pollutant of concern in San Bernardino County as the National Ambient Air Quality Standards (NAAQS) has not been exceeded in more than 20 years. In addition, CO is no longer monitored at the Upland Station in the project area. 8-hour CO concentrations were last monitored in 2012, and the maximum concentration was 0.93 parts per million (ppm), which is only 10 percent of the 9.0 ppm NAAQS. The CO Protocol is designed for assessing intersection CO concentrations, which was the focus of the Draft EIR/EIS. The corridor extends for 33 miles and affects a large number of intersections. The intersection of Cedar and San Bernardino avenues was selected as one of many relatively equal intersections with high traffic volumes and poor level of service. As shown in the screening analysis, there is no potential for a CO hot-spot at any intersection given the low background concentrations and vehicle emission rates.

In response to this comment, a CO hot-spot analysis was completed for the I-10 mainline. The CO Protocol was developed for intersection analyses and is not directly applicable to freeway analyses. The ambient air quality effects of project-related traffic emissions on I-10 were evaluated using area sources in the AERMOD dispersion model as opposed to CALINE. According to the years of analysis associated with the traffic data, CO emissions would be the highest in 2025 within a 1.4-mile segment between Millikan and Haven avenues. Vehicle emission rates were determined using ARB's EMFAC2014 emission rate program. Receptors included a fine 25- by 25-meter grid to a distance of 100 meters from the right-of-way (ROW) and a 100- by 100-meter coarse grid to a distance 500 meters from the ROW. The maximum 1-hour and 8-hour concentrations were estimated to be 1.3 and 0.93 ppm, respectively. Including background CO concentrations, the maximum 1-hour and 8-hour concentrations were estimated to be 2.8 and 1.3 ppm, respectively. These concentrations are well below the 1-hour and 8-hour standards of 35 and 9 ppm, respectively. This information has been included in the Final EIR/EIS. The revisions have no effect on the project-level conformity determination; hence, no related mitigation or other measures are required for the project.

Comment Code	Response
F-3-5	The Final EIR/EIS has been updated to reflect the requested changes. • Table 3.2.6-2 on page 3.2.6-28 has been updated for the 2006 24-hour standard for particulate matter less than 2.5 microns in diameter ($PM_{2.5}$). • Table 3.2.6-2 has been updated for the 2006 ozone (O_3) standard. • Attainment statistics for the 2006 24-hour $PM_{2.5}$ standard has been updated. • A description of the existing air quality for the applicable 8 hour O_3 NAAQS and the 24-hour $PM_{2.5}$ NAAQS has been added to the Final EIR/EIS on page 3.2.6-25. • The 2006 24-hour $PM_{2.5}$ standard and the 2015 8-hour O_3 standard have been added to Table 3.2.6-1 in the Final EIR/EIS.
F-3-6	The Regional Conformity discussion has been revised to clarify that Alternative 3 is included in Consistency Amendment #15-12 of the 2015 Federal Transportation Improvement Program (FTIP) prepared by SCAG. The Federal Highway Administration (FHWA) determined that Amendment #15-12 to the FTIP conforms to the State Implementation Plan (SIP) on June 2, 2016. Alternative 3 is divided into two phases in the FTIP, with the project limits between San Antonio Avenue and Ford Street (Project ID 20159902 [Phase 1] and 20159903 [Phase 2]).
F-3-7	The statement has been replaced in the Final EIR/EIS per EPA suggestion. It now reads, "On February 23, 2016, the TCWG confirmed that, based on the additional information provided, the project is not a POAQC [Project of Air Quality Concern] for purposes of analysis of project-level transportation conformity analysis."
F-3-8	As noted in its Standard Environmental Reference (SER), Caltrans has adopted FHWA guidance for evaluating mobile source air toxics (MSAT) emissions. FHWA has indicated that quantitative analysis (i.e., dispersion modeling) cannot provide any meaningful comparison of alternatives and, in fact, may provide misleading information as to the current understanding of MSATs and the capabilities of current tools. As part of the development of the FHWA interim MSAT guidance, FHWA conducted a thorough review of the scientific information related to MSATs from transportation sources. As a result of that review, FHWA concluded that the available technical tools do not enable us to reliably estimate pollutant exposure concentrations or predict the project-specific health impacts of the emissions changes associated with transportation project alternatives; therefore, at this time, FHWA does not support dispersion modeling. The FHWA Interim Guidance for MSAT Analysis indicates that available technical tools do not reliably predict the project-specific health impacts of the MSAT emission changes associated with project alternatives. For further discussion of the limitations associated with predicting these impacts, the aforementioned document can be referred to using the following weblink, https://www.fhwa.dot.gov/environment/air_quality/air_toxics/policy_and_guidance/aqintguidmem.cfm.
F-3-9	Pollutant descriptions in Section 3.2.6 of the Final EIR/EIS have been updated per findings discussed in the assessment conducted by EPA. Language has been included on page 3.2.6-20 to summarize the correlation between living near freeways and pollutant-related health impacts, as follows: "Studies have found that air pollutants from cars, trucks, and other motor vehicles are found in higher concentrations near major roads. People who live, work, or attend school near major roads appear to have an increased incidence and severity of health problems that may be related to air pollution from roadway traffic. Health effects that have been associated with proximity to roads include asthma onset and aggravation; cardiovascular disease; reduced lung function; impaired lung development in children and pre-term and low-birthweight infants; childhood leukemia; and premature death."
F-3-10	Figures 3.2.6-3 through 3.2.6-10 have been modified to show different colors using Figure 3.1.4-3 from the Community Facilities and Services section of the Final EIR/EIS.

Comment Code	Response
F-3-11	Executive Order 13045 provides, in part, that Federal agencies make it a high priority to identify and assess environmental health risks and safety risks that may disproportionately affect children and to ensure that their policies, programs, activities, and standards address disproportionate risks to children that result from environmental health risks or safety risks. It further directs Federal agencies to protect children from environmental health and safety risks in carrying out their missions. For each "covered regulatory action" (e.g., any substantive action in rule making that is likely to result in a rule that is economically significant [Executive Order 12866] or rule making an agency has reason to believe may disproportionately affect children) submitted to the Office of Management and Budget Office of Information and Regulatory Affairs pursuant to Executive Order 12866, Federal agencies should include an evaluation of the effects of the planned regulation on children and why it is preferable. Caltrans does not believe the proposed alternatives would disproportionately affect children, nor are the proposed alternatives described in the Draft EIR/EIS regulatory in nature. The Draft EIR/EIS incorporates an assessment of the potential impacts of the proposed project on all populations, including children. As discussed throughout the Final EIR/EIS, the proposed project would be built along an existing corridor in a primarily urban environment. In addition, impacts identified for schools in the Draft EIR/EIS would be further lessened because no temporary construction easements (TCEs) would be required for schools along the project corridor, as identified in the Final EIR/EIS. As part of the environmental commitments for this project, Caltrans will require that the construction contractor implement all applicable control measures included in the air pollution control district and air quality management district regulations and local ordinances, as identified in Section 3.2.6, Air Quality, of the Final EIR/EIS. Chemical stabilizers/suppressants and other best available control and standard control measures will be used in construction areas to mitigate potential respiratory impacts, including asthma, from air pollutant emissions and the generation of fugitive dust. Construction areas near sensitive receptors are required to adhere to conditions to minimize exposure to construction-related hazardous materials and chemicals, as identified in the mitigation measures identified for air quality in the Final EIR/EIS. Caltrans will also incorporate requirements into the contract specifications requiring that the construction contractor comply with the provisions of the National Emissions Standards for Hazardous Air Pollutants regulations as listed in the *Code of Federal Regulations* requiring notification and inspection for construction activities, thereby minimizing potential impacts from the use of chemicals and hazardous materials to children living or going to school near the project construction areas. Implementing the aforementioned minimization measures is anticipated to result in less than substantial impacts to children living or going to school near project construction areas. All efforts were made to collect a comprehensive list of schools in the vicinity of the proposed project, including public, private, preschool, and childcare centers. The community facilities discussion and mapping included in Section 3.1.4 shows all schools within walking distance of the proposed project. Based on the results of the air quality analysis, the project is anticipated to increase $PM_{2.5}$ emissions by only 1 percent and result in a *reduction* of 4 percent for PM_{10} emissions for the entire corridor compared to no-build conditions. Because of such an incremental increase (1 percent) in $PM_{2.5}$ emissions, the project is not anticipated to result in substantial effects to children's health. To minimize the project's potential effects to sensitive receptors, the project is proposing to construct 26 soundwalls along the corridor with heights up to 20 feet, which would aid in deflecting emissions away from schools and other sensitive receptors. Soundwalls are primarily implemented to abate noise impacts; however, a latent function of soundwalls, according to EPA, suggests that they can also serve as a barrier to reduce concentrations of traffic-related air pollutants immediately downwind of a roadway, depending on wall height, length, and distance

Comment Code	Response
	from the road. Pollutant concentrations are also generally lower for roads below grade with steep walls than near at-grade roads.[1] Along both sides of I-10 under Preferred Alternative 3, soundwalls would be constructed and the roadway would be depressed at certain locations; the depressed roadway, in conjunction with the construction of soundwalls, would minimize pollutant concentrations. In addition to the construction of soundwalls, the I-10 CP will plant trees and other vegetation between the freeway and soundwalls. Caltrans will provide landscaping and vegetation in disturbed areas as part of the project. As mentioned by EPA, EPA's *Best Practices for Reducing Near-Road Pollution Exposure at Schools* provides guidance on choosing vegetation to maximize reduction of near-roadway air pollution and will be considered during final design and development of revegetation plans.[2] The final decision on the type of landscaping and tree planting will consider drought tolerance as well as local and regional aesthetic plans. According to research conducted by EPA, the "presence of soundwalls, buildings, and vegetation also has an impact on pollutant dispersion.[1]" Given the marginal increase of $PM_{2.5}$ (1 percent), *reduction* of PM_{10} emissions, and implementation of project features to disperse emissions with the construction of 26 soundwalls and tree plantings, substantial health effects to sensitive receptors, such as private schools, charter schools, preschools, community centers, and child care centers, are not anticipated. The noise study developed for the proposed project identified noise-sensitive land uses within the project corridor, which also coincide with land uses that are typically sensitive to air quality impacts. The noise study found that most of these sensitive land uses currently have existing soundwalls shielding the sensitive land use from traffic noise. In the few areas where noise impacts were identified, soundwalls were evaluated and recommended where feasible and reasonable. The results of the noise study and the soundwalls that are recommended to be constructed as part of the proposed project are provided in Section 3.2.7, Noise, in the Final EIR/EIS. Receptors near new and existing soundwalls, in addition to those near depressed portions of the roadway and revegetation areas, will benefit from reduced exposure to roadway noise. Therefore, additional mitigation measures, as suggested by EPA would not be included as part of the I-10 CP. *Potential Noise Impacts to Health and Learning* The Final EIR/EIS has also identified potential noise impacts for all build alternatives to schools and day care centers within the project area. Noise impacts to sensitive receptors, including schools, are included in the analysis provided in Section 3.2.7, Noise. As mentioned previously, 26 soundwalls will be constructed along the I-10 CP limits to abate freeway traffic noise. With the implementation of these soundwalls, substantial noise impacts are not anticipated as a result of the I-10 CP.
F-3-12	The census tract study area used to analyze community and environmental justice impacts includes all census tracts within 0.25 mile of the project, which is a relatively comfortable walking distance for most people. Per EPA suggestion, a "meaningfully greater" analysis was conducted to identify minority or low-income populations for specific emphasis on identification of impacts. This process required the identification of a reference community. To get an accurate comparison of the geographic context of a particular census tract; the municipality within which most of the tract is located was deemed to be an appropriate reference community. Seven census tracts along the project corridor were identified as areas where the minority population was meaningfully greater than the respective reference community; however, none of the proposed relocations would be located within these communities, nor is it anticipated that these areas would be subject to disproportionately high or adverse effects associated with project impacts such as noise or roadway pollution.

[1] http://epa.gov/otaq/documents/nearroadway/420f14044.pdf

[2] https://www.epa.gov/schools/best-practices-reducing-near-road-air-pollution-exposure-schools

Comment Code	Response
	Census block and block group data are not available for all demographic data topic areas as collected by the U.S. Census Bureau. To stay within the same universe or focus of a given data tabulation, census tract data proved to be the most versatile for this analysis. American Community Survey (ACS) data was collected for the I-10 CP when decennial census data was unavailable. When decennial data is available, however, it is preferable to use this data because it consists of population totals compared to the estimates provided by ACS data.
F-3-13	As discussed in the Final EIR/EIS, the build alternatives would provide improvements through all or a portion of a 33-mile-long segment of I-10. The project design has been refined such that Alternative 2 would not displace any nonresidential or business properties, and Alternative 3 would displace up to 12 nonresidential properties. In general, it is difficult to ascertain the racial composition of employees of the affected properties in Alternative 3. These relocations will not be in areas identified as areas with meaningfully greater minority or low-income populations with respect to the identified reference community. As recommended by EPA, it was determined that effects to these businesses would not result in a disproportionately high and adverse impact to low-income or minority populations because the nonresidential properties are anticipated to be relocated within the same city or area vicinity. In addition, many of the proposed nonresidential property displacements are businesses related to automobile work or other related industrial uses in an area dominated by such uses. As such, it is unlikely that the relocation of the services provided by these businesses would deprive minority and low-income communities in the area of access to similar services. The Uniform Relocation Act includes a relocation assistance program that provides for an advisory service and monetary benefit program for individuals and businesses being displaced as a result of a public project. All benefits and services will be provided equitably to all residential and business displacees without regard to race, color, religion, age, national origins, and disability as specified under Title VI of the Civil Rights Act of 1964. The advisory assistance program for individuals and businesses will assist in the relocation by discussing needs and preferences regarding the details of a move, explaining the rights and benefits available, and providing help in obtaining the monetary benefits for which individuals and businesses are eligible. Additionally, advisory assistance includes providing information on available replacement sites, including purchase and rental costs, and coordinating and educating landlords, property managers, and other real estate professionals to help secure replacement properties.
F-3-14	Health concerns and impacts are discussed in Section 3.2.6, Air Quality. When compared to the cities and counties along the affected corridor, or reference community, disproportionately high and adverse impacts to low-income or minority populations are not anticipated because both build alternatives would affect minority and low-income populations, as well as non-minority and higher-income populations. Both build alternatives would benefit most study area residents, including minority and low-income populations, by improving mobility and circulation throughout the study area. Overall, environmental justice populations exist within the study area, particularly dominating the western portion of the proposed project area, while the eastern portion consists of fewer environmental justice populations. The recently completed environmental justice guidance provided within SCAG's RTP/SCS contains relevant regional environmental justice characteristics similar to the methodologies and analysis employed for the I-10 CP.[4] In addition to the standard environmental justice analysis that is typically performed for Caltrans projects, the San Bernardino County Transportation Authority (SBCTA) prepared an Equity Assessment Report for the project that addressed potential concerns that Express Lanes may create an access barrier and be unfair for some communities or individuals with lower incomes. In addition, the project will allow bus riders to access the

[4] http://scagrtpscs.net/Documents/2016/proposed/pf2016RTPSCS_EnvironmentalJustice.pdf

Comment Code	Response
	Express Lanes at no additional cost. In the study, several equity-related measures are identified to mitigate potential impacts resulting from Alternative 3. The measures include low-income discount programs for utilizing the Express Lanes and additional public outreach for low-income or minority populations. Furthermore, $PM_{2.5}$ and PM_{10} pose a greater health risk than large-size particles, as described in the "Big Road Blues" article. Caltrans and SBCTA are well aware of the risks posed by these particulate matters. A PM hot-spot analysis is required under the EPA Transportation Conformity rule for POAQCs. The proposed project has undergone Interagency Consultation regarding POAQC determination. Interagency Consultation participants concurred that the project is not a POAQC on February 23, 2016. The proposed project is not considered a POAQC because it does not meet the definition as defined in EPA's Transportation Conformity Guidance; therefore, PM hot-spot analysis was not required. This coordination can be viewed in Appendix K of the Final EIR/EIS. In addition, because the project is consistent with the regional Air Quality Management Plan (AQMP) and included in the 2012-2035 RTP/SCS attainment demonstration, despite increase in emissions for the criteria pollutant PM, Preferred Alternative 3 would not result in a substantial impact. PM emissions are composed of exhaust, brake- and tire-wear, and re-entrained road dust emissions. Exhaust emissions will decrease in the future due to improvements in engine and emission control technologies. As exhaust emissions decrease due to more advanced technologies, re-entrained road dust emissions make up a higher fraction of PM. PM emissions become a stronger function of vehicle miles traveled (VMT) and vehicle distribution. The vehicle distribution can change the average vehicle weight and subsequently the re-entrained road dust emissions factors. Overall, the build alternatives would reduce PM emissions on I-10 due to the diversion of heavy and medium trucks to other corridors. By diverting more heavy-duty trucks and attracting more light- and medium-duty trucks to the I-10 corridor, the build alternatives would have a lighter vehicle weight compared to the No Build Alternative. Less re-entrained road dust emissions would be generated per unit mile traveled for the build alternatives compared to the No Build Alternative; however, the build alternatives would add capacity and more mobility and result in increased VMT. The combination of the two effects results in the decreases or increases in regional PM emissions In addition, truck engines and their emission control technologies are optimized to emit the least amount of PM emissions at a much lower speed compared to the average speed of the proposed project. The least amount of PM emissions per unit distance traveled in 2025 for trucks is released at a speed of 30 miles per hour (mph), while for non-truck vehicles, optimum speed in terms of emissions is 50 mph. Increasing the speed of trucks by only 5 mph would result in an associated increase of 13 percent to truck emissions; therefore, the total emissions due to operation of the proposed project quickly increases as speeds deviate from an optimum speed. As such, Preferred Alternative 3 would not contribute substantially to health risks associated with highway improvement projects nor would impacts to low-income or minority populations be disproportionately high or adverse.
F-3-15	Several maps are provided in the Final EIR/EIS that contain information relevant to the analysis of potential noise impacts for the study area, including environmental justice populations. Appendix L contains mapping for recommended soundwall locations for both alternatives. Appendix N contains mapping showing major project features, including soundwalls. Lastly, Figures 3.1.4-5 through 3.1.4-12 in Section 3.1.4 show the propensity and locations for environmental justice populations along the corridor. In general, it can be summarized that environmental justice populations are more likely to reside near the west end of the alignment compared to the east end. As shown in Appendix N, much of the west end of the alignment will be improved with soundwalls and retaining walls, minimizing existing and proposed noise impacts on potential environmental justice populations. Therefore, noise impacts are not expected to be

Comment Code	Response
	disproportionately high and adverse for low-income and minority communities along the affected corridor. Regarding noise barriers and other mitigation for sensitive receptors, the evaluation and determination of noise abatement measures for the I-10 CP were conducted in accordance to Title 23, Part 772 of the *Code of Federal Regulations* (23 CFR 772) and guidance provided in the Caltrans Noise Analysis Protocol (Protocol). Compliance with 23 CFR 772 provides compliance with the noise impact assessment requirements of the National Environmental Policy Act (NEPA). The California Environmental Quality Act (CEQA) requires a strictly baseline versus build analysis to assess whether a proposed project will have a noise impact, an increase in 12 decibels (dB) is used by Caltrans. Significant noise impacts were not identified within the project corridor; therefore, the project is in compliance with CEQA. Based on these findings, additional noise abatement would not be required because there are no substantial or adverse noise impacts.
F-3-16	As recommended by EPA, the Summary section of the Final EIR/EIS has been updated with greenhouse gas (GHG) emissions for operations and construction for each build alternative, as well as the five project-specific GHG reduction measures. As discussed in Chapter 4, CEQA Evaluation, compared to the existing conditions, Alternatives 2 and 3 would increase the GHG emissions by 12 and 23 percent in 2025 and by 38 and 48 percent in 2045, respectively. During construction, Alternative 2 would generate 5,504 metric tons per year of emissions and 19,265 total metric tons of emissions over the 42-month schedule. Alternative 3 would generate 5,711 metric tons per year of emissions and 28,557 total metric tons of emissions over the 60-month schedule. Between the two build alternatives, Alternative 2 would generate less GHG construction emissions than Alternative 3. As discussed in Section 3.2.6, Air Quality, measures AQ-4 through AQ-18 will help minimize construction-related GHG emissions. Caltrans, as the agency responsible for planning, designing, maintaining, and operating more than 50,000 roadway lane-miles that make up the California State Highway System, as well as planning for other transportation modes, including public transit, aviation, bicycling, and walking, is well aware of the public and scientific concerns revolving around climate change. Because on-road vehicles are the largest single producer of GHG emissions in the state, Caltrans understands the substantial role it plays in contributing to many aspects of California's GHG reduction policies related to the transportation sector. Through the articulation of a long-term vision for the California' transportation system, Caltrans has, over the past few decades, shifted its focus to reducing energy consumption and GHG emissions while maintaining the level of mobility necessary for the continued enhancement of California's economic, environmental, and human resources. The I-10 CP is a critical infrastructure project necessary for achieving that mission, and through measures outlined in the Final EIR/EIS, specifically Chapter 4, CEQA Evaluation, the project is in compliance with goals to reduce regional emissions and does not contribute substantially to GHG emissions. Caltrans remains committed to the continued development of design standards to address climate change and is dedicated to funding, conducting, and disseminating innovative new research that improves climate change standards within the realm of transportation planning and future Caltrans projects.
F-3-17	Per EPA recommendation, language implying that it would be too speculative to make a significance determination with regards to climate change has been revised in Chapter 4 of the Final EIR/EIS. Language on page 4-2 has been revised as follows: "Caltrans remains firmly committed to implementing measures to help reduce the potential GHG effects of the project, as described in the measures outlined in Section 4.2.7, Climate Change." Additional discussion regarding limitations and uncertainties with modeling GHG emissions has been added, as well as a CEQA conclusion regarding GHG emissions on page 4-95 as follows: "As discussed above, both the future with project and future no build show increases in CO_2 emissions over the existing levels; the future build CO_2 emissions are higher

Comment Code	Response
	than the future no build emissions. Therefore, it is Caltrans' determination that in the absence of further regulatory or scientific information related to GHG emissions and CEQA significance, it is too speculative to make a determination regarding significance of the project's direct impact and contribution on the cumulative scale to climate change. Caltrans is firmly committed to implementing measures to help reduce the potential effects of the project. These measures are outlined in the following section."
F-3-18	Information provided in Table 4-13 of the GHG section of the Final EIR/EIS is required by Caltrans to be used in all Caltrans projects throughout California. Caltrans, in collaboration with FHWA, developed the information used in this section in conformance with current State and Federal environmental laws. Caltrans updates the template discussion for GHG periodically when: (1) new laws and/or regulations on GHG are adopted; (2) new data and/or information are available; or (3) new strategies are adopted to lower GHG emissions. Caltrans is updating the information in Table 4-13, as well as the suggested guidance in assessing GHG and climate change impacts as per EPA's recommendation. Until new information is ready, and/or Caltrans adopts EPA's suggested analysis method on assessing GHG impacts, updates to the GHG section will not be incorporated in this Final EIR/EIS. A consistent template is imperative to ensure the same thresholds and resources are used for all projects.

Comment F-4

United States Department of the Interior

OFFICE OF THE SECRETARY
Office of Environmental Policy and Compliance
Pacific Southwest Region
333 Bush Street, Suite 515
San Francisco, CA 94104

IN REPLY REFER TO:
(ER 16/0233)

Filed Electronically

29 June 2016

Aaron Burton
Branch Chief
Caltrans District 8
464 W. 4th Street
San Bernardino, CA 92401

Subject: Draft Environmental Impact Statement (EIS) for the Interstate 10 Corridor Project, San Bernardino and Los Angeles Counties, CA

Dear Mr. Burton,

The Department of the Interior has the following supplemental comments to offer:

The core purpose of the Interstate 10 Corridor Project (I-10 CP) is to improve utilization of the Interstate 10 (I-10) corridor in San Bernardino County to reduce congestion, enhance through-travel, increase trip reliability, and accommodate long-term traffic management of the corridor for the planning design year of 2045. The proposed improvements would be accomplished as a joint project by the California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA).

The National Park Service is responsible for trail administration and cultural and natural resource protection within Congressionally-designated long-distance trail corridors, including the Old Spanish National Historic Trail (NHT). We note that the proposed undertaking intersects and/or parallels the NHT in at least two locations. However, the environmental review and cultural resources report fail to recognize presence of the trail and do not provide analysis of potential to impacts to this resource.

F-4-1

To assist in addressing this matter, our staff can provide GIS datasets to aid in determining the area of potential effect (APE) for the NHT. In addition, once the APE has been determined, we can consult with Caltrans and FHWA staff on suitable mitigation measures, such as interpretive signage (especially at rest areas).

If you have any questions regarding our concerns, or to request additional information, please contact Jill Jensen, Archaeologist, National Trails Office, National Park Service, 324 South State Street, Suite 200, Salt Lake City, UT 84111 (801) 741-1012 ext 115.

F-4-2

Sincerely,

Patricia Sanderson Port
Regional Environmental Officer

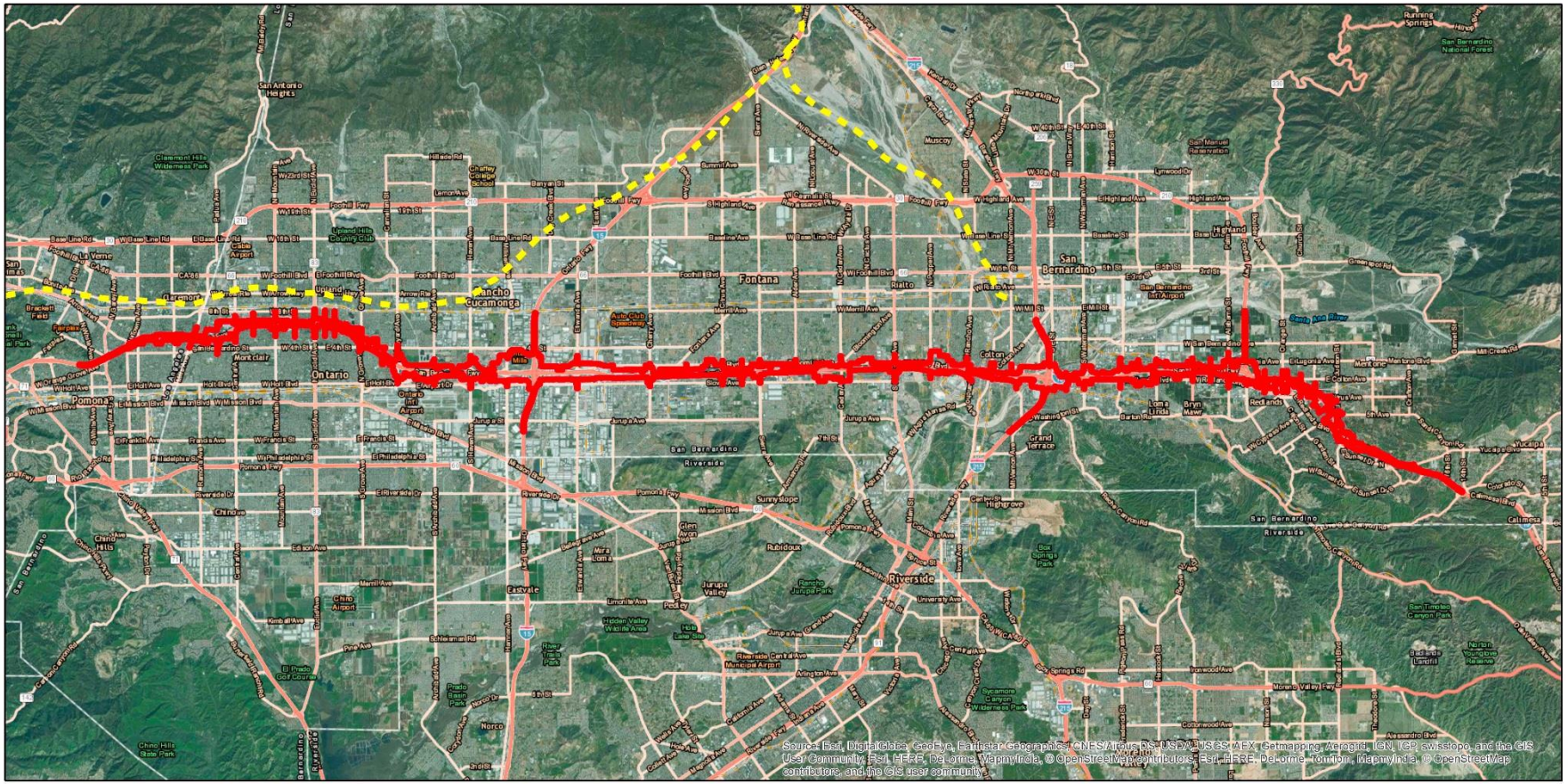
Cc:
OEPC-Staff Contact: Carol Braegelmann (202) 208-6661; carol_braegelman@ios.doi.gov
FWS-PSFWO: Rebecca Gordon, Biologist, (760) 322-2070 ext 216; rebecca_gordon@fws.gov
NPS-NTO: Jill Jensen, Archaeologist, (801) 741-1012 ext 115; jill_jensen@nps.gov
WASO-ER: waso_eqd_extrev@nps.gov

Response to Comment F-4

Comment Code	Response
F-4-1	The California Department of Transportation (Caltrans) has received comments regarding the Old Spanish National Historic Trail (OSNHT) from the United States Forest Service (Comment F-1) and the Old Spanish Trail Association (LA-1 and LA-4). Caltrans recognizes that the OSNHT is a valuable historic cultural resource. During National Historic Preservation Act (NHPA) Section 106 studies for the undertaking, Caltrans conducted prefield literature and record searches, consulted with local historical and historic preservation societies, performed a cultural resource survey of the Area of Potential Effects (APE), and conducted National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR) evaluations of potentially significant historic properties. The results of our literature and record search indicated that the OSNHT is outside of the APE. Due to the number of comments received regarding the OSNHT, Caltrans conducted additional analyses of the literature and record searches originally conducted for the project and reviewed information provided in the Bureau of Land Management (BLM) and National Park Service (NPS) OSNHT Comprehensive Administrative Strategy (CAS) (2016) to determine whether the I-10 Corridor Project (I-10 CP) would impact the OSNHT. Based on this research, it appears that there are no historic properties associated with either the original 2002 or the revised CAS routing of the OSNHT within the APE for the project. Thank you for the offer of the geographic information system (GIS) data; however, research has found that the revised (2014) routing of the historic OSNHT crosses the APE in two locations: (1) in the city of Colton near the intersection of Interstate 10 (I-10)/ Interstate 215 (I-215), and (2) near the Los Angeles/San Bernardino (LA/SB) county line in the cities of Pomona, Claremont, Upland, and Montclair. However, the OSNHT did not come up in the San Bernardino Archaeological Information Center (SBAIC) record search conducted for the project in the vicinity of the APE as a previously recorded cultural resource. The area where the OSNHT crosses the APE has been extensively developed over the past 50+ years, and given the existence of a continually developed transportation corridor consisting of I-10 and the Union Pacific Railroad (UPRR) along the route, no physical manifestation of the historic trail nor its historic landscape remain within, or in proximity to, the APE. Because historic trails are difficult at best to accurately map due to natural and man-made changes to the landscape, they are best considered not as a physical trail, but as a general route between places within a broader cultural or historic landscape that connect various sites and often change over time. As such, it is the extant sites and trail segments along the route that should be considered as potential historic properties and not the entire route per se. During background research conducted on the OSNHT, no evidence was found indicating that segments or sites associated with the OSNHT in San Bernardino County have been determined NRHP eligible or listed on the NRHP within proximity to the APE; however, the BLM/NPS-sponsored CAS has identified 7 high-potential OSNHT route segments and 10 high-potential historic sites in San Bernardino County. The closest high-potential route segment is located in the Cajon Pass (approximately 10 miles north of the APE), and the closest historic site is Agua Mansa Cemetery located in Colton (approximately 1.5 miles south of the APE). In the vicinity of the LA/SB county line in the cities of Pomona, Claremont, Upland, and Montclair where the OSNHT is mapped in proximity to the APE, development in the vicinity of I-10 is so dense that little to no undisturbed ground is extent within 1 mile or more of the APE, precluding the existence of any remnant of the OSNHT. According to the CAS, there are also no high-potential sites or segments in this vicinity.[5] Given that there is no physical manifestation of the OSNHT or its broader historical landscape in or in proximity to the APE, it was determined that the OSNHT and any potential historic property that may be associated with the OSNHT are considered outside the APE, and further study of the OSNHT is beyond the scope of the current

[5] https://www.nps.gov/olsp/planyourvisit/upload/OLSP_FederalLandManagerMapSeries_CA.pdf.

Comment Code	Response
	undertaking. Because there are no historic properties associated with the OSNHT within the APE, the project will have no impact on the OSNHT, and no mitigation is proposed for the OSNHT as a cultural resource/historic property.
F-4-2	***Correspondence with National Park Service*** Caltrans will coordinate with NPS to discuss the OSNHT in relation to the I-10 CP. Please note that NPS, Jill Jensen, submitted a separate comment on the Draft Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) identified as Comment F-1. Future correspondence and information requests will be addressed to Jill Jensen.



SOURCE: SANBAG, Parsons, and ESRI

Figure 3: Area of Potential Effects Map
Interstate 10 HOV Lane Addition Project
Interstate 10
San Bernardino and Los Angeles Counties
EA 0C250

Index Map
08-SBd-10 PM 0.0/37.0
08-SBd-210 PM R33.0/R31.5
08-SBd-83 PM 0.0/0.3
08-SBd-215 PM 2.1/5.7
08-SBd-15 PM 0.7/4.0
08-SBd-83 PM 10.7/11.5
07-LA-10 PM 44.9/48.3

7.2 Responses to Comments from State Agencies

This section provides comments received from California State agencies on the Draft EIR/EIS. A copy of the Draft EIR/EIS was sent to the following State agencies:

- California Department of Transportation, District 7 (Caltrans)
- California Transportation Commission (CTC)
- Native American Heritage Commission (NAHC)
- California Highway Patrol
- California Public Utilities Commission, Policy and Planning Division
- California Department of Fish and Wildlife (CDFW)
- California Department of Conservation, Division of Land Resource Protection
- State Historic Preservation Office (SHPO)
- California Department of Parks and Recreation, District 6

A total of two comment letters were received, as summarized in Table O-2.

Table O-2 Summary of Comments Received from State Agencies

Comment Code	Agency	Commenter Name	Date Received	Comment Topic	Page Number
S-1	Department of Motor Vehicles (DMV)	Aaron M. Soria	5/2/2016	DMV wanted information regarding project start date.	O-50
S-2	Department of Water Resources (DWR)	David M. Samson	5/10/2016	DWR requesting encroachment review of Santa Ana Pipeline where it crosses project alignment.	O-52

Comment S-1

From: Soria, Aaron M.@DMV [mailto:Aaron.Soria@dmv.ca.gov]
Sent: Monday, May 02, 2016 2:51 PM
To: Chad Costello
Subject: I-10 Corridor project

Hello Mr. Costello
I am currently managing the Dept. of Motor Vehicle facility located on Poplar and Valley and I would like to know any information as to when this project might begin. If you can share any information with me about this inquiry it would be greatly appreciated. I did not notice a start date when reading through the material on your website. Thanks again so much and have a great day

S-1-1

Aaron M. Soria
Manager I
Phone Fon (909) 823-2243
Fax Fon (909) 823-2172

Response to Comment S-1

Comment Code	Response
S-1-1	After the end of the public review period of the Draft Environmental Impact Report (EIR)/ Environmental Impact Statement (EIS) and consideration of public comments, the California Department of Transportation (Caltrans) and the Project Development Team (PDT) compared and weighed the benefits and impacts of all three alternatives and identified Alternative 3 (Express Lanes) as the Preferred Alternative. The general project schedule, as summarized in Table S-2 of the Draft EIR/EIS, anticipates that Preferred Alternative 3 will be constructed in two phases over a period of 60 months (5 years), with Contract 1 covering the proposed improvements from the Los Angeles/San Bernardino (LA/SB) county line to Interstate 15 (I-15) and Contract 2 covering the improvements from I-15 to Ford Street, respectively. Subject to funding availability and procurement of all required approvals and permits, Contract 1 is scheduled to begin in 2019 and run through 2022. Contract 2 will begin in 2021 and run through 2024.

Comment S-2

STATE OF CALIFORNIA – CALIFORNIA NATURAL RESOURCES AGENCY EDMUND G. BROWN JR., Governor

DEPARTMENT OF WATER RESOURCES
1416 NINTH STREET, P.O. BOX 942836
SACRAMENTO, CA 94236-000
(916) 653-5791

May 10, 2016

Aaron Burton, Environmental Branch Chief
Division of Environmental Planning
California Department of Transportation
464 West 4th Street
San Bernardino, CA 92401

Draft Environmental Impact Report/Draft Impact Statement of Interstate 10 Corridor Project, various cities, San Bernardino and Los Angeles Counties, District 7 and 8, Southern Field Division, SCH2012101082

Dear Mr. Burton:

Thank you for the opportunity to review and comment on the Draft Environmental Impact Report/Draft Impact Statement of the Interstate 10 Corridor Project, in San Bernardino and Los Angeles Counties, District 7 and 8.

The statement proposes to improve Interstate 10 (I-10) by constructing freeway lanes and other improvements through a 33 mile stretch of I-10 from the Los Angeles/San Bernardino County line to Ford Street in San Bernardino County.

All three alternatives of this project will intersect with Department of Water Resources (DWR), State Water Project (SWP), Santa Ana Pipeline near North Crossroads Drive and I-10, near Redlands.

Construction activities within the SWP right of way may require an encroachment review by DWR. Information regarding regulations and forms for submitting an application for an encroachment review or encroachment permit to DWR can be found at:

http://www.water.ca.gov/engineering/Services/Real_Estate/Encroach_Rel/

Please provide DWR with a copy of any subsequent environmental documentation when it becomes available for public review. Any future correspondence relating to the Project shall be sent to:

Leroy Ellinghouse, Chief
SWP Right-of-Way Management Section
Division of Operations and Maintenance
Department of Water Resources
1416 Ninth Street, Room 641-2
Sacramento, California 95814

S-2-1

Aaron Burton, Environmental Branch Chief
May 10, 2016
Page two

If you have any questions, please contact Leroy Ellinghouse, Chief, SWP Right-of-Way Management Section, at (916) 653-7168 or Angelo Garcia, Jr. at 916-653-7911.

Sincerely,

David M. Samson

David M. Samson
Civil Engineering Services
Department of Water Resources

cc: State Clearinghouse
Office of Planning and Research 1400
Tenth Street, Room 121
Sacramento, California 95814

Response to Comment S-2

Comment Code	Response
S-2-1	At this early stage of the project development process, the I-10 Corridor Project (I-10 CP) has limited design plans to determine whether construction activities would require work within the Department of Water Resources' (DWR) right-of-way (ROW) or the Santa Ana Pipeline. The California Department of Transportation (Caltrans) and San Bernardino County Transportation Authority (SBCTA) identified Alternative 3 as the Preferred Alternative and will continue with the development of final design plans for this alternative. As design plans for the Preferred Alternative 3 are developed, Caltrans and SBCTA will coordinate with DWR staff if work within DWR ROW and/or the Santa Ana Pipeline is required. An encroachment review or encroachment permit will be completed by Caltrans and SBCTA to obtain the necessary permission to work within DWR's ROW. The Permits and Approvals tables in Chapter 2, Tables 2-12 and 2-13, have been updated to indicate this potential encroachment review and/or encroachment permit. A DVD copy of the Final Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) and future correspondence related to the I-10 CP will be sent to Leroy Ellinghouse.

7.3 Responses to Comments from Regional Agencies and Organizations

This section provides comments received on the Draft EIR/EIS from regional agencies and organizations. A copy of the Draft EIR/EIS was sent to the following regional agencies and organizations:

- Southern California Association of Governments (SCAG)
- County of Los Angeles, Department of Regional Planning
- Los Angeles County Metropolitan Transportation Authority
- Regional Water Quality Control Board, Region 4
- Regional Water Quality Control Board, Region 8
- South Coast Air Quality Management District
- County of San Bernardino, Land Use Services Department
- County of San Bernardino, Department of Public Works
- County of San Bernardino, Regional Parks

A total of three comment letters were received, as summarized in Table O-3.

Table O-3 Summary of Comments Received from Regional Agencies and Organizations

Comment Code	Agency	Commenter Name	Date Received	Comment Topic	Page Number
R-1	Southern California Regional Rail Authority (SCRRA)	Arthur T. Leahy	6/8/2016	SCRRA supports either Alternative 2 or Alternative 3 and requests coordination with Caltrans regarding promotion of Metrolink during construction.	O-56
R-2	County of San Bernardino, Department of Public Works	Nidham Aram Alrayes	6/8/2016	San Bernardino County had comments primarily regarding flood control facilities within their right-of-way (ROW).	O-59
R-3	Southern California Edison (SCE)	Jeanette Bachelder	6/10/2016; 6/22/2016	SCE requested additional analysis and coordination associated with potential impacts to their utilities.	O-61

Comment R-1

METROLINK.

Southern California Regional Rail Authority

June 6, 2016

Aaron Burton
Branch Chief
Caltrans District 8
Attn: I-10 CP Draft EIR/EIS Comment Period
464 W. 4th Street
San Bernardino, CA 92401

Subject: **INTERSTATE 10 CORRIDOR PROJECT, DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR) AND DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS)**

Dear Mr. Burton:

The Southern California Regional Rail Authority (SCRRA) has received the DEIR/DEIS for the Interstate 10 Corridor Project. Thank you for the opportunity to comment on key issues relative to SCRRA and operations of the railroad that parallels your project limits. As background information, SCRRA is a five-county Joint Powers Authority (JPA) that operates the regional commuter rail system known as Metrolink. The JPA consists of the Los Angeles County Metropolitan Transportation Authority (METRO), San Bernardino Associated Governments (SANBAG), Orange County Transportation Authority (OCTA), Riverside County Transportation Commission (RCTC) and Ventura County Transportation Commission (VCTC).

As a transportation provider in Southern California, we support projects that improve mobility and reduce congestion. Your project would provide solutions to reducing congestion from the very busy I-10 corridor so that people can spend less time on the roads and more time with family and friends or other activities of their choice. Alternative 1, the No Build option, will not achieve this goal. Alternative 2 would add one HOV lane in each direction and Alternative 3 would add two express lanes in each direction. **R-1-1**

Both Alternative 2 and Alternative 3 will have traffic related impacts during construction. As a mitigation to these additional traffic impacts, we suggest that Caltrans work with Metrolink to encourage the use of a commuter rail option during the construction period, specifically for the Metrolink San Bernardino Line and Riverside Line that both parallel the I-10 freeway. These two Metrolink lines already reduce congestion from the I-10 freeway. A successful model currently exists for the I-5 South and the I-5 North construction projects in Caltrans District 7. In both of these **R-1-2**

One Gateway Plaza, Floor 12 Los Angeles, CA 90012 T (213) 452.0200 metrolinktrains.com

programs, extensive resources were devoted to marketing and promoting parallel Metrolink lines as viable alternatives to driving to mitigate impacts to traffic during the construction project. Such a promotion could even include funding of additional service to allow for more flexibility to corridor travelers. **R-1-2**

Thanks again for providing us with the opportunity to comment on this important transportation project. We anticipate that Caltrans shall provide timely notice, in accordance with Public Resources Code Section 21092.5 and State CEQA Guideline Section 15088, of the written proposed responses to our comments on this environmental document and the time and place of any scheduled public meetings or public hearings by the agency decision makers at least 10 days prior to such a meeting. **R-1-3**

Should you or your staff have any questions, please feel free to contact Roderick Diaz, Director Planning & Development, at (213) 452-0455 or via e-mail at diazr@scrra.net.

Sincerely,

Arthur T. Leahy
Chief Executive Officer

Response to Comment R-1

Comment Code	Response
R-1-1	Thank you for your comments. The California Department of Transportation (Caltrans) and San Bernardino County Transportation Authority (SBCTA) acknowledge the Southern California Regional Rail Authority's (SCRRA) support for the I-10 Corridor Project (I-10 CP) build alternatives.
R-1-2	Potential construction-related traffic and circulation/pedestrian and bicycle impacts would be minimized through implementation of a comprehensive Transportation Management Plan (TMP). A Draft TMP for the project has been prepared in accordance with the Caltrans Guidelines Deputy Directive (DD-60) to minimize motorist delays when performing work activities on the State Highway System. The TMP is designed to minimize traffic delays that may result from lane restrictions or closures during construction operations and move motorists, pedestrians, and bicyclists through work zones quickly and safely. The Final TMP will be prepared during the final design phase and will apply a variety of techniques to minimize construction-related effects, including public information outreach, motorist information, incident management, construction strategies, demand management, and alternate route strategies. COM-14, described below, can be found in Section 3.1.4, Community Impacts, in the Final Environmental Impact Report (EIR)/Environmental Impact Statement (EIS). **COM-14:** As part of the demand management component, SBCTA will promote the use of public transit, ride sharing, and variable work hours to reduce the amount of traffic using the freeway and roadways in and around the construction zone. Through the public awareness campaign through SBCTA, large employers will be urged to consider staggered working hours and encourage their employees to use the transit system and rideshare resources. As such, during development of the Final TMP during the design-build phase, Caltrans and SBCTA will coordinate with SCRRA to develop public awareness programs and incentive programs to encourage usage of SCRRA resources.
R-1-3	Caltrans would like to thank SCRRA for their participation in the environmental review process. SCRRA has been added to the list of State, regional, and local agencies, and will be notified of the Final EIR/EIS, as well as any other future project developments.

Comment R-2

825 East Third Street, San Bernardino, CA 92415-0835 | Phone: 909.387.8109 Fax: 909.387.7876
www.SBCounty.gov

SAN BERNARDINO COUNTY

Department of Public Works
Environmental & Construction • Flood Control
Operations • Solid Waste Management
Surveyor • Transportation

Gerry Newcombe
Director

June 8, 2016

Caltrans District 8
Aaron Burton, Branch Chief
Attn: I-10 CP Draft EIR/EIS Comment Period
464 W. 4th Street
San Bernardino, CA. 92401
I10corridorproject@dot.ca.gov

File: 10(ENV)-4.01

RE: NOTICE OF AVAILABILITY OF A DRAFT ENVIRONMENTAL IMPACT REPORT/DRAFT ENVIRONMENTAL IMPACT STATEMENT FOR THE I-10 CORRIDOR PROJECT FOR CALTRANS

Dear Mr. Burton:

Thank you for giving the San Bernardino County Department of Public Works the opportunity to comment on the above-referenced project. **We received this request on April 20, 2016** and pursuant to our review, the following comments are provided:

Water Resources Division (Mary Lou Mermilliod, PWE III, 909-387-8213):

1. We recommend that the project includes, and the local agencies enforce, its most current regulations for development within a floodplain.
2. Other Federal or State approvals may also be required. Information regarding this item can be obtained from the San Bernardino County Flood Control District's (District) Operation Division, Permit Section.

R-2-1

Flood Control Planning Division (David Lovell, PWE III, 909-387-7964):

1. Any impact to District facilities built by the ACOE will require the District to obtain approval (408 Permit) from the ACOE. The current processing time for a 408 Permit is 1-year or more.

R-2-2

Permits/Operations Support Division (Melissa Walker, Chief, 909-387-7995):

1. The following District facilities are crossed by or parallel to the project: San Antonio Creek, West Cucamonga Creek, Cucamonga Creek, San Sevaine Creek, Mulberry Channel, Rialto Channel, Warm Creek, Santa Ana River, San Timoteo Channel, Mission Channel, and Zanja Creek. Any proposed work within District right-of-way would require a permit.

R-2-3

If you have any questions, please contact the individuals who provided the specific comment, as listed above.

Sincerely,

NIDHAM ARAM ALRAYES, MSCE, PE, QSD/P
Public Works Engineer III
Environmental Management

NAA:PE:sr

Response to Comment R-2

Comment Code	Response
R-2-1	Thank you for your comments. Executive Order (EO) 11988 directs all federal agencies to refrain from causing, to the extent practicable and feasible, all short-term and long-term adverse impacts associated with floodplain modification and to refrain from direct and indirect support of development within 100-year floodplains wherever a practicable alternative is available and to restore and preserve the natural and beneficial values served by floodplains. The U.S. Department of Transportation Order 5660.2, Floodplain Management and Protection, prescribes "policies and procedures for ensuring that proper consideration is given to the avoidance and mitigation of adverse floodplain impacts in agency actions, planning programs, and budget requests." Floodplain requirements are discussed in Section 3.2,1, Hydrology and Floodplains, of the Final Environmental Impact Report (EIR)/Environmental Impact Statement (EIS). California's State Water Resources Control Board (SWRCB) is the State agency with primary responsibility for implementation of State and federally established regulations relating to hydrology and water quality issues. Typically, all regulatory requirements are implemented by the SWRCB through the nine different Regional Water Quality Control Boards (RWQCBs) established throughout the state. For the purposes of this project, coordination with RWQCB Region 8 is anticipated. The permits and/or approvals anticipated to be required for the project, as identified in Table S-3, Permits and Approvals, includes the following related to development within a floodplain: Section 404 permit, Section 408 permit, Section 401 certification, National Pollutant Discharge Elimination System (NPDES) permit, California Department of Fish and Wildlife (CDFW) Section 1602 Streambed Alteration Agreement, and San Bernardino County Flood Control District (SBCFCD) Encroachment Permit. The California Department of Transportation (Caltrans) will work closely with all of the agencies, municipalities, and/or local jurisdictions to maintain communication and coordination throughout the project development process and receipt of the various permits.
R-2-2	Table S-3, Permits and Approvals, has been revised to note the need for a Section 408 Permit. Caltrans appreciates the information regarding United States Army Corps of Engineers processing time for 408 permits.
R-2-3	Caltrans and the San Bernardino County Transportation Authority (SBCTA) will coordinate with District staff during the final design phase to prepare the encroachment permits necessary to obtain permission to work in District right-of-way (ROW).

Comment R-3

From: Jeanette Bachelder
Sent: Friday, June 10, 2016 10:13 AM
To: Chad Costello <ccostello@sanbag.ca.gov>
Subject: RE: Status of Draft EIR / Public Circulation: SCE Final Revisions: Proj #662, SANBAG / Caltrans Tower Relocation, 10Fwy and Etiwanda Ave

Hi, Chad:
Hope you're doing well! Quick status update on the DEIR review by SCE. I have received a response / request from our Environmental team (please see below). I am still waiting for a response by our Regulatory Affairs team and I hope to have the information to you no later than next week.
Thank you!
jb

- There are no biological or archaeological concerns based on the review of the DEIR; however, the SCE biologist requested a copy of the Natural Environmental Study (NES). This will be important for when we go into construction. **R-3-1**
- Per our Archaeologist, SCE may be able to partner with Caltrans and their environmental consultant so the monitoring program covers SCE work within the project Area of Potential Affect (APE) with the emphasis being on unanticipated discoveries. **R-3-2**

Jeanette Bachelder
Project Manager
Southern California Edison
Transmission Project Management
300 N. Pepper Avenue - Bldg B
Rialto, CA 92376
Cell Ph: 909-247-7573
FAX: 626-569-2515

"No matter how educated, talented, rich or cool you believe you are, how you treat people ultimately tells all. Integrity is everything."

From: Jeanette Bachelder [mailto:Jeanette.Bachelder@sce.com]
Sent: Wednesday, June 22, 2016 3:24 PM
To: Chad Costello
Subject: RE: Status of Draft EIR / Public Circulation: SCE Final Revisions: Proj #662, SANBAG / Caltrans Tower Relocation, 10Fwy and Etiwanda Ave

Hi, Chad:
I received a response from our Regulatory Affairs. Following is the comment that was provided:

- Although Section 3.1.5.1 of the Draft EIR identifies the SCE transmission towers expected to be impacted by the I-10 Corridor Project, SCE's concern would be that the tower relocations be analyzed as part of this project's final environmental document. **R-3-3**

If you have any questions or need additional information, please feel free to call me.
Thank you!
jb

Jeanette Bachelder
Project Manager
Southern California Edison
Transmission Project Management
300 N. Pepper Avenue - Bldg B
Rialto, CA 92376
Cell Ph: 909-247-7573
FAX: 626-569-2515

"No matter how educated, talented, rich or cool you believe you are, how you treat people ultimately tells all. Integrity is everything."

Response to Comment R-3

Comment Code	Response
R-3-1	Thank you for your comments. A copy of the Natural Environment Study (NES) has been sent to Southern California Edison (SCE) as requested.
R-3-2	The Area of Potential Effects (APE) was established in consultation with a California Department of Transportation (Caltrans) Professional Qualified Staff (PQS) to include all areas where potential direct and indirect impacts to cultural resources could occur as a result of project construction, operation, and maintenance. Caltrans has determined that a Finding of No Adverse Effect with Non-Standard Conditions (FNAE) is appropriate for the project as a whole, including potential impacts to SCE property and activities related to the relocation of transmission towers within the APE. Caltrans and SBCTA will continue coordination with SCE in subsequent phases of the project to ensure substantial impacts to archaeological and cultural resources are avoided. Prior to construction, Caltrans and the San Bernardino County Transportation Authority (SBCTA) will coordinate with SCE staff to discuss and implement the appropriate monitoring program and activities related to the transmission tower relocations. A Monitoring Report will be prepared by the Contractor and approved by the Caltrans PQS Architectural Historian consultation upon completion of all construction related to the conditions in the FNAE. In addition, the Contractor's Project Engineer will prepare a Utility Relocation Plan in consultation with the affected utility providers/owners, including SCE, for those utility facilities that will need to be relocated, removed, or protected in-place. Coordination with SCE regarding impacts associated with earth-moving activities and relocation of the transmission towers on SCE property will be invaluable to the preparation of these plans and reports. If human remains and associated artifacts are encountered during ground-disturbing activities, the provisions stated in avoidance, minimization, and/or mitigation measure CUL-8 will be followed.
R-3-3	Major utilities anticipated to be relocated by the project, including SCE transmission towers, are discussed in Section 3.1.5, Utilities/Emergency Services, in the Final Environmental Impact Report (EIR)/Environmental Impact Statement (EIS). In general, no substantial impacts are anticipated for the project because the project will protect in place or relocate any utilities that conflict with the project. A Utility Relocation Plan will be prepared during the design phase to avoid and minimize potential impacts to identified utilities, including the SCE transmission towers. As part of that effort, the design team would work with SCE to identify the relocation area that would minimize impacts to various environmental resources. Generally, utilities would be relocated within the existing right-of-way (ROW). Should relocation of the utilities result in impacts to resources not analyzed in the Final EIR/EIS, additional environmental documentation would be prepared by Caltrans. Relocation of the SCE transmission towers and potential impacts to environmental resources are addressed in this Final EIR/EIS. SCE's transmission towers and related activities are covered activities in the Final EIR/EIS, which is included in the technical studies and corresponding environmental study areas such as the APE and biological study area (BSA).

7.4 Responses to Comments from Local Agencies and Organizations

This section provides comments received from local agencies and organizations on the Draft EIR/EIS. A copy of the Draft EIR/EIS was sent to the following local agencies and organizations:

- City of Redlands
- City of Loma Linda
- City of Grand Terrace
- City of San Bernardino
- City of Colton
- City of Rialto
- City of Fontana
- City of Ontario
- City of Rancho Cucamonga
- City of Upland
- City of Montclair
- City of Claremont
- City of La Verne
- City of Pomona
- City of San Dimas
- Pomona Unified School District
- Claremont Unified School District
- Ontario-Montclair School District
- Upland Unified School District
- Colton Joint Unified School District
- Redlands Unified School District
- San Bernardino City Unified School District

A total of nine comment letters were received, as summarized in Table O-4.

Table O-4 Summary of Comments Received from Local Agencies and Organizations

Comment Code	Agency	Commenter Name	Date Received	Comment Topic	Page Number
LA-1	Old Spanish Trail Association (OSTA)	Paul McClure	5/2/2016	OSTA wanted to be added to list of interested parties.	O-67
LA-2	San Antonio Water Company (SAWC)	Charles Moorrees	5/3/2016	SAWC wanted to inform Caltrans of existing SAWC facilities that cross project alignment.	O-69
LA-3	The City of Pomona, Public Works Department	Ronald Chan	5/19/2016	City of Pomona concerned with Alternative 3's potential traffic impact due to weaving at ramps in Pomona and cut-through traffic at local streets.	O-71
			6/1/2016	City of Pomona clarifying original comments. Requests additional traffic analysis to be conducted at three ramp locations in Pomona.	
LA-4	Old Spanish Trail Association	Ashley J. Hall (John W. Hiscock)	6/2/2016	OSTA indicated that there is a proposed Old Spanish Trail alignment that crosses the proposed project that was not included in the Draft EIR/EIS.	O-75
LA-5	City of Colton	Mark R. Tomich	6/6/2016	City of Colton concerned with future projects and potential impacts along J Street, including parking, drainage, and visual.	O-81
LA-6	City of Claremont	Tony Ramos	6/7/2016	City of Claremont has concerns regarding potential impacts to Claremont related to traffic.	O-85
LA-7	Ontario-Montclair School District (OMSD)	Craig Misso	6/7/2016	OMSD concerned with the level of analysis of environmental studies and potential Section 4(f) impacts to OMSD facilities.	O-92

Comment Code	Agency	Commenter Name	Date Received	Comment Topic	Page Number
LA-8	City of Rialto	Christopher Brown	6/8/2016	City of Rialto concerned with impacts to land use, aesthetics, hydrology/ geology, growth, community, water quality, and other cumulative impacts.	O-107
LA-9	City of Ontario	Scott Murphy	6/8/2016	City of Ontario requests that information regarding Ontario's General Plan, design changes at Vineyard Avenue, and consistency with other cumulative projects, be included in the Final EIR/EIS.	O-116

Comment LA-1

From: Paul McClure [mailto:espabloaqui@verizon.net]
Sent: Monday, May 02, 2016 5:17 PM
To: I-10 Corridor Project@DOT <i10corridorproject@dot.ca.gov>
Subject: I-10 Corridor Project

I-10 Corridor Project Manager,

Would you please add my name to the list of interested parties in the I-10 Corridor Project. I would appreciate being notified of meetings, reports, or other activities. **LA-1-1**

Thank you.

Paul McClure
California Director
Old Spanish Trail Association
909-305-0505

Response to Comment LA-1

Comment Code	Response
LA-1-1	Your contact information has been added to the I-10 Corridor Project (I-10 CP) noticing list. The California Department of Transportation (Caltrans) and San Bernardino County Transportation Authority (SBCTA) will notify you when the Final Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) is available for public review. Thank you for your participation in the public review process for this Draft EIR/EIS.

Comment LA-2

San Antonio Water Company

Incorporated October 25, 1882

Serving the original Ontario Colony lands

May 3, 2016

Aaron Burton, Branch Chief
Caltrans District 8
Attn: I-10 CP Draft EIR/EIS Comment Period
464 W. 4th Street
San Bernardino, CA 92401

Re: APN 104742404 and APN 104742305

Dear Mr. Burton:

We are in receipt of the public notice regarding the Interstate 10 Corridor Project. In regards to this project and the above referenced parcels. Please be informed that we have existing facilities at both these parcels and a pipeline that extends from our Well #12 in a casing crossing under the freeway to Council Avenue. **LA-2-1**

If further information is needed such as exact location or map, please contact me.

Sincerely,

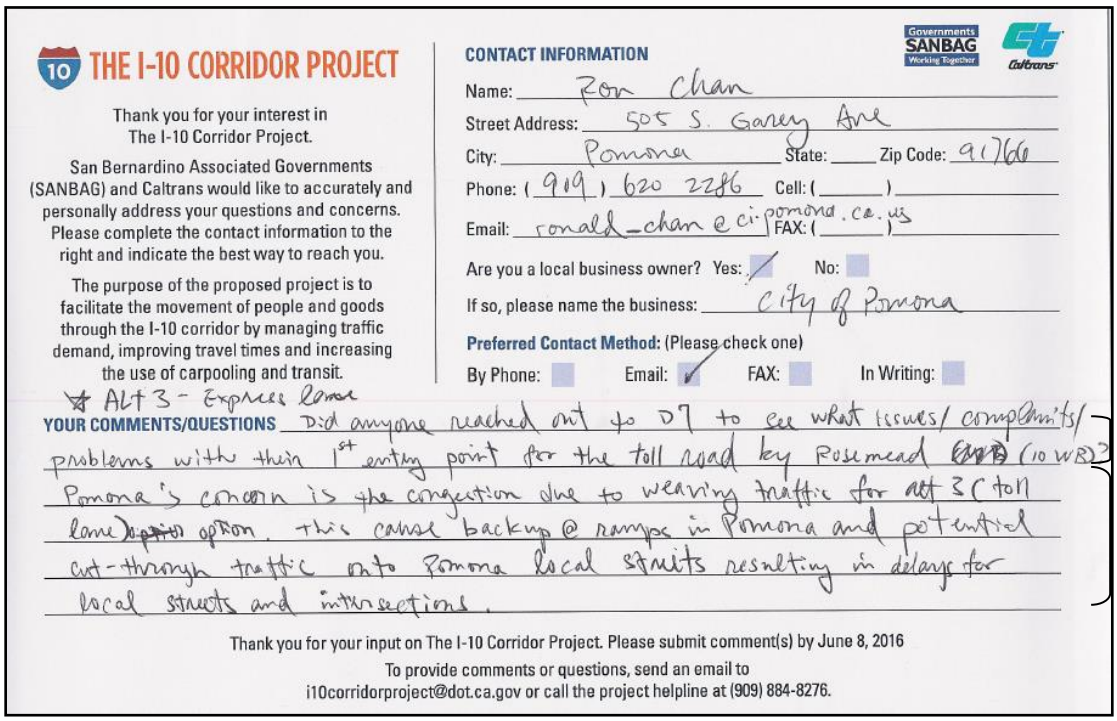
Charles Moorrees
General Manager

139 North Euclid Avenue • Upland, California 91786 • 909.982.4107 • Fax 909.920.3047 • Website: sawaterco.com

Response to Comment LA-2

Comment Code	Response
LA-2-1	Thank you for your comments. The California Department of Transportation (Caltrans) is aware of two water mains owned by the San Antonio Water Company (SAWC) at N. Council Avenue and San Antonio Avenue that have the potential to be impacted by the I-10 Corridor Project (I-10 CP). Alternative 3 has been identified as the Preferred Alternative, and limited design plans are available to determine the disposition of the two water mains owned by SAWC. Caltrans will determine potential conflicts of these utilities during the preparation of final design plans and will make a decision whether to relocate, remove, and/or protect in-place. If utility conflicts are determined, Caltrans will consult with SAWC prior to the final design phase. A Utility Relocation Plan will be developed after approval of the Final Environmental Impact Report (EIR)/Environmental Impact Statement (EIS), which will identify utility conflicts and present avoidance and minimization measures to address potential impacts. As part of the preparation of this plan, a detailed analysis of these utilities, including surveys, will be undertaken to determine the final dispositions and required actions. As part of standard procedure, SAWC will be notified by Caltrans and/or the San Bernardino County Transportation Authority (SBCTA) and work together to develop a Utility Agreement that would minimize impacts to SAWC resources. Generally, utilities will be relocated within the existing Caltrans right-of-way (ROW). Implementation of standard engineering practices will ensure that no substantial interruptions to SAWC service would occur.

Comment LA-3



THE I-10 CORRIDOR PROJECT

Thank you for your interest in The I-10 Corridor Project.

San Bernardino Associated Governments (SANBAG) and Caltrans would like to accurately and personally address your questions and concerns. Please complete the contact information to the right and indicate the best way to reach you.

The purpose of the proposed project is to facilitate the movement of people and goods through the I-10 corridor by managing traffic demand, improving travel times and increasing the use of carpooling and transit.

CONTACT INFORMATION

Name: Ron Chan
Street Address: 505 S. Garey Ave
City: Pomona State: ___ Zip Code: 91766
Phone: (909) 620 2286 Cell: (___)
Email: ronald_chan@ci.pomona.ca.us FAX: (___)

Are you a local business owner? Yes: ✓ No:
If so, please name the business: City of Pomona

Preferred Contact Method: (Please check one)
By Phone: Email: ✓ FAX: In Writing:

☆ ALT 3 - Express Lanes

YOUR COMMENTS/QUESTIONS Did anyone reached out to D7 to see what issues/ complaints/ problems with their 1st entry point for the toll road by Rosemead (10 WB)? LA-3-1

Pomona's concern is the congestion due to weaving traffic for alt 3 (toll lane) ~~option~~ option. this cause backup @ ramps in Pomona and potential cut-through traffic onto Pomona local streets resulting in delays for local streets and intersections. LA-3-2

Thank you for your input on The I-10 Corridor Project. Please submit comment(s) by June 8, 2016
To provide comments or questions, send an email to
i10corridorproject@dot.ca.gov or call the project helpline at (909) 884-8276.

From: Chan, Ronald [mailto:ronald_chan@ci.pomona.ca.us]
Sent: Wednesday, June 01, 2016 5:35 PM
To: I-10 Corridor Project@DOT <i10corridorproject@dot.ca.gov>
Subject: City of Pomona Comments on I-10 Corridor Project: DEIR Circulation - April 25, 2016 to June 8, 2016

I attended the public hearing for the I-10 Corridor Project on May 19, 2016 at the Ontario Airport Hotel. I provided brief comments on the comment card (see attached), but will further explain them in this email.

The City of Pomona has great concerns of potential impacts related to the I-10 Corridor. Under Alternate 3 – Express lane option, the eastbound entry/starting point is proposed to be located between Indian Hill Blvd and Monte Vista. This area will be congested due to vehicles exiting and entering (or weaving) for the HOV and Express lanes transition. This weaving may occur at or near Indian Hill, but the congestion (or backup) will extend well into Pomona's boundary. This will lead to cut through traffic on Pomona Local Streets. A suggestion would be to reach out to District 7 and get their feedback on the starting point of the westbound express lane on the I-10 freeway near the City of Rosemead.

Over the years, the City has received complaints from residents regarding cut through traffic along McKinley Ave between Garey Ave. and Towne Ave. The cut through occurs during afternoon peak hours. Motorists often cut through the residential neighborhoods to avoid the Orange Grove & McKinley/I-10EB on-ramp and cutting across to Towne /I-10 EB on-ramp.

The City requests this project to include the evaluation of existing I-10 ramps intersecting with Towne Avenue, Garey Avenue and White Avenue for all three alternatives.

LA-3-2

Ron Chan
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Response to Comment LA-3

Comment Code	Response
LA-3-1	Thank you for your comments. Four coordination meetings were held with the California Department of Transportation (Caltrans) District 7 between October 2014 and September 2015 to discuss the proposed improvement concept under Alternative 3 (Express Lanes). At these meetings, the proposed lane transition of the Express Lanes in the eastbound (EB) direction and the westbound (WB) direction were reviewed in detail with Caltrans District 7, as well as with Caltrans Headquarters and Caltrans District 8 staff. Caltrans concurred that the proposed Express Lane transitions provide the optimum design to accommodate proposed freeway traffic operations for both the Express Lanes and general purpose lanes given the project constraints and traffic volume projections.
LA-3-2	In reviewing the existing beginning transition of the WB Express Lanes on Interstate 10 (I-10) near the city of Rosemead and the proposed beginning transition of the EB Express Lanes under Alternative 3 (Express Lanes), the lane geometrics for the two are different. At the existing transition beginning near the city of Rosemead, there is one lane prior to the Express Lane restriction (beginning of solid stripe), which opens to two Express Lanes approximately 2,400 feet downstream of the beginning of the Express Lane restriction. The transition beginning for the proposed Alternative 3 provides two lanes for approximately 2,000 feet west of the beginning of the Express Lane restriction, providing additional capacity compared to the transition near the city of Rosemead. This additional capacity is expected to reduce congestion and improve weaving operations in this area. Based on the travel demand forecasting model, no additional cut-through traffic along McKinley Avenue between Garey Avenue and Towne Avenue is forecasted under the proposed Alternative 3 (Express Lanes). As shown in the Traffic Study, year 2045 peak-hour volumes for the Garey Avenue EB off-ramp under Alternative 3 show a decrease during the AM peak hour and remain the same during the PM peak hour compared to year 2045 no-build conditions (Alternative 1). The comparison of the forecast volumes for the adjacent interchanges (Towne Avenue and Indian Hill Boulevard) result in a change of less than 50 peak-hour trips or less than a 6 percent increase in the peak-hour volumes; therefore, full detailed traffic operations analyses at these interchanges were not conducted. As noted in Section 3.1.6, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final Environmental Impact Report (EIR)/Environmental Impact Statement (EIS), the project does not require local interchange improvements to meet the project purpose and need; therefore, it does not include traffic operations analysis for all of the interchanges. However, due to project-related traffic impacts at arterial intersections, traffic operations analysis was conducted for some interchanges. Interchanges that require full detailed traffic operations analysis were determined by the following three steps: <u>Step 1</u> An interchange is identified for full detailed traffic operations analysis if the Preferred Alternative 3 includes construction affecting an arterial at the interchange in any of the following ways: • Replacement of an arterial overcrossing or undercrossing; • Relocation of a ramp/arterial intersection; or • Widening of an arterial at an interchange. If Preferred Alternative 3 widens ramps at the arterial terminus but does not affect arterial legs of the arterial/ramp intersection, the interchange is not identified for full detailed traffic operations analysis under Step 1. Additional ramp lanes would tend to improve operations; by themselves, they do not represent potential for a substantial traffic impact. If an interchange includes construction that would require a Modified Access Report (MAR), then the MAR requirement for analysis of adjacent interchanges applies. Step 1 identifies interchanges that are adjacent to interchanges requiring an MAR for full detailed traffic operations analysis to meet the MAR requirement.

Comment Code	Response
	Step 2 An interchange is removed from consideration for a full detailed traffic operations analysis if the interchange: • Does not currently exist and is expected to be designed assuming that proposed I-10 improvements are implemented; • Is scheduled in the Regional Transportation Plan (RTP) for improvements to be designed prior to opening of I-10 improvements and assuming that proposed I-10 improvements are implemented; or • Was recently reconstructed and designed assuming I-10 high-occupancy vehicle (HOV) improvements. Step 3 A full detailed traffic operations analysis at an interchange is recommended based on the interchange having an: • Intersection with more than 50 additional peak-hour vehicles (No Build compared to Alternative 3); and • Intersection with a peak-hour volume increase factor of 0.08 (8 percent) or more (No Build compared to Alternative 3). Table 3.1.1 from the Traffic Study summarizes the results of the three steps in determining interchanges that require full detailed traffic operations analysis. As shown in Table 3.1.1, the arterial intersections at the Towne Avenue and Indian Hill Boulevard interchanges are not anticipated to have a substantial traffic impact; therefore, full detailed traffic operations analyses at these interchanges were not conducted. Because both the Garey/Orange Grove Avenue and White Avenue interchanges are farther from the project terminus than either the Indian Hill Boulevard or Towne Avenue interchanges, there is no reason to expect substantial traffic impacts at arterial intersections in or near those interchanges.

Comment LA-4

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***** E-Mail Transmission Only *****

June 2, 2016

Aaron Burton
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i10corridorproject@dot.ca.gov

Attn: I-10 CP Draft EIR/EIS Comment Period

Dear Chief Burton:

The Old Spanish Trail Association (OSTA) has recently become aware of the I-10 Corridor Project in San Bernardino County, California, and submits these comments for consideration in the draft Environmental Impact Report / Environmental Impact Statement process.

The OSTA believes that the I-10 Corridor Project intersects the anticipated refined routing of the Old Spanish National Historic Trail (OSNHT) from the beginning of its transition point in Pomona and eastward through Montclair, as well as crossing the Trail again in Colton.

The OSTA is the formal non-profit organization established for efforts related to the OSNHT including research, public information, education, and interpretation, planning, management, and preservation. The OSTA is acknowledged and supported in said efforts through a general cooperative agreement with one of the two federal co-administrative agencies of the OSNHT, the National Park Service (NPS), and acknowledged and supported through cooperative project agreements with the other co-administrator, the Bureau of Land Management (BLM).

The OSNHT was established by Congress and President George W. Bush in 2002 as part of the National Trails System under the National Trails System Act (NTSA). (See 16 U.S.C. 1244(a)(23); 116 Stat.2790). The NTSA assigns overall authority for the administration of the OSNHT to the Secretary of the Interior, and the Secretary has delegated said administrative authority and responsibility to the NPS and the BLM.

The OSTA has reviewed the Draft EIR/EIS and is unable to find any acknowledgement or discussion of the OSNHT in the project assessment. The primary reason for our comments at this time is to point out the overlap of the I-10 project with the OSNHT corridor, and to encourage consideration of this federally designated historic and recreational treasure in project planning, assessment, and execution. **LA-4-1**

John W. Hiscock, Association Manager P.O Box 324 Kanab, UT 84741
Phone: 435-689-1620 E-Mail: ostamgr@gmail.com

In establishing the OSNHT, Congress via the NTSA stated the following:

The Old Spanish National Historic Trail, an approximately 2,700 mile long trail extending from Santa Fe, New Mexico, to Los Angeles, California, that served as a major trade route between 1829 and 1848, as generally depicted on the maps numbered 1 through 9, as contained in the report entitled 'Old Spanish Trail National Historic Trail Feasibility Study,' dated July 2001, including the Armijo Route, Northern Route, North Branch, and Mojave Road.

16 U.S.C. 1244(a)(23)(A). A copy of the "Feasibility Study" in its entirety, including the referenced maps is available on the internet at http://parkplanning.nps.gov/document.cfm?parkID=454&projectID=12591&documentID=38207 .

After the designation of the OSNHT, one of the first steps to occur to better define the routing and management of the Trail, including the Secretary's coordination with non-federal landowners along the Trail, was for the Secretary to complete a "comprehensive plan for the management" of the Trail. (See 16 U.S.C. 1244(e)). Due to the fact that Congress recognized that national trails would undergo slight adjustments over time, for management purposes on Federal lands and partnership purposes on non-Federal lands, and in the case of national historic trails, as better research provided more accuracy in regard to specifically identifying historic routes of travel, the NTSA also authorized the Secretary to progressively make slight adjustments to Trail routing. Unfortunately, the Secretary has yet to complete a comprehensive management plan for the OSNHT. Nevertheless, the Secretary, through the NPS and BLM is on the verge of releasing a Comprehensive Administrative Strategy (CAS) for the OSNHT that it is our understanding will designate refined adjustments to the recognized OSNHT.

The routing of the OSNHT originally depicted in the Feasibility Study for the Trail does not intersect the I-10 project corridor. Based on additional historic research, however, **OSTA has advocated a refinement of the OSNHT corridor in San Bernardino County which we understand will be acknowledged by the Secretary of the Interior in the forthcoming, aforementioned CAS for NPS and BLM Trail management. That refinement does intersect the I-10 project corridor.** For your information, we are enclosing a map showing: (a) the I-10 project corridor; (b) the original 2001 "Feasibility Study" Trail route; and, (c) the refined, historically documented realigned Trail route to be acknowledged in the forthcoming NPS/BLM CAS. **The OSTA advocates that the refined routing of the OSNHT should be considered in the I-10 project Draft EIR/EIS.**

LA-4-1 (cont.)

Most certainly, any potential impacts on historic or archeological resources along the refined route of the OSNHT and eligible for recognition for the National Register of Historic Places, pursuant to the National Historic Preservation Act, or eligible under similar California State laws, should be considered in the Draft EIR/EIS in consultation with the California State Historic Preservation Officer (SHPO) and the OSNHT co-administrators, the NPS and BLM. Furthermore, additionally, given the purposes, and management direction of the NTSA assigned to the Secretary of the Interior, potential impacts on national historic trail values such as "outdoor recreation . . .public access to . . . enjoyment and appreciation of the open-air, outdoor areas" of the OSNHT should also be assessed, and protected when possible.

LA-4-2

OSTA advocates that the I-10 project managers and associates comprehensively consult with the federal co-administering Trail agencies and managers regarding the I-10 project and mitigation of any potential impacts of the project on the OSNHT and its related values. OSTA also advocates further consultation with the California SHPO on the historic resources and values associated with the Trail, including the described refined, acknowledged routing of the Trail. The NPS and BLM Federal managers can be contacted as follows:

LA-4-3

John W. Hiscock, Association Manager P.O Box 324 Kanab, UT 84741
Phone: 435-689-1620 E-Mail: ostamgr@gmail.com

- BLM - Trail Administrator, Rob Sweeten / Telephone - (801) 539-4075 / E-mail - rsweeten@blm.gov
- NPS - National Trails Program, Intermountain Region, Superintendent, Aaron Mahr / Telephone - 505-988-6736 / E-mail - aaron_mahr@nps.gov

The California State Historic Preservation Officer can be contacted as follows:

- Julianne Polanco, SHPO / Telephone – (916) 445-7000 – E-mail - julianne.polanco@parks.ca.gov

OSTA also advocates that if any mitigation funding might be incorporated into the I-10 project that project managers and associates consider the following funding opportunities: Trail signage in the project area; Trail interpretive markers/waysides in the project area; Trail educational endeavors in San Bernardino County and eastern Los Angeles County through classroom programs, educational publications, etc.; recreational connecting trails to Old Spanish Trail related sites in the project area. Our leaders and members may be able to assist in suggesting and developing such programs and measures if mitigation funding is potentially available.

LA-4-4

Thank you for your consideration of these comments. Should you have any questions, please don't hesitate to contact us.

Sincerely,

Ashley J. Hall

Ashley Hall
President
Old Spanish Trail Association

Attachment

cc: Rob Sweeten, Trail Administrator, BLM
Aaron Mahr, Superintendent, National Trails Program, Intermountain Region, NPS
Julianne Polanco, SHPO, State of California

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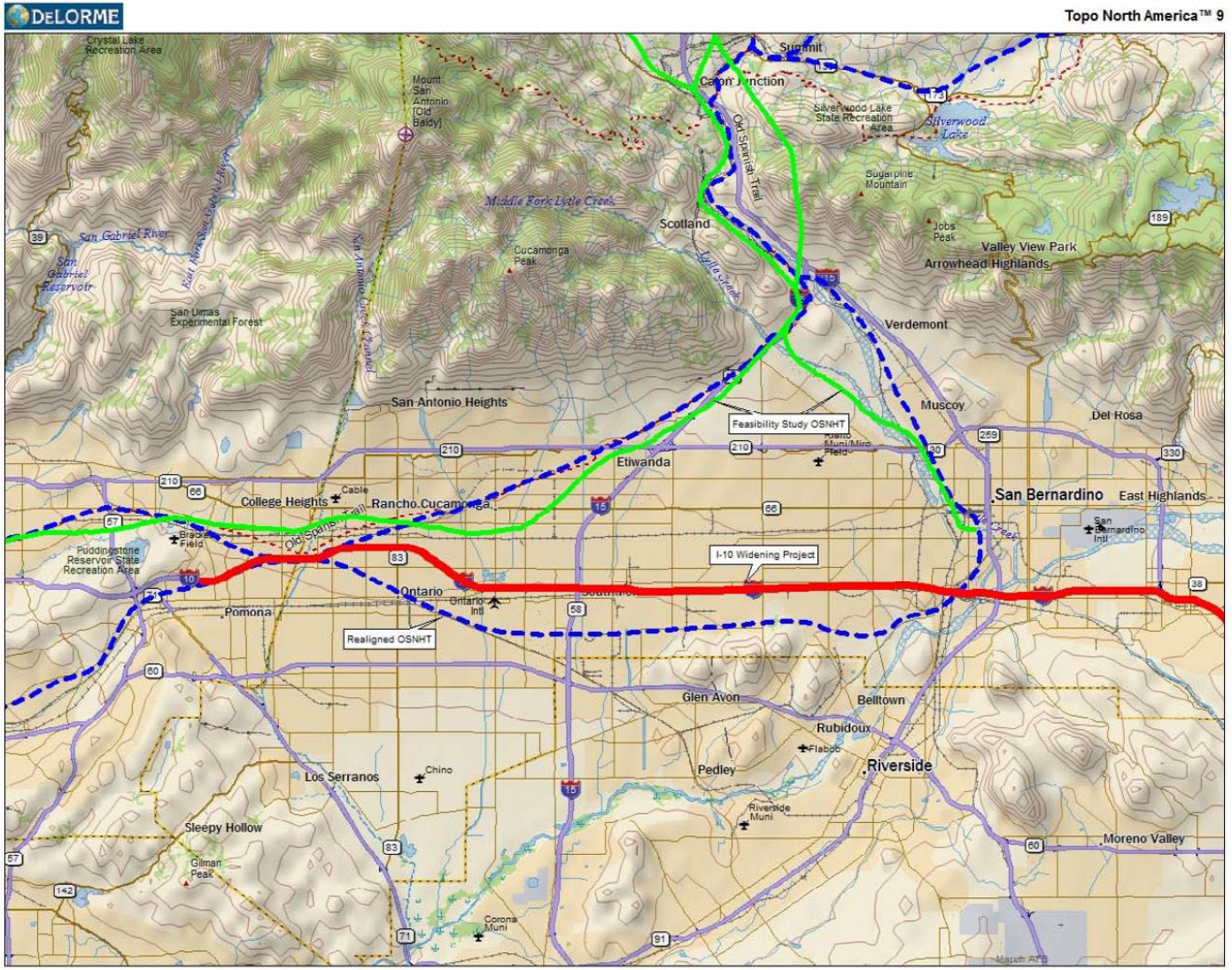
Phone: 435-689-1620 E-Mail: ostamgr@gmail.com


DeLORME
Topo North America™ 9
Crystal Lake Recreation Area
Mount San Antonio (Old Baldy)
Summit
Canon Junction
Silverwood Lake State Recreation Area
Silverwood Lake
Sugarpine Mountain
Middle Fork Lytle Creek
Scotland
Old Spanish Trail
Jobs Peak
Valley View Park
Arrowhead Highlands
San Gabriel River
San Gabriel Reservoir
East Fork San Gabriel River
Cucamonga Peak
Lytle Creek
San Dimas Experimental Forest
Verdemont
San Antonio Heights
Muscoy
Del Rosa
Feasibility Study OSNHT
Etiwanda
College Heights
Cable
Rancho Cucamonga
San Bernardino
East Highlands
Bracket Field
Old Spanish Trail
Puddingstone Reservoir State Recreation Area
I-10 Widening Project
Ontario
Ontario Intl
Pomona
Realigned OSNHT
Glen Avon
Belltown
Rubidoux
Flabob
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Response to Comment LA-4

Comment Code	Response
LA-4-1	Thank you for your comments. The following text has been added to Section 3.1.8 of the Final Environmental Impact Report (EIR)/Environmental Impact Statement (EIS): "In addition to the resources listed above, the Old Spanish Trail, a well-known early transportation route into southern California between 1829 and 1848, has been historically mapped as crossing the Area of Potential Effect (APE). The Old Spanish National Historic Trail (OSNHT) was designated by Congress in 2002 as part of the National Trails System under the National Trails System Act (NTSA) as an approximately 2,700-mile-long trail extending from Santa Fe, New Mexico, to Los Angeles, California, that is intended to include the general routing of the Old Spanish Trail between various sites located along the trail. Subsequently (2016), the Bureau of Land Management (BLM) and National Park Service (NPS) have developed a Comprehensive Administrative Strategy (CAS) that has proposed a more clearly defined routing of the OSNHT. The routing of the historic OSNHT crosses the APE in two locations: (1) in the city of Colton near the intersection of Interstate 10 (I-10)/Interstate 215 (I-215), and near the Los Angeles/San Bernardino county line in the cities of Pomona, Claremont, Upland, and Montclair; however, the OSNHT did not come up in the San Bernardino Archaeological Information Center (SBAIC) record search conducted for the project in the vicinity of the APE as a previously recorded cultural resource. The area where the currently designated OSNHT crosses the APE has been extensively developed over the past 50+ years, and given the existence of a continually developed transportation corridor consisting of I-10 and the Union Pacific Railroad (UPRR) along the route, no physical manifestation of the historic trail nor its historic landscape remain within, or in proximity to, the APE. Because historic trails are difficult at best to accurately map due to natural and man-made changes to the landscape, they are best considered not as a physical trail, but as a general route between two places within a broader cultural or historic landscape that connect various sites and often change over time (see discussion of 'General Principles Governing Trail Location and Verification' at https://www.octa-trails.org/media/dynamic/files/581_2%20Part%20A%20Inv%20Procedures.pdf for more information). As such, it is the extant sites and trail segments along the route that should be considered as potential historic properties and not the entire route per se. During background research conducted on the OSNHT, no evidence was found indicating that segments or sites associated with the OSNHT have been determined National Register of Historic Places (NRHP) eligible or listed on the NRHP; however, the BLM/NPS-sponsored CAS has identified 7 high-potential OSNHT route segments and 10 high-potential historic sites in San Bernardino County. The closest high-potential route segment is located in the Cajon Pass (approximately 10 miles north of the APE), and the closest historic site is Agua Mansa Cemetery located in Colton (approximately 1.5 miles south of the APE). In the vicinity of the LA/SB county line in the cities of Pomona, Claremont, Upland, and Montclair where the OSNHT is mapped in proximity to the APE, there are also no high-potential sites or segments in the vicinity. Given that there is no physical manifestation of the OSNHT or its broader historical landscape in or in proximity to the APE, it was determined that the OSNHT and any potential historic property that may be associated with the OSNHT, are considered outside the APE, and further study of the OSNHT is beyond the scope of the current undertaking."
LA-4-2	All potential historic resources within the boundaries of the APE have been evaluated, as identified in Section 3.1.8 of the Final EIR/EIS.
LA-4-3	Consultation with the State Historic Preservation Officer (SHPO) has been completed and a Finding of No Adverse Effect with Non-Standard Conditions (FNAE) has been approved. Additional consultation with SHPO regarding the OSNHT is not necessary given that the trail is outside of the project APE. Additional details related to this finding can be found in Section 3.1.8 of the Final EIR/EIS.

Comment Code	Response
LA-4-4	As the refined OSNHT route is not currently adopted, mitigation specific to the OSNHT would not be implemented; however, cultural mitigation measures related to the project corridor are identified in Section 3.1.8 of the Final EIR/EIS. The areas where the anticipated future route of the OSNHT would intersect with the I-10 corridor are also covered in those measures.

Comment LA-5

June 6, 2016

Aaron Burton, Branch Chief
Caltrans District 8
Attn: I-10 CP Draft EIR/EIS Comment Period
464 W. 4th Street,
San Bernardino, CA 92401

SUBJECT: I-10 CORRIDOR PROJECT EIR/EIS

Dear Mr. Burton:

The City of Colton has reviewed the Draft EIR/EIS for the I-10 Corridor Project and is pleased to submit the following comments:

A. Affected Environment, Environmental Consequences, and Avoidance, Minimization and/or Mitigation Measures

1. The report mentioned that 47 street parking space will be lost in Colton. Some of these are along J Street. Where are the other locations? How this impact will be mitigated, especially on J Street? **LA-5-1**
2. J Street improvement shall include installation of sidewalk, ADA ramps, standard curb/gutter/drive approach and full rehabilitation of asphalt. **LA-5-2**
3. The new width of J Street shall comply with Colton Fire standard. **LA-5-3**
4. Include the City of Colton on the list Water Utility owner (page 3.1.5-2) **LA-5-4**

B. Floodplain Evaluation Report

1. Since significant work will be done along J Street between 3rd and 5th, the existing drainage facilities shall be properly re-sized and improve as part of the project. **LA-5-5**
2. The project shall analyze and improve the existing drainage at the intersection of Valley Blvd./Sperry Drive that flows to the I-10 drainage system. **LA-5-6**

C. Future projects in Colton

Please include the following:

1. I-10/Rancho Avenue EB on-ramp Improvement – ramp widening to accommodate NB right truck turning. **LA-5-7**
2. Mt. Vernon Avenue Bridge over UPRR Widening Project. **LA-5-8**
3. Installation of 2-108" diameter reinforce concrete pipes that will cross under I-10 between Rancho Ave. and Cypress Ave. as part of the Comprehensive 3-5 Storm Drain Project. **LA-5-9**

D. Visual Impact

1. What kind of treatment will be provided on the proposed retaining wall (facing residential houses) along J Street? This is a sensitive location and visual/aesthetic impacts will need to be addressed. **LA-5-10**

CIVIC CENTER
650 N. La Cadena Drive
Colton, CA 92324
(909) 370-5099

Thank you for the opportunity to comment on the Draft EIR/EIS. Should you have any questions or require clarification of our comments, please contact Victor Ortiz, Engineering Superintendent, Public Works, at (909) 514-4210.

Sincerely,

Mark R. Tomich, AICP
Development Services Director

Cc: David X. Kolk, Public Works and Utilities Director
Victor Ortiz, Engineering Superintendent
Reggie Torres, Associate Engineer

Response to Comment LA-5

Comment Code	Response
LA-5-1	Thank you for your comments. Since circulation of the Draft Environmental Impact Report (EIR)/Environmental Impact Statement (EIS), changes have been made to the project design to minimize parking impacts. In the city of Colton, parking impacts associated with Preferred Alternative 3 have been reduced from 47 spaces, as discussed in the Draft EIR/EIS, to 45 parking spots on the south side of J Street. All parking impacts would be along J Street, and no additional parking would be permanently affected in Colton. There is ample parking available on adjacent residential streets at 3rd Street, 4th Street, and Pennsylvania Avenue. Changes to parking impacts are reflected in Section 3.1.4, Community Impacts, of the Final EIR/EIS. Avoidance, minimization, and/or avoidance measure COM-10 will be implemented to mitigate temporary parking impacts as follows: **COM-10:** Close coordination with affected property owners will be conducted to identify means to avoid and minimize parking impacts, including space management such as restriping of parking areas and identifying parking replacement options.
LA-5-2	Chapter 2, Project Alternatives, of the Final EIR/EIS, describes major improvements included as part of the project. In Colton, J Street improvements will include the construction of a sidewalk on the north side of the street and will meet current Americans with Disabilities Act (ADA) standards, standard curb/gutter/drive approaches, and required roadway rehabilitation.
LA-5-3	As discussed in Chapter 2, Project Alternatives, of the Final EIR/EIS, J Street will be widened on the north side and reduced slightly on the south side in Colton. The project improvements will comply with Colton Fire Department roadway width requirements and result in a total width of 24 feet.
LA-5-4	The City of Colton is now added to the list of water utility owners in Section 3.1.5, Utilities/Emergency Services, of the Final EIR/EIS.
LA-5-5	In the final design phase, all existing drainage facilities affected by the project will be further analyzed and improved as part of the project improvements. Chapter 2, Project Alternatives, of the Final EIR/EIS discusses the implementation of best management practices (BMPs) when modifying or designing drainage facilities and identifies the major affected drainage facilities.
LA-5-6	During the final design phase, the project team will further analyze and improve the existing drainage system at the intersection of Valley Boulevard and Sperry Drive.
LA-5-7	Section 3.6, Cumulative Impacts, of the Final EIR/EIS includes the Interstate 10 (I-10)/ Rancho Avenue eastbound (EB) on-ramp improvements project as part of the "I-10 Projects" entry in Table 3.6-1, Related Projects. The I-10 Projects entry in Table 3.6-1 includes all California Department of Transportation (Caltrans) projects along I-10.
LA-5-8	The Mt. Vernon Avenue Bridge widening project over Union Pacific Railroad (UPRR) has been added to the cumulative impacts discussion provided in Section 3.6 of the Final EIR/EIS.
LA-5-9	The installation of two 108-inch-diameter pipes under I-10 between Rancho Avenue and Cypress Avenue, included as part of the Comprehensive 3-5 Storm Drain Project, apart from the I-10 Corridor Project (I-10 CP), has been added to the cumulative impacts discussion provided in Section 3.6 of the Final EIR/EIS.

Comment Code	Response
LA-5-10	Section 3.1.7, Visual/Aesthetics, identifies mitigation measures to minimize visual and aesthetic impacts associated with the proposed project. Mitigation measure VA-9 identifies guidelines for applying aesthetic treatments to affected retaining walls and other project improvements by following the I-10 Corridor Master Plan.

Comment LA-6

CITY OF CLAREMONT

Tony Ramos, City Manager

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June 7, 2016

Aaron Burton, Branch Chief
Caltrans District 8
Attn: I-10 CP Draft EIR/EIS Comment Period
464 W. 4th Street
San Bernardino, CA 92401
(email: i10corridorproject@dot.ca.gov)

Dear Mr. Burton:

I-10 Corridor Draft EIR/EIS

The City of Claremont appreciates the opportunity to provide comments on the Draft EIR/EIS for the Interstate 10 Corridor Project. Overall, the City does not believe that the EIR/EIS adequately analyzes the project in that it does not analyze impacts outside of the immediate boundaries of the project. We believe implementation of the project will have significant impacts on the City of Claremont as detailed in this letter.

Please consider the following comments in your preparation of the final environmental document for the project.

Alternative 1 (No Project) and Alternative 2 (HOV lane from existing terminus to Redlands):

Alternatives 1 and 2 would result in no improvements in Los Angeles County and would have no impacts on Claremont. Claremont has no comments on these two alternatives, or the analysis in the EIR/EIS on these alternatives.

Alternative 3 (Local Preferred Alternative) (two Express Lanes from the Los Angeles/San Bernardino county line to Redlands):

Alternative 3 would include the widening of I-10 from the Los Angeles/San Bernardino (LA/SB) county line to add one lane in each direction east to Haven Avenue to operate jointly with existing HOV lanes as two Express Lanes in each direction; east of Haven Avenue to Redlands two new Express Lanes would be constructed. A transitional area at the west terminus of the Express Lanes would extend from east of the LA/SB county

line to Indian Hill Boulevard in Claremont to provide for east bound traffic to change lanes as needed to exit the HOV lane to access the Express Lanes or general purpose lanes prior to the beginning of the Express Lanes, and for west bound traffic to access the general purpose lanes or HOV lane after the terminus of the Express Lanes. The number of all east bound travel lanes would increase from five lanes to six lanes at Monte Vista Avenue, and the number of all west bound travel lanes would be reduced from six lanes to five lanes at Indian Hill Boulevard. New signage and restriping of the existing freeway pavements in preparation for the beginning of the Express Lanes would begin in the corridor area west of Claremont, at approximately 0.4 mile west of White Avenue in Pomona.

As proposed, Alternative 3 would have significant impacts on Claremont, which are not adequately identified or mitigated in the Draft EIS/EIR. These are as follows:

1. **Increased Traffic on I-10 West of LA/SB County Line.** The EIS/EIR does not identify or analyze the impact the project would have on the I-10 Corridor segment west of the LA/SB county line. The Express Lanes project will increase capacity of the I-10 Freeway east of the LA/SB county line, which will encourage and result in additional traffic along the I-10 Corridor west of the LA/SB county line. Of particular concern to Claremont is the increased west bound traffic resulting from the project, which will be forced from six lanes to five lanes prior to Indian Hill Boulevard. This segment of the I-10 Corridor is already congested, and with the project, the congestion will be exacerbated and travel times will get longer. The studies referenced in the EIS/EIR on lane density, LOS, volume-to-capacity and travel time do not analyze the corridor segment west of the LA/SB county line, and do not include an analysis of the Indian Hill Boulevard interchange, or any other interchange west of the LA/SB county line. The scope of the EIS/EIR needs to be expanded to include analyses of the corridor segment and intersections west of the LA/SB county line. **LA-6-1**

2. **Impact on Local Streets from Increased Congestion on I-10.** The EIS/EIR does not identify or analyze the impact the project would have on local streets in Claremont. When west bound traffic backs up as a result of the reduction of travel lanes and increased congestion west of the LA/SB county line, drivers will seek out alternative west bound travel routes to avoid the increased congestion. Options would include: **LA-6-2**

   - Exiting and traveling north on Indian Hill, to travel west on Arrow Highway, increasing congestion on these local streets, and impacting the I-10/Indian Hill Boulevard and Indian Hill Boulevard/Arrow Highway intersections.

   - Exiting and traveling north on Monte Vista Avenue through Claremont, to travel either west on Arrow Highway or west on the 210 Freeway, increasing congestion at intersections on Monte Vista Avenue and further impacting the already congested west bound on-ramp to the 210 Freeway at Monte Vista.

The EIS/EIR should include an analysis of these impacts to local streets and the west bound on-ramp to the 210 Freeway. Project mitigation should include improvements to the Indian Hill interchange and 210 west bound on-ramps to mitigate potential impacts. **LA-6-2**

3. **Potential Hazards from Required Lane Changes**. The EIS/EIR does not discuss the potential hazards caused by the required lane changes to access and exit the Express lanes, HOV lanes, and general purpose lanes. The EIS/EIR should provide some analysis of these potential hazards and adequacy of the proposed transitional area based on information from other similar transitional areas for Express Lanes along other freeway corridors. **LA-6-3**

4. **Impacts of Detours on Local Streets**. The EIS/EIR provides no analysis of the impacts that the proposed detours for the closures of the west bound on- and off-ramps at Monte Vista Avenue will have on local streets in Claremont. As described in the EIS/EIR, the ramp closures could last up to 30 days at a time, although no two adjacent ramps will be closed at the same time. It is unclear if ramps can be closed for multiple 30 day periods.

   Appendix I includes maps of the detours, which show that rerouted west bound traffic from Monte Vista Avenue will be redirected to exit the I-10 on Indian Hill Boulevard. Vehicles exiting at Indian Hill will then be directed north on Indian Hill to San Jose Avenue or south on Indian Hill to San Bernardino Road.

   East bound vehicles accessing the I-10 Freeway when the west bound on-ramp at Monte Vista is closed will be directed from Monte Vista Avenue to Arrow Highway or to San Bernardino Road to go west to access the west bound on-ramp on Indian Hill Boulevard. **LA-6-4**

   The added congestion from the rerouted traffic will make an already heavily congested Indian Hill / I-10 interchange worse, which would impact local businesses located near the interchange. Also of concern is the added traffic on San Jose Avenue and Arrow Highway that would result from the detours. The added traffic to San Jose Avenue is particularly problematic as this is a two lane residential street where a high volume of traffic would create hazards to pedestrians in the area, including children walking to nearby schools, and residents of an adjacent assisted living facility.

   Claremont requests that west bound traffic not be directed through Claremont, but instead be directed to Central Avenue in Montclair by way of Moreno Street and Palo Verde Street. Not only is the distance between Monte Vista Avenue and Central Avenue much less than the distance between Monte Vista Avenue and Indian Hill Boulevard, Moreno Avenue and Palo Verde Avenue are not residential streets and are designed to handle higher volumes of traffic.

5. **Impacts from Reconstruction of Monte Vista Avenue Bridge**. The EIS/EIR does not discuss any traffic impacts that will result from the reconstruction of the I-10 Bridge at Monte Vista Avenue. Will construction require closure of Monte Vista Avenue for any period of time, and if so, for how long? The EIS/EIR should include a full discussion of potential impacts that any closure of Monte Vista Avenue will have on local traffic in and around the area. **LA-6-5**

Claremont staff is available to discuss the above concerns with Caltrans. Please contact Community Development Director Brian Desatnik at (909) 399-5470 if you have any questions and for further coordination on the project.

Sincerely,

Tony Ramos
City Manager

v:tramos/letters/Caltrans Dist 8

c: Colin Tudor, Assistant City Manager
Brian Desatnik, Director of Community Development
Loretta Mustafa, City Engineer
City Council
Traffic and Transportation Commission

Response to Comment LA-6

Comment Code	Response
LA-6-1	Thank you for your comments. The Final Environmental Impact Report (EIR)/ Environmental Impact Statement (EIS) provides summary information from the Traffic Study prepared for the I-10 Corridor Project (I-10 CP). The Traffic Study evaluates traffic on Interstate 10 (I-10) west of the Los Angeles/San Bernardino (LA/SB) county line as far as the Dudley Street on-ramp under the existing condition, as well as under the no build (Alternative 1), Alternative 2, and Preferred Alternative 3 conditions in years 2025 and 2045, as identified in Section 3.1.6.2 of the Final EIR/EIS. The following tables in the Traffic Study include the results of analysis of the mainline freeway (basic freeway and weaving sections), as well as mainline freeway ramp junctions by link along I-10 from Dudley Street on the west to Yucaipa Boulevard on the east: • Table 2.3.2 Existing (Year 2012) Condition I-10 Freeway Mainline Peak Hour Level of Service on page 2-23; • Table 2.3.3 Existing (Year 2012) Condition I-10 Ramp Junction Peak Hour Level of Service on page 2-27; • Table 2.4.2 Alternative 1 (Year 2025) Condition I-10 Freeway Mainline Peak Hour Level of Service on page 2-49; • Table 2.4.3 Alternative 1 (Year 2025) Condition I-10 Ramp Junction Peak Hour Level of Service on page 2-53; • Table 2.4.4 Alternative 1 (Year 2045) Condition I-10 Freeway Mainline Peak Hour Level of Service on page 2-58; • Table 2.4.5 Alternative 1 (Year 2045) Condition I-10 Ramp Junction Peak Hour Level of Service on page 2-62; • Table 2.5.2 Alternative 2 (Year 2025) Condition I-10 Freeway Mainline Peak Hour Level of Service on page 2-89; • Table 2.5.3 Alternative 2 (Year 2025) Condition I-10 Ramp Junction Peak Hour Level of Service on page 2-93; • Table 2.5.4 Alternative 2 (Year 2045) Condition I-10 Freeway Mainline Peak Hour Level of Service on page 2-98; • Table 2.5.5 Alternative 2 (Year 2045) Condition I-10 Ramp Junction Peak Hour Level of Service on page 2-102; • Table 2.6.2 Alternative 3 (Year 2025) Condition I-10 Freeway Mainline Peak Hour Level of Service on page 2-135; • Table 2.6.3 Alternative 3 (Year 2025) Condition I-10 Ramp Junction Peak Hour Level of Service on page 2-139; • Table 2.6.4 Alternative 3 (Year 2045) Condition I-10 Freeway Mainline Peak Hour Level of Service on page 2-144; and • Table 2.6.5 Alternative 3 (Year 2045) Condition I-10 Ramp Junction Peak Hour Level of Service on page 2-148. The Traffic Study contains information regarding analysis of interchanges along the corridor from Towne Avenue on the west to Wabash Avenue on the east. The Indian Hill Boulevard and Towne Avenue interchanges west of the LA/SB county line are included in that analysis, which is presented on pages 3-1 through 3-8 of the Traffic Study. Table 3.1.1 of the Traffic Study indicates that neither absolute nor percent vehicle increases are projected for intersections at the Indian Hill Boulevard or Towne Avenue interchanges; therefore, full detailed traffic operations analysis of arterial intersections in these interchanges were not required. Based on the information in Table 3.1.1 of the Traffic Study, substantial impacts to arterial intersections at the Indian Hill Boulevard and Towne Avenue interchanges are not anticipated. Because both the Garey Avenue and White Avenue interchanges are farther from the project terminus than either the Indian Hill Boulevard or Towne Avenue interchanges, there is no reason to expect substantial traffic impacts at arterial intersections in or near those interchanges.

Comment Code	Response
LA-6-2	As noted above in Response to Comment LA-6-1, potential impacts to arterial intersections were considered, and analysis is presented in the Traffic Study. The analysis indicates that the extent to which "drivers will seek out alternative westbound (WB) travel routes" near the terminus of the additional WB travel lane does not rise to the level to indicate the potential for a substantial impact to traffic on arterials.
LA-6-3	Traffic service in the transition areas referenced in the comment is summarized in Section 3.1.6.2 of the Final EIR/EIS. The analysis is summarized in Table 3.1.6-15. There are areas within the project limits other than the Express Lane transition areas where large numbers of lane changes are anticipated, such as approaching and departing from system interchanges with another freeway. California Department of Transportation (Caltrans) freeway design policies provide for such areas, including areas associated with Express Lane transitions. The Caltrans Highway Design Manual provides standards for freeway design and a Fact Sheet process for review and approval of designs that do not meet the standards. The California Manual on Uniform Traffic Control Devices provides a guide to signage for managed lane transition areas and will be applied to the project to ensure that motorists have sufficient advance notice of any necessary lane changes in transition areas. Caltrans Traffic Operations Policy Directive 11-02, which applies to the project, provides guidance in the design of managed lane access areas and requires that both a traffic operational analysis and a safety analysis be completed. With design of the transition areas subject to the policies identified above, it is not anticipated that the project will suffer from the potential hazards identified in the comment.
LA-6-4	The primary intent of the anticipated detour routes shown in Appendix I of the Final EIR/EIS is to identify potential detour routes to analyze associated socioeconomic impacts in the Ramp Closure Study. The final locations of detour routes will be fully evaluated in the Final Transportation Management Plan (TMP) to be prepared during the final design phase in conjunction with a construction staging plan, a key input in identifying closures and developing the detour routes. Details relating to duration and frequency of closures will also be analyzed in the TMP, including any associated environmental impacts. Coordination with the City of Claremont, as well as all other affected cities, will be conducted during development of the TMP, as described in avoidance, minimization, and/or mitigation measure COM-8. **COM-8:** A TMP will be implemented throughout the duration of the construction activities. The TMP will minimize project-related construction disruptions by including traffic strategies designed in coordination with local jurisdictions. Analysis of the impacts that the proposed detour routes will have on the local streets will be included in the Final TMP. Physical modifications of local streets and signal improvements, where required to minimize congestion and improve adequacy and effectiveness of the detour routes, will be implemented to support the traffic diversion, as described in avoidance, minimization, and/or mitigation measure COM-5. Additionally, potential secondary environmental effects of these actions will be examined or further studies will be conducted, if necessary. **COM-5:** Alternate and detour route strategies; street/intersection improvements (e.g., widening, pavement rehabilitation, removal of median) to provide added capacity to handle detour traffic; signal improvements; adjustment of signal timing and/or signal coordination to increase vehicle throughput, improve traffic flow, and optimize intersection capacity; turn restrictions at intersections and roadways necessary to reduce congestion and improve safety; and parking restrictions on alternate and detour routes during work hours to increase capacity, reduce traffic conflicts, and improve access will be implemented.

Comment Code	Response
LA-6-5	The construction staging for the Monte Vista Avenue undercrossing structure replacement will be developed during the final design phase of the project. During final design and development of the TMP, required closure and/or reduction of traffic lanes on Monte Vista Avenue will be identified and coordinated with all affected cities, as described in COM-8. If temporary or prolonged closure is necessary, mitigation measures will be implemented to minimize adverse effects on the community and businesses, as well as to pedestrian and bicycle facilities.

Comment LA-7

Ontario-Montclair
School District

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June 7, 2016

Aaron Burton, Environmental Chief
California Department of Transportation
464 West 4th Street
San Bernardino, CA 92401

RE: DRAFT ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT FOR PROPOSED INTERSTATE 10 CORRIDOR PROJECT

Dear Mr. Burton:

The District has reviewed the Draft Environmental Impact Report/Environmental Impact Statement ("Draft EIR/EIS") dated April 2016, concerning the proposed Interstate 10 Corridor Project ("Project"). This letter shall set forth the Ontario Montclair School District's ("District") concerns regarding the proposed Project.

Based on the information provided, the District finds the Draft EIR/EIS fails to meaningfully analyze and mitigate the impacts of the Project on the District's schools and the District's parents and students. As detailed in the District's July 13, 2015 letter (Draft EIR/EIS Appendix B - Section 4(f) Consultations, Appendix C- Summary of Consultation with Ontario-Montclair School District), presented as Exhibit A, the District reaffirms its concerns about impacts arising from Alternatives 2 and 3 of the proposed Project relative to the Edison elementary and Serrano middle schools.

LA-7-1

The following is provided in support of the District's finding:

1. On April 26, 2016, the San Bernardino Associated Governments ("SANBAG") provided notification to the District (Exhibit B) stating: *"Due to the ongoing engineering and environmental studies we have been working to complete over the past several months, our response has been delayed as we've attempted to minimize any potential impact and address your concerns for both locations."* (Emphasis added.) To date no response has been received from SANBAG or Caltrans.

2. On April 26, 2016, SANBAG provided notification to the District (Exhibit B) stating: *". . . we were able to modify the proposed improvements near the Edison Elementary school and remove any permanent property acquisition and/or permanent easement requirements; we have minimized the impacts to require only a short-term temporary construction easement required to construct a small, 200 feet long property wall along Sultana Avenue. This will allow us to implement a decreased construction time frame to construct this property wall and minimize the temporary impacts to Edison facility during construction."* (Emphasis added.) As stated in the focused

LA-7-2

meeting held on March 12, 2015, the impacts of the temporary construction easement will directly impact the school's operations, including emergency exiting, of activities held in the multipurpose room located directly east of the temporary easement. To date, no specific measures have been proposed to indicate how these undisputed impacts on the school will be mitigated. **LA-7-2 (cont.)**

3. On April 26, 2016, SANBAG provided notification to the District (Exhibit B) stating: *"Caltrans will also be providing you with a detailed response to the points in your letter but I wanted to respond to your comments since San Bernardino Associated Governments (SANBAG) is a partner in this project with Caltrans. SANBAG is responsible or preparing the project's draft environmental document for Caltrans which was recently completed and approved for pubic circulation beginning April 25, 2016."* (Emphasis added.) To date a detailed response from Caltrans has not been received. **LA-7-3**

4. On April 26, 2016, SANBAG provided notification to the District (Exhibit B)stating: *"We were able to address several of your comments specifically but others will require more time to perform a detailed site review and coordinate with you in future discussions as we move forward through the environmental phase and begin detailed design work and develop construction plans. Please be assured that we will continue to carefully consider your comments as we move forward and we understand your concerns related to funding, safety, facilities and operations".* (Emphasis added.) To date no preliminary designs or construction phasing, proposed mitigation measures have been received and no future discussions with the District have been scheduled. **LA-7-4**

5. Section 4.4.2 of the Draft EIR/EIS Appendix B titled: "Project Impacts at Edison Elementary School" under "Temporary Occupancy," states: *"Temporary Occupancy Under Alternative 3, a 0.07-acre TCE would be required at Edison Elementary School for approximately 9 months to permit construction of new retaining walls and change the profile of Sultana Avenue, as shown in Figure 2. The proposed TCE is between a chain-link fence and mature trees that physically separate the TCE area from an existing grass field, which is used for assorted recreational activities such as soccer. Although the TCE associated with Alternative 3 may temporarily reduce the overall area available at Edison Elementary School during construction, it would not result in impacts that would be detrimental to existing recreational activities, features, or attributes at the school because the area consists of landscaping that is not used for recreational purposes. Users would still be able to use the soccer/multi-use field during and after project construction."* No consideration appears to have been given concerning the size of the school's fields and the need to rotate recreational activities in order to allow the fields to recover. Such activities will utilize the section of field subject to the TCE. **LA-7-5**

6. Section 4.4.2 of the Draft EIR/EIS Appendix B titled: "Project Impacts at Edison Elementary School" under "Constructive Use," states: *"Alternative 3 would not result in a constructive use of Edison Elementary School. An indirect impact would be considered a constructive use under Section 4(f) if the impact were so severe that the public did not have access to the school and/or recreational activities occurring within the park were severely impacted by the project. Indirect uses related to the build alternatives are discussed below."* At this time, the District cannot determine the accuracy of these statements since the proposed project design and construction phasing has not been established. A review of the proposed project design and construction phasing will be necessary to verify the accuracy of this proposed finding. **LA-7-6**

7. Section 4.4.2 of the Draft EIR/EIS Appendix B titled: "Project Impacts at Edison Elementary School" under "Accessibility," states: "*Access and parking for Edison Elementary School would be maintained at all times during construction and operation of Alternative 3. During construction on the Sultana Avenue Bridge, circulation would be maintained to Edison Elementary School via Euclid Avenue and Campus Avenue. After construction on Sultana Avenue is completed, access to Edison Elementary via Sultana Avenue would be restored.*" No consideration appears to have been given concerning the District's comments concerning the significantly disruptive nature of road and bridge closures, routes of travel of parents and students, and the significant number of students that walk to and from school. No consideration analysis appears to have been undertaken concerning the impacts of the proposed road and bridge closures on traffic and circulation impacts related to student drop off and pick up at Edison Elementary School. **LA-7-7**

8. Section 4.4.2 of the Draft EIR/EIS Appendix B titled: "Project Impacts at Edison Elementary School" under "Air Quality and Noise," states: "*Indirect air quality and noise impacts as a result of Alternative 3 are not expected to result in a constructive use of Edison Elementary School. The school is currently subject to indirect air quality and noise impacts due to its proximity to the existing I-10 mainline and due to the school's location in a built-out suburban environment.*" This section provides no meaningful consideration or analysis concerning how air quality and noise impacts may affect an operating elementary school during the construction of the project. This section appears to be intended to reach the conclusion that no constructive use will occur without any analysis whatsoever. **LA-7-8**

9. Section 4.4.2 of the Draft EIR/EIS Appendix B titled: "Project Impacts at Edison Elementary School" under "Vibrations," states: "*Vibration impacts as a result of Alternative 3 would not result in a constructive use of Edison Elementary School. Vibration generated by construction equipment can result in varying degrees of ground vibration, depending on the equipment. The operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance from the piece of construction equipment. These impacts would be short term and would not inhibit recreational activities of the site during construction. During operation of Alternative 3, ground-borne vibration impacts are not anticipated beyond the impacts currently experienced as a result of vehicles traveling through the study area. Therefore, there would be no vibration impacts at Edison Elementary School that would result in a Section 4(f) constructive use.*" This section is wholly conclusory and provides no meaningful consideration or analysis concerning how vibration impacts may affect an operating elementary school during the construction of the project. This section appears to be intended to reach the conclusion that no constructive use will occur without any analysis whatsoever. **LA-7-9**

10. Section 4.4.3 of the Draft EIR/EIS Appendix B titled: "Impacts to section 4(f) Property," states: "*Alternative 3 would result in a 0.07-acre temporary occupancy at Edison Elementary School. No constructive use of this resource would be required to construct Alternative 3. As discussed above, because the temporary occupancy area is not used for recreational purposes, the recreational activities, features, and attributes of the school would not be adversely affected because of the proposed temporary occupancy.*" These conclusory statements are not well founded. As stated in the focused meeting held on March 12, 2015, the impacts of the temporary construction easement will directly impact the school's operations, including emergency existing, of activities held in the **LA-7-10**

multipurpose room located directly east of the temporary easement. To date, no specific measures have been proposed concerning how these undisputed impacts on the school will be mitigated.

LA-7-10 (cont.)

11. Section 4.4.4 of the Draft EIR/EIS Appendix B titled: "Documentation of Consultation," states: *"Since the scoping period, Caltrans has made contact with OMSD to consult on the project's impacts to Edison Elementary School. Caltrans sent a letter to OMSD on November 3, 2014, which described the proposed project, provided project design near Edison Elementary School, identified impacts, and proposed avoidance, minimization, and mitigation measures. A focused meeting was held with OMSD on March 12, 2015. On Jul 13, 2015, OMSD sent a comment letter. Meetings and further coordination between Caltrans and OMSD will continue to occur throughout development of the Draft EIR/EIS."* (Emphasis added.) During the focused meeting, the anticipated impacts to Serrano Middle School were also discussed. To date no preliminary designs or construction phasing, proposed mitigation measures have been received and no future discussions have been scheduled.

LA-7-11

In summary, it appears that the Draft EIR/EIS and Section 4(f) Analysis Appendix B for the proposed Project appear to provide no meaningful analysis or mitigation of specific adverse impacts that will occur at Edison Elementary School and Serrano Middle School during the construction of the Project. Sadly, more substantive comments are not possible until greater specificity is provided that adequately addresses the impacts and mitigation measures for the Edison Elementary School and Serrano Middle School. The District welcomes the opportunity to review preliminary designs or construction phasing, proposed mitigation measures, and participate in future discussions. The District is optimistic SANBAG's pledge to include the District's comments and suggested mitigation measures will be given serious consideration in the Project design. However, until such information is presented, the District must maintain its current position.

LA-7-12

Any project impacts on Edison Elementary School and Serrano Middle School, as well as, site modifications necessitated by the project impacts will result in a financial impact to the District. Although the costs of these impacts are not known at this time, the District anticipates and expects that all such costs will be fully funded by the agencies constructing the project.

LA-7-13

If you have any further questions, please contact the undersigned.

Sincerely,

Craig Misso
Director, Facilities Planning and Operations

Exhibit A (1 of 5)

Section 4(f) Consultations

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July 13, 2015

David Bricker, Deputy District Director
Department of Transportation
District 8, Division of Environmental Planning
464 West 4th Street
San Bernardino, CA 92401

RE: PROPOSED I-10 CORRIDOR PROJECT

Dear Mr. Bricker:

The District is in receipt of your correspondence dated November 3, 2014, concerning the proposed I-10 Corridor Project ("I-10 CP Project"). This letter shall set forth the Ontario-Montclair School District's concerns regarding the proposed I-10 CP Project.

Based on the information provided, it does not appear that Alternative 1 will significantly impact the District's facilities. However, the District is very concerned about impacts arising from Alternatives 2 and 3 of the proposed I-10 CP Project.

As you are aware, Edison Elementary School ("Edison ES") is located adjacent to the I-10 freeway at Sultana Avenue. Edison ES will be severely impacted by Alternative 3 of the proposed I-10 CP Project. Specifically, Alternatives 2 and 3 of the proposed I-10 CP Project will impact Edison ES's soccer fields, Multi-Purpose Building as well as other portions of the Edison ES campus.

As you are also aware Serrano Middle School ("Serrano MS") is also located adjacent to the I-10 freeway between I-10 and San Jose Street (in the vicinity of Monte Vista Avenue and I-10). The proposed I-10 CP Project will also have direct impacts on the Serrano MS Campus as well.

The District has the following concerns regarding potential adverse impacts resulting from the I-10 CP Project:

Exhibit A (2 of 5)

Section 4(f) Consultations

Proposed I-10 Corridor Project
July 13, 2015
Page 2

General Concerns for Both Edison ES and Serrano MS

1. Student Safety Impacts
   a. Duration of project
   b. Contractors' hours of operation
   c. Department of Justice clearance for all construction workers
   d. Supervision of employees, subcontractors, and independent contractors
   e. Disruption to instruction from construction activities, including vibration, increased noise and air pollution
   f. Location and duration of construction easement
   g. Construction activities on or near District property
   h. Disruptive work that impacts instruction (e.g., pile-driving/compaction, etc.)
   i. Temporary/replacement fencing and barricades
   j. Damage to and restoration of District property

2. Safety of Students and Parents (as pedestrians or bus riders)
   a. Crossing guards/other mitigation measures
   b. Road closures/detours
   c. Transporting of additional students that qualify for transportation as a result of the Sultana Avenue overpass closure
   d. Operational impacts to school's schedule and facility limitations

3. Traffic Impacts
   a. Limited access for student drop-off and pick-up
   b. Construction material storage
   c. Construction equipment and vehicle storage/parking

4. Operational/Fiscal Impacts
   a. Transporting of additional students
   b. Crossing guards
   c. Potential loss of ADA from (increased absences/out-bound inter-district transfers)
   d. Operational disruptions during start and end of school
   e. Other costs, including additional staffing, to implement temporary mitigation measures

Specific Concerns for Edison ES

1. Accommodation of additional buses due to increased number of transported students should alternate routes exceeding the District's established walking distances
2. Use of double safety fencing (e.g., two fencing panels with a 5' separation) to provide an additional layer of separation between students and the work area
3. Replacement fence/block wall to be installed on top of retaining wall
4. Reseeding of entire playfield
5. DSA approved and certified construction methods for any work occurring on District property
6. Emergency exiting of occupants from the multipurpose room ("MPR")
7. Costs incurred associated with granting of easement for retaining wall footing (appraisal, legal costs, recording, etc.)

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Exhibit A (3 of 5)

Section 4(f) Consultations

Specific Concerns for Serrano MS

1. Use of double safety fencing (e.g., two fencing panels with a 5' separation) to provide an additional layer of separation between students and the work area
2. Use of slated temporary fencing to reduce visibility from freeway
3. DSA approved and certified construction methods for any work occurring on District property
4. Student safety (as pedestrians) using Monte Vista Avenue underpass during partial closure
5. Impact to bus routes traveling to Peach Wood from Monte Vista Avenues
6. Costs incurred associated with acquisition of land (appraisal, legal costs, recording, etc.)
7. Use of high security fencing and slatted to reduce visibility and deter entry to schools through construction areas

Project Impacts to Physical Education Fields and Hard Courts

The taking of property for the project will result in a loss of acreage of the Edison ES and Serrano MS sites. The project will directly impact Edison ES's physical education ("P.E.") soccer fields located in the vicinity of Sultana Avenue and the I-10 freeway. The project will directly impact Serrano MS's fields located adjacent to the I-10 freeway.

As a result of the impacts of the project, the P.E. fields may need to be temporarily or permanently realigned. This realignment will in turn impact Edison ES's other fields used for physical education activities. The District is also concerned about damage to its property during the pendency of the proposed project and restoration of its property at the end of the proposed project.

Finally, as a result of the taking of property, both on a temporary and permanent basis, significant portion of the fencing along the perimeter of Edison ES and Serrano MS will be impacted and will need to be replaced. In addition, Edison ES has a large access gate along Sultana Avenue, which will need to be maintained in its current location or relocated.

Project Impacts to Multi-Purpose Building (MPR)

Alternatives 2 and 3 proposed temporary construction easement will have a significant adverse impact on the District operations and use of Edison ES's MPR. As proposed temporary construction easement appears to abut Edison ES's MPR. As a result, the emergency exits located on the west side of the MPR will be blocked, which will at least limit Edison ES's use of the MPR during the pendency of the proposed project, if not preventing its use entirely.

Project Impacts to School Site Access

Alternatives 2 and 3 proposed temporary construction easement will have a significant adverse impact on the District's access to the site. The site access along Sultana Avenue north of Edison ES's MPR must be retained. In addition, it appears that there will be operational disruptions of Edison ES as they pertain to the arrival and departure of students.

Project Traffic and Noise Impacts

In addition to the impacts set forth above, the project will also result in increased traffic noise and air quality impacts. Both Edison ES and Serrano MS campuses will be detrimentally impacted. The project will also significantly limit access for student drop off and pickup at Edison ES.

Exhibit A (4 of 5)

Section 4(f) Consultations

Project Impacts on Student Walking Distances

Alternatives 2 and 3 will disrupt students walking to and from school, lengthen their routes of travel and thereby will increase danger to walking students. In addition, student safety may be jeopardized by having adult construction workers and others present at the school site during construction of the proposed project, unless all personnel are screened for serious and violent offenses, controlled substances offenses, and sex offenses before being permitted on site and properly supervised throughout the duration of the project.

Suggested Mitigation Measures

The following suggested mitigation measures are not intended to be a complete listing of all necessary measures to be implemented for the project.

1. Compensate the District for the fair market value of any land taken for the proposed project.
2. Compensate the District for any costs incurred associated with the proposed project.
3. Incorporate sound mitigation measures at Edison ES along Sultana Avenue and I-10 to reduce construction noise, vibration and traffic noise impacts from the proposed project.
4. Replace Edison ES's perimeter fencing located along Sultana Avenue and the I-10 freeway. The replacement perimeter fencing should be constructed of graffiti and vandalism resistant materials. In particular, the District is concerned that block wall fencing will attract graffiti and vandalism.
5. Replace Serrano MS's perimeter fencing located along the I-10 freeway. The replacement perimeter fencing should be constructed of graffiti and vandalism resistant materials.
6. Relocate and realign athletic fields as necessary as a result of the proposed project.
7. Repair any and all damage to Edison ES's and Serrano MS's property and fields.
8. Repair any and all damage to Edison ES's MPR.
9. Maintain access to the Edison ES school site along Sultana Avenue north of Edison ES's MPR.
10. Construct the proposed project only during the summer recess in order to minimize impact on Edison ES and Serrano MS.
11. Do not allow any disruptive construction activities to occur during dates/times when Edison ES and Serrano MS are in session.
12. Construct temporary fencing to screen the public and students from the proposed projects during construction at Edison ES and Serrano MS.
13. Prior to any work occurring, fingerprint and screen all construction personnel who are working in proximity to Edison ES and Serrano MS for serious and violent offenses, controlled substances offenses, and sex offenses and properly supervise these employees, subcontractors, and independent contractors throughout the duration of the project.

Exhibit A (5 of 5)

Section 4(f) Consultations

Proposed I-10 Corridor Project
July 13, 2015
Page 5

14. Construct designated walkways and crosswalks for student travel to and from school for Edison ES and Serrano MS during the proposed project including, but not limited to, walkways and crosswalks along Sultana Avenue.

15. Employ crossing guards to monitor and assist student travel to and from Edison ES and Serrano MS during the proposed project.

16. Manage construction material storage and construction equipment and vehicle storage/parking (including workers' personal vehicles) in a manner that does not disrupt Edison ES and Serrano MS or jeopardize student safety.

The District anticipates that its comments and suggested mitigation measures will be given serious consideration and incorporated into the project design. Any project impacts on Edison ES and Serrano MS, as well as, site modifications necessitated by the project impacts will result in a financial impact to the District. Although the costs of these impacts are not known at this time, the District anticipates that these costs will be fully funded by the agencies constructing the project.

If you have any further questions, please contact the undersigned.

Sincerely,

Craig Misso
Director, Facilities Planning and Operations

66

Exhibit B (1 of 2)

Governments SANBAG Working Together

San Bernardino Associated Governments

1170 W. 3rd Street, 2nd Floor ■ San Bernardino, CA 92410-1715
Phone: (909) 884-8276 ■ Fax: (909) 885-4407 ■ Web: www.sanbag.ca.gov

TRANSPORTATION MEASURE I

■ San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

2016 MAY -2 AM 9:38

April 26, 2016

Mr. Craig Misso,
Director of Facilities Planning and Operations
Ontario-Montclair School District (OMSD)
950 West D Street
Ontario, CA 91762

SUBJECT: Responses to comments related with the I-10 Corridor Project

Dear Mr. Misso:

I am in receipt of your letter dated July 13, 2015 regarding the Ontario-Montclair School District (OMSD) comments related with the proposed I-10 Corridor project improvements near Edison Elementary School and Serrano Middle School.

Due to the ongoing engineering and environmental studies we have been working to complete over the past several months, our response has been delayed as we've attempted to minimize any potential impacts and address your concerns for both locations. Fortunately, we have been able to revise the planned improvements and do not anticipate any direct impacts to the Serrano Middle School under any of the project's alternatives. Similarly, we were able to modify the proposed improvements near the Edison Elementary School and remove any permanent property acquisition and/or permanent easement requirements; we have minimized the impacts to require only a short-term temporary construction easement required to construct a small, 200 feet long property wall along Sultana Avenue. This will allow us to implement a decreased construction time frame to construct this property wall and minimize the temporary impacts to the Edison facility during construction.

Caltrans will also be providing you with a detailed response to the points in your letter but I wanted to respond to your comments since San Bernardino Associated Governments (SANBAG) is a partner in this project with Caltrans. SANBAG is responsible for preparing the project's draft environmental document for Caltrans which was recently completed and approved for public circulation beginning April 25, 2016.

The Caltrans letter provides technical responses to your comments and highlights excerpt key measures from the environmental document to demonstrate the controls we will place on the contractor when work is occurring near your facilities. Their letter also discusses the Section 4(f) "de minimis" finding as well as efforts to minimize construction impacts.

Exhibit B (2 of 2)

We were able to address several of your comments specifically but others will require more time to perform a detailed site review and coordinate with you in future discussions as we move forward through the environmental phase and begin detailed design work and develop construction plans. Please be assured that we will continue to carefully consider your comments as we move forward and we understand your concerns related to funding, safety, facilities and operations.

We hope you will be able to join us at one of our community open houses that will be scheduled during the environmental document public comment period and if you would like to meet separately with our team, please let me know. I will be sure that you receive a personal invitation to our open houses.

Please feel free to contact me if you have any more questions related with the project at (909) 884-8276 or by email at gcohoe@sanbag.ca.gov.

Sincerely,

Garry Cohoe
Director of Project Delivery

Cc: Caltrans
David Speirs, Parsons
file

Response to Comment LA-7

Comment Code	Response
LA-7-1	Thank you for your comments. As discussed in Appendix B of the Final Environmental Impact Report (EIR)/Environmental Impact Statement (EIS), formal consultation with the Ontario Montclair School District (OMSD) occurred prior to and during public review of the Draft EIR/EIS, which included providing engineering plans and construction information regarding the proposed project, meeting with school district officials, and exchanging information. Since the scoping period, the California Department of Transportation (Caltrans) sent a letter to OMSD on November 3, 2014, which described the proposed project, provided project design near Edison Elementary School, identified impacts, and proposed avoidance, minimization, and mitigation measures. A focused meeting was held with OMSD on March 12, 2015. On July 13, 2015, OMSD sent a commenter letter. The San Bernardino County Transportation Authority (SBCTA), on behalf of Caltrans, sent another correspondence on April 26, 2016. See response to Comment LA-7-2 for information about avoidance and minimization measures for the school.
LA-7-2	Since the initial consultation with OMSD about the I-10 Corridor Project (I-10 CP), Caltrans and SBCTA have made the well-being and safety of students and parents, faculty, and patrons of school facilities a top priority. Caltrans and SBCTA have been closely working together to develop a solution to address OMSD's concerns, which include the development of feasible design and construction methods to further minimize and avoid impacts to Edison Elementary School and Serrano Middle School. Prior to circulation of the Draft EIR/EIS, refinement of design plans resulted in avoidance of direct impacts to Serrano Middle School. Our efforts to avoid and/or minimize impacts to school facilities are ongoing and continued after public review of the Draft EIR/EIS. One of the main reasons for public review of the Draft EIR/EIS is to solicit public input about the project, including those potentially affected. Caltrans has reviewed OMSD's concerns regarding potential effects to Edison Elementary School and has explored design alternatives to reduce potential construction impacts and disruption to classes. To address OMSD's concerns, Caltrans and SBCTA have refined the design plans for the project to avoid construction and related activities on school property. The temporary construction easements (TCEs) previously proposed at Edison Elementary School, and as mentioned in the Draft EIR/EIS, will no longer be required for the proposed project because modifications have been made to the project design. The refined design plans presented in this Final EIR/EIS also avoid Temporary Occupancy under 23 *Code of Federal Regulations* (CFR) 771.13(d), and a Section 4(f) *de minimis* concurrence from OMSD is no longer required. Construction of the project will occur outside of school property and within City of Ontario public right-of-way (ROW). Caltrans will ensure that access to and from schools adjacent to the construction areas will be maintained. Measures COM-3, COM-4, COM-5, COM-8, N-3, N-4, T-1, and AQ-1 through AQ-21, as stated in Appendix E, Environmental Commitments Record, will help to reduce construction-related disruptions. Caltrans and/or SBCTA will continue coordination with OMSD in the next phases of the project, including construction.
LA-7-3	Caltrans and SBCTA acknowledge receiving OMSD's letter, dated July 13, 2015, which outlines OMSD's concerns about the project. Both partner agencies have taken your comments about the project into consideration and have developed a conceptual design that avoids construction activities on school property. Please refer to response to Comment LA-7-2 for further discussion on design refinements to avoid direct impacts to OMSD's schools. The public review process of the Draft EIR/EIS serves as a way for both partner agencies to formally respond to comments and concerns about the project. Our responses to OMSD's comments and subsequent revisions made to preliminary design plans and this Final EIR/EIS are a formal response to your concerns.

Comment Code	Response
LA-7-4	*Preliminary Design Plans and Construction Phasing* Preliminary design plans were made available during the public review period and were included in Appendix N of the Draft EIR/EIS. At this early stage of the project development process, limited design plans are available to develop construction phasing and staging. Nevertheless, to address OMSD's concerns, Caltrans and SBCTA are continually developing design concepts to further minimize potential impacts to OMSD's schools. This is evident as both partner agencies develop design refinements as the project progresses – prior to public review of the Draft EIR/EIS, direct impacts were anticipated at Serrano Middle School, which were later resolved through complete avoidance of the property by design refinements. After receipt of your comment about the TCE requirement at Edison Elementary School, both agencies developed a design concept that would eliminate this requirement; as mentioned in response to Comment LA-7-2, preliminary design plans have been revised to avoid construction activities within school property. As the project moves forward through the environmental process and more information is available, detailed design plans and construction plans will be developed, which could reveal further opportunities to minimize potential construction impacts to OMSD's schools. *Measures to be Implemented* Caltrans anticipates that the avoidance of construction activities within Edison Elementary School and Serrano Middle School properties would eliminate substantial impacts; hence, mitigation measures to reduce potential impacts to less than significant levels are not required. Nevertheless, Caltrans is committed to minimizing construction-related disturbances to preserve existing operations to and from OMSD's schools. To the greatest extent feasible and as applicable, the following construction-related measures will be implemented by the project: COM-3, COM-4, COM-5, COM-8, N-3, N-4, T-1, and AQ-1 through AQ-21.
LA-7-5	As mentioned in response to Comment LA-7-2, the TCE previously proposed at Edison Elementary School will no longer be required for the project. Modifications have been made to the preliminary design plans to avoid construction activities on Edison Elementary School property. Appropriate revisions to the Final EIR/EIS have been made to incorporate this design modification.
LA-7-6	As mentioned in response to Comment LA-7-2, the TCE previously proposed at Edison Elementary School will no longer be required for the project. The refined design plans presented in this Final EIR/EIS avoids Temporary Occupancy under 23 CFR 771.13(d); hence, there are no potential Section 4(f) impacts that would result from construction of the project. A Section 4(f) *de minimis* concurrence from OMSD is no longer required.
LA-7-7	As discussed in the above responses to comments, modifications have been made to the project design, and the TCE at Edison Elementary School is no longer required for the proposed project. Preliminary detour routes are shown in Appendix I of the Final EIR/EIS. The final locations of detour routes will be fully evaluated in the Final Transportation Management Plan (TMP) to be prepared during the final design phase in conjunction with the construction staging plan, a key input in identifying closures and developing detour routes. Details relating to duration and frequency of closure, and analysis of the impacts that the proposed detour routes will have on the local streets will also be analyzed in the Final TMP. Physical modifications of local streets and signal improvements to minimize congestion and improve adequacy and effectiveness of the detour routes will be implemented to support the traffic diversion, as described in avoidance, minimization, and/or mitigation measure COM-5.

Comment Code	Response
LA-7-8	Appendix B, Section 4.4.2, of the Draft EIR/EIS refers to the Section 4(f) Evaluation of Edison Elementary School. OMSD's comment asserts that this "section provides no meaningful consideration or analysis concerning how air quality and noise may affect an operating elementary school." The Section 4(f) evaluation provided in Appendix B was prepared *specifically* to address potential impacts to parks and recreational features that are open to the general public; impacts to air quality and noise as it relates to school operations are not intended to be discussed in this section. Because a TCE at Edison Elementary School is no longer required for the proposed project, the discussion of Edison Elementary School has been removed from the Section 4(f) evaluation. Potential effects to operations at Edison Elementary School are discussed in Chapter 3 of this Final EIR/EIS. Please note that Edison Elementary School has been identified as a sensitive receptor in Section 3.2.6, Air Quality, and in Section 3.2.7, Noise. Analyses of potential impacts to the school and its operations are discussed in appropriate environmental resource sections. Implementation of measures AQ-1 through AQ-21 in Section 3.2.6 and measures N-1 through N-4 in Section 3.2.7 are expected to minimize construction impacts for air quality and noise construction impacts, respectively.
LA-7-9	As discussed in the above responses to comments, modifications have been made to the project design, and the TCE at Edison Elementary School is no longer required for the proposed project. OMSD's comment asserts that this "section provides no meaningful consideration or analysis concerning how vibration impacts may affect an operating elementary school." The Section 4(f) evaluation provided in Appendix B was prepared *specifically* to address potential impacts to parks and recreational features that are open to the general public; impacts to vibration as it relates to school operations are not intended to be discussed in this section. Avoidance, minimization, and/or mitigation measure N-3 requires that the contractor prepare a Noise and Vibration Monitoring and Mitigation Plan. The plan must outline noise and vibration monitoring procedures at predetermined noise and vibration sensitive sites. The Contractor will not start any construction work or operate any noise or vibration-generating construction equipment at the construction site before approval of the Plan. As part of the coordination with OMSD, as discussed in response to Comment LA-7-1, Caltrans and SBCTA will heed input from OMSD regarding construction scheduling to limit potential vibration impacts that may be disruptive during school hours. Along with implementation of the rest of the measures listed in Section 3.2.7 of the Final EIR/EIS, vibration impacts are expected to be minimized to the greatest extent practicable, and a constructive use will not occur.
LA-7-10	As discussed in the above responses to comments, modifications have been made to the project design, and the TCE at Edison Elementary School is no longer required for the proposed project. No construction will be conducted on school property. Please refer to response to Comment LA-7-2.
LA-7-11	Caltrans and SBCTA have reviewed OMSD's concerns and have avoided direct impacts to Serrano Middle School and Edison Elementary School. No construction will occur on school property at these two locations. Caltrans and SBCTA will continue to coordinate with OMSD and provide appropriate notification of upcoming construction within the general area of the school.
LA-7-12	With removal of the TCEs from Edison Elementary School and Serrano Middle School, temporary impacts to the referenced schools would be greatly reduced. Further construction access and circulation details will be discussed in the Final TMP that will be prepared during the final design phase of the project, and as discussed in Appendix B of the Final EIR/EIS. As stated in Section 3.1.4 of the Final EIR/EIS, upon completion, the final TMP will be available to the public and can be obtained by request from SBCTA.

Comment Code	Response
LA-7-13	Temporary or permanent occupancy of Edison Elementary School or Serrano Middle School will no longer occur, as discussed in Section 3.1.4, Community Impacts, of the Final EIR/EIS; therefore, no site modifications will occur as a result of the proposed project.

Comment LA-8

PLANNING AND ENVIRONMENTAL SERVICES

June 8, 2016

Mr. Aaron Burton, Branch Chief
Caltrans District 8
464 West 4th Street
San Bernardino, California 92401

Attn: I-10 CP Draft EIR/EIS Comment Period

Mr. Burton:

On behalf of the City of Rialto, please find our comments on the Draft EIR/EIS for the I-1o Corridor Project. Please review and address these comments in the Final EIR in the interest of ensuring the residents and business owners in the city of Rialto are not significantly impacted by the I-10 corridor project. Thank you and please feel free to contact Christopher Brown, Director of Environmental Services at 951-787-9222.

1. **Cumulative Impacts:** The Cumulative Impact Analysis for Land Use, Community, Aesthetics, Hydrology and Water Quality, and Geology and Soils did not contain any deficiencies that would appear to adversely affect the City of Rialto. The remaining comments (below) can simply be copied and pasted directly into your comment letter template. **LA-8-1**
2. **Land Use:** Regarding the land use consistency analysis, it lacks substantial analysis with respect to Specific Plans, especially the one in Rialto (the Gateway Specific Plan). **LA-8-2**
3. **Aesthetics:** Regarding aesthetic impacts, there were no Key Observation Points (KOP) established in Rialto. The nearest one is in Colton KOP#50. **LA-8-3**
4. **Hydrology/Geology:** Regarding the Hydrology and Geology sections, these sections lack maps so it is difficult to determine if areas with special design issues are located within Rialto. **LA-8-4**
5. Section 3.1.1: Land Use
   a. Page 3.1.1-13 [Table 3.1.1-3]: Please describe the nature of the impacts (i.e., noise, light and glare). **LA-8-5**
   b. Page 3.1.1-13 [Table 3.1.1-3]: This finding should be "inconsistent," given the similar analysis applied to the other open space goals. **LA-8-6**
   c. Page 3.1.1-35 [Specific Plans]: The Specific Plans are not evaluated for consistency in Table 3.1.1-3, which appears to be an oversight. Without an evaluation of relevant goals and policies for the Gateway Specific Plan, in particular, the consistency analysis lacks substantial evidence to make a finding that the proposed project is consistent with this particular land use plan. **LA-8-7**
   d. Page 3.1.1-46 [Alternative 3]: Should specify that activities would not be inhibited following construction, but that during construction, there could be traffic and noise impacts to existing recreation uses. **LA-8-8**
   e. Page 3.1.1-47 [Table 3.1.1-5]: Specify approximately how long the closure would be in effect. **LA-8-9**

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City of Rialto
I-10 Corridor EIR-EIS
Public Review Comments

f. Page 3.1.1-47 [Santa Ana River Tail]: Should mention that closures are nighttime only, when the trail is not in use. LA-8-10

g. Page 3.1.1-48 [MacArthur Park]: Please discuss indirect impacts, such as noise and vibration. LA-8-11

6. Section 3.1.2 Growth

a. Page 3.1.2-5 [Common to Both Build Alternatives]: Please change "much of the study area is built out" to "some of the study area is built out." It seems inaccurate to claim that municipalities such as Yucaipa, Redlands, and Loma Linda are built out since all three show robust annual growth in employment. LA-8-12

b. Page 3.1.2-6 [Common to Both Build Alternatives]: The statement that "the build alternative would not create new housing or opportunities for capital investment" assumes there is no re-use of existing built spaces. Please clarify. LA-8-13

c. Page 3.1.2-7 [Alternative 2]: This alternative 2 section seems redundant to the preceding discussion on common features to build alternatives. LA-8-14

d. Page 3.1.2-8 [Alternative 3]: Please delete the phrase "improvements...are not substantial" and add the phrase "attractiveness of some areas would not induce additional growth" to last sentence. LA-8-15

7. Section 3.1.4 Community Impacts

a. Page 3.1.4-1 [Community Character and Cohesion]: Is this a regulatory definition of community cohesion, or was some other source used? Please cite the referenced source. LA-8-16

b. Page 3.1.4-6 [East Pomona Neighborhood (South of I-10)]: Calculation error: population density is 8,822 people per square mile. LA-8-17

c. Page 3.1.4-6 [Vista Neighborhood (North of I-10)]: Calculation error: population density is 5,582 people per square mile. LA-8-18

d. Page 3.1.4-7 [East Montclair Plaza Neighborhood (North of I-10)]: Please provide resident and area size data for Montclair, which are missing. LA-8-19

e. Page 3.1.4-14 [Table 3.1.4-3]: Please add the California ethnic composition as a basis for comparison, as in Table 3.1.4-2. LA-8-20

f. Page 3.1.4-18 [Table 3.1.4-4]: Please add the California ethnic composition as a basis for comparison, as in Table 3.1.4-2. LA-8-21

g. Page 3.1.4-34 [No Build Alternative]: Please describe the "potential indirect impacts to the regional economy." Are they loss of productivity? Reduced job growth? LA-8-22

h. Page 3.1.4-35 [Community Character/Cohesion]: Are any of the population subgroups (i.e., homogeneous ethnic groups) that define community cohesion going to be displaced from their homes? Answering that question would provide a better indicator of changes in community character/cohesion than visual impacts. LA-8-23

i. Page 3.1.4-35 [Residential Displacement Impacts]: Does the statement "Alternative 3 would displace 42 residential units" mean "as a result of property acquisitions"? Please clarify. LA-8-24

j. Page 3.1.4-45 [Residential Displacement]: The text in the preceding paragraph says that no displacement would occur from partial acquisitions and footing easements. This seems inconsistent with the subsequent statement that "23 single-family residential units and 19 units in multi-family residences" would need to be acquired. Please clarify. LA-8-25

k. Page 3.1.4-45 [Nonresidential Displacement]: Similarly, the statement that "permanent acquisition of 11 parcels that are currently used for nonresidential purposes would also be LA-8-26

MIG 2

displaced" seems inconsistent with the earlier statement that no displacement would occur from partial acquisitions and footing easements. What is the source/cause of displacements discussed? Is displacement from complete property acquisitions? Please specify. **LA-8-26 cont.**

l. Page 3.1.4-47 [Figure 3.1.4-4]: The numbered red shapes should be labeled as areas of residential displacement to coincide with the text on page 3.1.4-45. **LA-8-27**

m. Page 3.1.4-67 [Economic Impacts to Property Taxes, Sales Taxes, and Employment]: For Rialto, though it's possible that a decrease in sales tax revenue would be insignificant, please provide an estimate of sales tax revenue loss to provide a better understanding. **LA-8-28**

n. Page 3.1.4-81 [Common to Both Build Alternatives]: The proposed project doesn't divide a neighborhood. **LA-8-29**

8. Section 3.1.7 Visual/Aesthetics

a. Page 3.1.7-3 [Visual Environment]: Add "feet" (as in "many [trees] are taller than 80 feet"). **LA-8-30**

b. Page 3.1.7-30 [Methodology]: The text refers to two tables. Please add these tables or indicate on what page(s) they can be found in the document. **LA-8-31**

c. Page 3.1.7-31 [Environmental Consequences]: How are viewer exposure and sensitivity defined? Does the FHWA method define these terms? **LA-8-32**

d. Page 3.1.7-33 [Build Alternatives--Summary]: In the last sentence of the last paragraph, the text refers to "not substantial," but is this the same as "a less than significant impact"? Please clarify. **LA-8-33**

Page 3.1.7-44 [Changes to Visual Character]: Define foreground and middle ground distances, either in this section or earlier in the aesthetics section. **LA-8-34**

e. Page 3.1.7-51 [Viewpoint #50 Analysis; Orientation]: Please explain how this single KOP provides sufficient information for the visual analysis within the vicinity of Rialto. **LA-8-35**

f. Page 3.17-94 [Table 3.1.7-1]: On page 3.1.7-30, there's mention of "individual reference tables." Please indicate where these tables are located in the document. Also there are no disclosures whether impacts are significant and unavoidable, potentially significant, less than significant with mitigation, or no impact. This summary table seems to imply that all impacts are less than significant with mitigation. Please clarify. **LA-8-36**

9. Section 3.2.1 Hydrology and Floodplains

a. Page 3.2.1-7 [The Practicability of Alternatives to any Longitudinal Encroachments]: Please add a map of the encroachment locations. **LA-8-37**

b. Page 3.2.1-9 [The Practicability of Alternatives to any Longitudinal Encroachments]: Please add a map of these encroachment locations to help determine their position in relation to Rialto. **LA-8-38**

c. Page 3.2.1-9 [Risks of the Action]: The second to last sentence on the page refers to "a higher risk condition." Does this mean a high risk of increased flooding? **LA-8-39**

10. Section 3.2.2 Water Quality and Stormwater Runoff

a. Page 3.2.2-15 [Temporary Surface Water Impacts (Short-Term Impact during Construction)]: Please indicate where the reader can find Attachment D. Is it in an appendix to the EIR/EIS? **LA-8-40**

b. Page 3.2.2-17 [Permanent Groundwater Impacts (Long-Term Impact during Operation)]: Please include a regional map that shows locations of groundwater recharge areas. As it stands, it's difficult to know where recharge areas are located relative to Rialto. **LA-8-41**

11. Section 3.2.3 Geology/Soils/Seismic/Topography

City of Rialto
I-10 Corridor EIR-EIS
Public Review Comments

a. Page 3.2.3-1 [Regulatory Setting]: Wouldn't the referenced Historic Sites law be more appropriate for the Cultural Resources section of the EIR/EIS? Please clarify. **LA-8-42**

b. Page 3.2.3.20 [GEO-10]: Have these areas already been identified in the hazards section? **LA-8-43**

MIG 4

Response to Comment LA-8

Comment Code	Response
LA-8-1	Thank you for your comments. The cumulative impacts analysis can be found in Section 3.6 of the Final Environmental Impact Report (EIR)/Environmental Impact Statement (EIS). No cumulative impacts are anticipated to adversely affect Rialto.
LA-8-2	Specific plans within the study area were analyzed to ensure consistency with the proposed project; these plans, including the Gateway Specific Plan, are identified in Section 3.1.1, Land Use, of the Final EIR/EIS. Specific plans were not included in Table 3.1.1-3, Consistency with Plans and Policies, because only the main overarching plans (e.g., General Plans) were included in this table. According to the California Office of Planning and Research (OPR), all specific plans, whether prepared by a general law of a city or county, must be consistent with the adopted general plan of the jurisdiction within which it is located, per Sections 65450 - 65457 of the Government Code. Therefore, the specific plans would follow the general consistency analysis provided for the respective General Plan in Table 3.1.1-3.
LA-8-3	The analysis and key viewpoints provided in Section 3.1.7, Visual/Aesthetics, of the Final EIR/EIS provide a wide range of key viewpoints that are representative of the project alignment and associated impacts. As discussed in the section, it is not possible to analyze every possible view within the project area, and the key viewpoints chosen for the analysis are intended to show similar changes to the freeway environment within the affected jurisdictions. The affected areas within the project limits in the city of Rialto consist entirely of railyard to the south of Interstate 10 (I-10), where there are no sensitive viewers to experience project improvements, other than motorists on I-10. As described in Section 3.1.7, Visual/Aesthetics, of the Final EIR/EIS, views into the railyard areas along the project alignment have very low visual quality. To the north of I-10, there are also primarily industrial land uses, with fewer sensitive viewers than a residential or commercial area. Key Viewpoint #50 shows the motorist's point of view looking toward a rail facility, which is similar to what any viewer driving on I-10 through Rialto would experience within the project area. Most of the impacts within Rialto are similar in nature to changes shown for Key Viewpoint #50. In addition, typical views for Rialto are identified in Figures 3.1.7-6 and 3.1.7-7 as part of the Rail Yard Landscape Unit. Lastly, a summary of the viewpoint analysis is included at the end of the section, which considers the entire alignment.
LA-8-4	See response to Comments LA-8-37 and LA-8-42. In addition, Appendix N, Project Design Features, identifies the major project improvements for the entire project alignment. No special design issues that could present challenges with regards to hydrology or geology are located within the project area in the city of Rialto.
LA-8-5	Noise in the study area is dominated by traffic on I-10, and there are numerous soundwalls along both sides of I-10. The bordering communities within the corridor are already impacted by highway noise, and these conditions are projected to worsen as traffic increases. Construction noise, light, and glare vary greatly depending on the construction process, type and condition of the equipment used, and layout of the construction site. Projections of potential construction noise levels may vary from actual noise experienced during construction due to these factors. Construction operations near residential neighborhoods would be restricted to the greatest extent possible so that impacts are kept to a minimum. Noise impacts would be mitigated with the appropriate federally designated noise mitigation, including soundwalls. Buffers, including landscaping, will be incorporated into the project design where feasible to minimize impacts related to lighting and glare. Adequate street lighting would be maintained or enhanced.

Comment Code	Response
LA-8-6	It is unclear which goal or policy this comment is referring to within Table 3.1.1-3. The consistency finding for each goal or policy is identified for each alternative in separate columns in Table 3.1.1.-3 in Section 3.1.1, Land Use, of the Final EIR/EIS, as outlined per federal guidance (FHWA Technical Advisory T 6640.8, Guidance for Preparing and Processing Environmental and Section 4(f) Documents).
LA-8-7	See above response to Comment LA-8-2.
LA-8-8	Temporary construction impacts to parks and recreational areas are discussed under the Temporary/Construction Impacts heading in Section 3.1.1.3, Parks and Recreational Facilities, of the Final EIR/EIS.
LA-8-9	Park and trail closure durations are included in the discussion in the text under the Temporary/Construction Impacts heading in Section 3.1.1.3, Parks and Recreational Facilities, of the Final EIR/EIS. Additional text has been added to specify that Santa Ana River Trail closures will be at night.
LA-8-10	See response to Comment LA-8-9.
LA-8-11	The park is currently subject to indirect air quality and noise impacts due to its proximity to the existing I-10 mainline and due to the park's location in a built-out suburban environment. The incremental increase in noise and air quality impacts during construction and once the proposed project is in operation would not inhibit existing recreational functions in the park that are already subject to noise and air quality associated with I-10. Vibration generated by construction equipment can result in varying degrees of ground vibration, depending on the equipment. The operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance from the piece of construction equipment. These impacts would be short term and would not inhibit recreational use of the site during construction. During operation of Alternative 3, ground-borne vibration impacts are not anticipated beyond the impacts currently experienced as a result of vehicles traveling through the study area. Therefore, no substantial indirect impacts or other interference with the activities or purpose of the resource are anticipated as a result of the proposed project.
LA-8-12	Within the study area, the municipalities are built out or close to built out. Farther from I-10, some of the municipalities are less built out, but for the purposes of this analysis, much of the study area is built out, as discussed in Section 3.1.2, Growth, of the Final EIR/EIS.
LA-8-13	This statement in Section 3.1.2, Growth, of the Final EIR/EIS is reiterating above statements that the study area is mostly built out. Creation of new housing is not expected to follow the project improvements because no new interchanges are proposed that could encourage growth in excess of Southern California Association of Governments (SCAG) and general plan projections. This statement is specifically focused on new construction, not assumptions about the reuse of existing structures.
LA-8-14	This section in Section 3.1.2, Growth, of the Final EIR/EIS does include some repetition from the above discussion because, in general, improvements included as part of Alternative 2 are also included within Preferred Alternative 3. However, the specific Alternative 2 discussion specifies the incorporation of high-occupancy vehicle (HOV) lanes and anticipated impacts, as opposed to the Express Lanes included as part of Preferred Alternative 3.
LA-8-15	The last sentence in the Preferred Alternative 3 analysis in Section 3.1.2, Growth, of the Final EIR/EIS, has been changed per suggestion.

Comment Code	Response
LA-8-16	Community cohesion is a social consideration in evaluating any potential community impact concern that may have been anticipated or noted during early coordination meetings. The definition of community cohesion provided in Section 3.1.4 of the Final EIR/EIS is based on the California Department of Transportation (Caltrans) Environmental Handbook, Volume 4: Community Impact Assessment (Website: http://www.dot.ca.gov/ser/vol4/downloads/vol4_entire.pdf). The concept of community cohesion was rooted in the United Kingdom in 2001 following riots and disturbances from community unrest. Caltrans initially applied the community cohesion concept in its 2003 Desk Guide Environmental Justice in Transportation Planning and Investments (Website: http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/EnvironmentalJusticeDeskGuideJan2003.pdf). This guide was a product of a collaborative effort among consultants, community-based organizations, and transportation agencies in California to address and promote environmental justice (community cohesion was included as part of social impacts). The regulatory and procedural background and technical issues related to community impact analyses are provided in these Caltrans guidance documents.
LA-8-17	Population density has been revised for this neighborhood and others in Section 3.1.4, Community Impacts, of the Final EIR/EIS.
LA-8-18	See response to Comment LA-8-17.
LA-8-19	The area of the neighborhoods has been calculated in Section 3.1.4, Community Impacts, of the Final EIR/EIS.
LA-8-20	The Community Impact Assessment Caltrans Standard Environmental Reference Handbook Volume 4 states that "more detailed data are reported for areas higher in the geographic hierarchy, such as counties and large cities, rather than small cities, census tracts, and blocks" and that "describing the community character is best accomplished by comparing the local community to an appropriate larger area such as a city, county, or state, depending on the size and nature of the project and affected community". For purposes of this analysis, the counties within which the study area lies were used for comparison to the directly affected population. California demographics would not add to the analysis of ethnic composition because impacts are local in terms of population. In addition, Caltrans guidance recommends using counties as a larger region of comparison.
LA-8-21	Like population impacts, race characteristics for the entire state of California would not provide meaningful substance to the analysis of housing characteristics.
LA-8-22	As discussed in Section 3.1.4, Community Impacts, of the Final EIR/EIS, potential indirect impacts could result from the No Build Alternative. These impacts would primarily be associated with the actual slowing of trucks carrying goods.
LA-8-23	As discussed in Section 3.1.4, Community Impacts, of the Final EIR/EIS, no displacements, residential or nonresidential, would result from Alternative 2. The following discussion has been added on page 3.1.4.38 for Community Character/ Cohesion impacts under Alternative 3: "Most of the displacements are anticipated to occur in the city of Fontana, in an area that features scattered residences among a multitude of various industrial uses. As such, even though the census tract data of the area suggest a large percentage of minority populations, it is unlikely that strong community character/cohesion exists given the existing land use mix and its proximity to an existing highway corridor."
LA-8-24	Text added to Section 3.1.4, Community Impacts, on page 3.1.4-35 of the Final EIR/EIS for clarification: "… as a result of full property acquisitions…"
LA-8-25	Text added to Section 3.1.4, Community Impacts, on page 3.1.4-45 of the Final EIR/EIS for clarification: "…displaced as a result of full property acquisitions…"

Comment Code	Response
LA-8-26	Text added to Section 3.1.4, Community Impacts, on page 3.1.4-46 of the Final EIR/EIS for clarification: "; the remaining nonresidential displacements would result from full parcel acquisition."
LA-8-27	There are multiple pages of figures included as part of Figure 3.1.4-4. For clarification, the text "Index Map" was added to the figure title of Figure 3.1.4-4 for the first map in this set of figures.
LA-8-28	Sales tax information is not readily available through the County Assessor or State Board of Equalization for each parcel; therefore, the insignificant decrease in sales tax is not provided particularly because the business would most often be relocated within the same city or area vicinity and the tax would remain within the City's tax base. Total sales tax revenue for jurisdictions containing nonresidential displacements is included in Section 3.1.4, Community Impacts, of the Final EIR/EIS.
LA-8-29	Comment noted. The sentence that discusses dividing a neighborhood was removed from Section 3.1.4, Community Impacts, of the Final EIR/EIS.
LA-8-30	Comment noted. Typo is revised in the Final EIR/EIS.
LA-8-31	Impact rating tables are included in the Visual Impact Assessment (VIA) for the proposed project. Text referring to these tables has been removed from the Final EIR/EIS.
LA-8-32	Viewer exposure and sensitivity are defined in Section 3.5, Predicting Viewer Response, in the VIA for the proposed project. Caltrans provides a definition for these terms in its VIA guidance based on Federal Highway Administration (FHWA) methodology recommendations.
LA-8-33	The following text was deleted to make the statement less confusing: "and in the long term not substantial."
LA-8-34	FHWA defines foreground as 0.25 to 0.5 mile from the viewer and middleground, or mid-ground, as extends from the foreground zone to 3 to 5 miles from the viewer. In some instances, a key viewpoint can be broken roughly into thirds, with the foreground at the front of the photo, mid-ground in the middle, and background at the back.
LA-8-35	See response to Comment LA-8-3.
LA-8-36	See response to Comment LA-8-31 for the discussion regarding the impact rating tables. Table 3.1.7-1 shows impacts resulting from the build alternatives for each viewpoint based on the FHWA "low to high" rating system. California Environmental Quality Act (CEQA) significance conclusions are included in Chapter 4, CEQA Evaluation. All impacts were determined to be less than significant with mitigation. Mitigation for potential visual/aesthetic impacts is provided in Section 3.1.7, Visual/Aesthetics.
LA-8-37	Encroachment maps with the proposed roadway improvements are included in the appendices for the Floodplain Evaluation Report (FER) for the project. Mapping was only included for areas that are designated as Federal Emergency Management Agency's (FEMA) special flood hazard zones. Within the project limits, the city of Rialto is not located within FEMA's special flood hazard zone.
LA-8-38	See response to Comment LA-8-37.
LA-8-39	In Section 3.2.1, Hydrology and Floodplains, of the Final EIR/EIS, the higher risk condition is related to encroaching and developing on a flood hazard area under Alternatives 2 and 3 (i.e., a higher risk of flooding).

Comment Code	Response
LA-8-40	Attachment D of the Construction General Permit can be found on the California State Water Resources Control Board website: http://www.waterboards.ca.gov/water_issues/programs/stormwater/docs/constpermits/wqo_2009_0009_att_d.pdf.
LA-8-41	As discussed in Section 3.2.2, Water Quality and Stormwater Runoff, of the Final EIR/EIS, the project is not located in an area used by local water districts for aquifer recharge; therefore, no mapping is provided showing groundwater recharge areas.
LA-8-42	The Historic Sites Act of 1935 is more relevant to the regulation of geological features than cultural resources, hence its inclusion in the Regulatory Setting text for Section 3.2.3, Geology/Soils/Seismic/Topography, as required by Caltrans' EIR/EIS template.
LA-8-43	Table 3.2.5-1, Preliminary Identified Properties for Acquisition that may be RECs, in Section 3.2.5, Hazardous Waste/Materials, provides a list of potentially hazardous sites pertaining to mitigation measure GEO-10 in Section 3.2.3, Geology/Soils/Seismic/ Topography, of the Final EIR/EIS.

Comment LA-9

CITY OF ONTARIO
303 EAST "B" STREET, CIVIC CENTER ONTARIO CALIFORNIA 91764-4105
(909) 395-2000
FAX (909) 395-2070

PAUL S. LEON
MAYOR

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ALAN D. WAPNER
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COUNCIL MEMBERS

AL C. BOLING
CITY MANAGER

SHEILA MAUTZ
CITY CLERK

JAMES R. MILHISER
TREASURER

June 8, 2016

Mr. Aaron Burton, Branch Chief, Caltrans District 8
"Attn: I-10 CP Draft EIR/EIS Comment Period"
464 W. 4th Street
San Bernardino, California 92401

RE: I-10 CP Draft EIR/EIS Comment Period

Dear Mr. Burton,

Thank you for allowing the City of Ontario Planning Department an opportunity to review and comment on the above referenced project. We ask that the following information be provided/incorporated into the document:

- Page 3.1.1-32 references the 2007 Ontario General Plan. I believe the reference should be to the 2010 The Ontario Plan (TOP), the City's General Plan, based on the text. **LA-9-1**

- The project proposes to replace the Vineyard Avenue at I-10 overpass to accommodate two through lanes in each direction (four lanes total) across the bridge structure between the eastbound and westbound on-off ramps in lieu of six lanes (three through lanes in each direction) as requested by the City of Ontario. The four lane alternative results in a future year 2045 overall intersection level of service (LOS) "E" at the Vineyard Avenue/I-10 eastbound ramp and LOS "D" at the Vineyard Avenue/I-10 westbound ramp. While the westbound ramp meets the minimum overall LOS "D" required by Caltrans, some individual intersection movements at both the eastbound and westbound ramps would be at LOS "F" without mitigation. We request the I-10 Corridor project mitigate all movements to LOS "E" or better by constructing the necessary dual left and separate right turn lanes as needed to the satisfaction of the City of Ontario. Specifically we request: **LA-9-2**

  - At Vineyard and I-10 Eastbound Ramps – two northbound to eastbound right turn lanes and two southbound to eastbound left turn lanes
  - At Vineyard and I-10 Westbound Ramps – three lanes (left/shared left, right/right) for the westbound off ramp and northbound to westbound loop ramp right turn lane.
  - Minimum 6 ft. wide sidewalk and Class II bike lanes on the approaches to and across the structure.

Mr. Aaron Burton
June 8, 2016
Page 2

- The I-10 Corridor project should be designed and constructed to be consistent with known, future projects identified in the Measure I Nexus Study, RTP, FTIP and in accordance with our TOP Mobility Element so that those future projects can be built without incurring additional cost to reconstruct elements of the I-10 Corridor project. Design exemptions granted by Caltrans and the FHWA for the I-10 Corridor project should be extended to the known future projects. Specific projects in Ontario are the I-10 at Vineyard Interchange project and I-10 at Grove/4th Interchange project.

LA-9-3

We appreciate being involved in the environmental review of the project and look forward to continued communications regarding this project. Please keep us abreast of all proposed changes concerning the overall project. If you have any questions regarding our comments, please contact me at (909) 395-2419, or Richard Ayala, Senior Planner, at (909) 395-2421.

Sincerely,

Scott Murphy, AICP
Planning Director

Response to Comment LA-9

Comment Code	Response
LA-9-1	Thank you for participating in the environmental process for the I-10 Corridor Project (I-10 CP). The General Plan reference has been updated in the Final Environmental Impact Report (EIR)/Environmental Impact Statement (EIS).
LA-9-2	The intersections at the I-10/Vineyard Avenue interchange have been further analyzed to improve all movements to Level of Service (LOS) E or better. Based on this analysis, the project includes additional interchange improvements: • A northbound (NB) free right-turn lane and related widening work at the I-10/ eastbound (EB) on-ramp entrance. • A second westbound (WB) right-turn lane at the I-10/WB ramp intersection With these lane improvements, the intersections are anticipated to operate at LOS D or better and all movements at LOS E or better under year 2045 traffic conditions. The Final EIR/EIS has been updated to include the results of the additional analysis. Based on the City of Ontario General Plan, Vineyard Avenue is designated with Class II bike lanes. The project is providing, within the project limits, sufficient shoulder width to accommodate bike lanes in both directions. On both sides of the Vineyard Avenue bridge, the project is providing a minimum 6-foot-wide sidewalk.
LA-9-3	Foreseeable future projects have been considered and incorporated to the extent practical. Per the City of Ontario's comments, design plans have been revised to include replacement and widening of the 4th Street undercrossing to be consistent with the City's I-10 at Grove Avenue/4th Street Interchange Project. For specific projects in Ontario, the San Bernardino County Transportation Authority (SBCTA) has and will continue to coordinate with the City regarding these interchanges.

7.5 Responses to Comments from Members of the Public

Throughout the 50-day comment period, 38 members of the public submitted comments related to the project. A copy of each written/transcribed comment and the response to each question/comment are presented in this section. Multiple letters submitted by the same individual are grouped together and treated as one set of written comments. The comments are summarized in Table O-5.

Table O-5 Summary of Comments Received from Members of the Public

Comment Code	Commenter Name	Date Received	Comment Topic	Page Number
PC-1	Donald Martens	4/23/2016	Individual inquired about proposed project improvements and potential construction impacts around his community.	O-123
PC-2	Eric Ni	4/28/2016	Individual inquired about whether Alternatives 2 and 3 adds or converts lanes and whether existing on-and off-ramps would be modified.	O-126
PC-3	Donald Page	4/30/2016	Individual inquired about potential acquisitions near his property in Montclair.	O-128
PC-4	Anonymous 1	5/1/2016	Voicemail opposing Alternative 3 on the basis of community impacts, Section 4(f), tolling, and imprudent use of tax dollars. Individual provided other alternatives to improve traffic congestion.	O-130
PC-5	Harry Childress	5/1/2016	Individual opposed Express Lanes and carpool lanes, also discussing safety issues associated with carpool lanes.	O-135
PC-6	Frank Gonzalez	5/9/2016	Individual requested a taller wall on his property to mitigate noise impacts.	O-138
PC-7	Darvin Gomez	5/10/2016	Individual inquired about I-10 improvements in Los Angeles County.	O-140
PC-8	Timothy Wagner	5/17/2016	Individual expressed support for Alternative 3.	O-142
PC-9	Irfan Patel	5/17/2016	Individual expressed support for Alternative 3 and inquired about free access of Express Lanes on off-peak hours.	O-144

Comment Code	Commenter Name	Date Received	Comment Topic	Page Number
PC-10	Anonymous 2	5/17/2016	Anonymous submission of newspaper clipping regarding contribution of autonomous cars to congestion problems.	O-147
PC-11	Victor Vollhardt	5/18/2016	Individual worried that soundwall would lower visibility and value of his commercial property.	O-149
PC-12	Rhonda Davis	5/18/2016	Individual supported no tolls for 3+ occupancy vehicles in Express Lanes.	O-151
PC-13	Paul Barajas	5/19/2016	Individual opposed Alternative 3 claiming noise, pollution, displacement, and potential impacts to burrowing owl.	O-153
PC-14	Amelia Lopez	5/19/2016	Individual was thankful for information received at public meeting.	O-156
PC-15	Horacio Lopez	5/19/2016	Individual was thankful for information received at public meeting.	O-158
PC-16	Brenda Sanchez	5/19/2016	Individual was thankful for information received at public meeting.	O-160
PC-17	Steven T.	5/19/2016	Individual opposed Alternative 3 but supported Alternative 2. Says that Alternative 3 will lead to more congestion and displacements.	O-162
PC-18	Blake Hite	5/19/2016	Individual inquired about fencing along his property and requested a soundwall.	O-164
PC-19	Nicole Ertel	5/19/2016	Individual's property affected by temporary construction easement (TCE) and commercial acquisition and concerned with project encroaching on property.	O-166
PC-20	Rosario Guzmen	5/19/2016	Individual supports the project as long as it does not affect her home.	O-168
PC-21	Hector & Gloria Lobos	5/19/2016	Individual requested to be informed whether home will be acquired by this project or future projects.	O-170
PC-22	Marven Norman	5/19/2016	Individual supported construction of Alternative 2 followed by a conversion to Alternative 3 at a later date. Toll from Express Lanes should be used to fund Metrolink and bus rapid transit (BRT) projects.	O-172

Comment Code	Commenter Name	Date Received	Comment Topic	Page Number
PC-23	Loree Masonis	5/19/2016	Individual expressed the importance of public accountability through more public awareness/outreach efforts and supports consideration of other ideas for future projects.	O-174
PC-24	Ly Kou	5/19/2016	Individual supports No Build and opposes Alternatives 2 and 3 because of cost. Expressed tolling is unfair and suggested constructing a general purpose lane.	O-177
PC-25	Greg Brittain	5/22/2016	Individual opposes Alternative 3 claiming double taxation.	O-180
PC-26	Sam Wong	5/24/2016	Individual submitted extensive inquiries regarding participating agencies, the Redlands Rail project, reliability of forecast population/ vehicle miles traveled (VMT), construction impacts, temporary and permanent traffic impacts, construction completion, financial accountability, and public outreach.	O-182
PC-27	Dale Broome	5/25/2016	Individual opposes Alternative 3 claiming double taxation.	O-187
PC-28	Benjamin Cutler	5/27/2016	Individual opposes Alternative 3 and mentions that it is unfair to lower income to include toll lanes on existing facilities.	O-189
PC-29	Tressy Capps	5/31/2016	Individual opposes Alternative 3 claiming that the review period is too short and SCAG data is unreliable. She requested traffic analyses based on the Presidential nominee's immigration platform and deportation of illegal immigrants.	O-191
		6/3/2016	Individual could not locate a copy of Draft EIR/EIS at Fontana library.	O-192
		6/8/2016	Individual requested verification regarding extended public review period and reiterated opposition to Alternative 3.	O-193
		6/8/2016		O-194
		6/8/2016	Individual opposes Alternative 3 due to financial constraints.	O-195
		6/8/2016	Individual opposes Alternative 3 on basis of inadequate alternative analysis, purpose and need, mitigation measures, and traffic, among other issues.	O-196

Comment Code	Commenter Name	Date Received	Comment Topic	Page Number
PC-30	Richard & Melissa Harvey	5/31/2016	Individual opposes toll lanes on I-10 and I-15.	O-207
PC-31	Daniel Marquez	6/6/2016	Individual opposes moving soundwall closer and commented on various community impacts.	O-209
PC-32	Michael Schwartz	6/7/2016	Individual worried that soundwall would lower visibility and value of his commercial property.	O-212
PC-33	Citizens of Pomona/Claremont	6/7/2016	Petition from citizens in the cities of Pomona and Claremont opposing Alternative 3 on basis of increased air and noise pollution and "negative environmental impact." The group contends that the project will impact Section 4(f) properties, churches, hospitals, businesses, and biological resources and prefers the No Build Alternative.	O-214
PC-34	K Guthrie	6/7/2016	Individual opposes the project on basis of inadequate public review time and a multitude of air quality related issues.	O-223
PC-35	Steve Rogers	6/8/2016	Individual opposes Alternative 3 citing inadequacies in San Bernardino Associated Governments (SANBAG) and Parsons (PTG) staff and inconsistencies with Los Angeles County plans.	O-235
		6/9/2016	Individual opposes Alternative 3 citing inadequate documentation and process by SANBAG.	O-236
PC-36	Morgan Keith	6/9/2016	Individual rejects Alternatives 2 and 3 (unless Alternative 3 will be paid for using private dollars).	O-240
PC-37	Jess Anda	6/13/2016	Individual opposes the construction of the soundwall next to the property that she is currently renting due to increase in criminal activity, homeless/transient nuisances and neighborhood isolation.	O-246
PC-38	Brent Merideth	5/28/16	Individual opposes Alternative 2 and 3 because of traffic, safety, bike/ pedestrian impacts, and other mobility impacts.	O-248

Comment PC-1

From: Donald Martens [mailto:4donmartens@gmail.com]
Sent: Saturday, April 23, 2016 4:22 PM
To: I-10 Corridor Project@DOT <i10corridorproject@dot.ca.gov>
Subject: I have questions about your freeway widening project

Dear Aaron Burton,

Thank you for sending me the public notice concerning the I 10 Corridor Project. I do have some questions about the project. I live near the Towne and Indian Hill ramps. How long will the project affect this area? And if the project is done in 2025, what years will my area be affected? How will the project affect this area? Will I still be able to get on and off the freeway going in both directions from both those streets? **PC-1-1**

I am also concerned about the environmental impact. Will construction be done mostly at night? The condo complex I live in is behind SuperKing/Claremont Toyota properties. Will the noise, flood lights, and dust (whether hazardous or not) be flooding my home during construction? What steps will your crews take to mitigate these affects? **PC-1-2** As it is now, I travel the 10 freeway between West Covina Parkway by the Civic Center to home and work is being done there too, can I expect the same type of lane closures? **PC-1-3**

Again Thank you for your notice and your answers to my concerns,
Donald Martens

1

Response to Comment PC-1

Comment Code	Response
PC-1-1	Thank you for participating in the environmental process for the I-10 Corridor Project (I-10 CP). A Ramp Closure Study (Appendix E of the Community Impact Assessment technical study) was conducted to evaluate the anticipated project effects resulting from temporary ramp closures. Most interchange ramps, including the Indian Hill Boulevard on- and off-ramps, are expected to be open for at least one lane of traffic during construction. Under Preferred Alternative 3, the Indian Hill Boulevard ramps may be subject to periodic temporary closures at night, during a weekend (55-hour closure), or for a period of less than 10 consecutive days. Periodic temporary closure of these ramps is not anticipated to result in a substantial inconvenience to the traveling public because interchanges along Interstate 10 (I-10) are generally spaced approximately 1 mile apart. As such, there are nearby alternate access points to and from I-10, and no two consecutive/adjacent off-ramps or on-ramps in the same direction would be closed at the same time. You may access I-10 via the Towne Avenue or Indian Hill Boulevard interchange ramps if either one of these ramps is closed during construction. Alternate access points to nearby interchanges along I-10 include the Garey Avenue interchange to the west of Towne Avenue and Monte Vista Avenue to the east of Indian Hill Boulevard. Ramp closures would represent a temporary inconvenience to residents, businesses, and business patrons within the I-10 CP area and may result in increased travel times ranging from 2 to 7 minutes. Access to businesses would be maintained during construction of the I-10 CP, and all are accessible from alternate freeway off-ramps and by utilizing local/regional streets. Increased travel times and distances during ramp closures are not anticipated to result in either a substantial economic effect on businesses or substantial delays or travel costs for residents or business patrons. The area near your residence is included in the first phase of construction work (Contract 1) to implement Preferred Alternative 3 improvements. As such, project construction will likely take place between 2019 and 2022. The tentative construction start date is based on approval of this environmental document, completion of final design plans, and right-of-way (ROW) acquisition. A detailed schedule of earth-moving activities and construction will be developed during the construction stage of the project and when a construction contractor has been procured. The San Bernardino County Transportation Authority (SBCTA), in coordination with the construction contractor, is expected to lead the public relations effort and carry out a Public Awareness Campaign (PAC) during final design and construction to provide the public with information relating to planned and ongoing highway work. Information on construction activities, upcoming detours and/or lane closures, possible alternate routes, and alternate transportation modes will be communicated to residences and businesses prior to commencement of any construction activities. For more information regarding communication of public information, refer to the Ramp Closure Study in Appendix E of the Community Impact Assessment.
PC-1-2	As stated in avoidance, minimization, and/or mitigation measure COM-4, features will be incorporated into construction strategies (i.e., lane closure restrictions during holidays and special local events, closure of secondary streets during construction to allow quick construction and reopening, lane modifications to maintain the number of lanes needed, allowing night work and extended weekend work, maintaining business access, and maintaining pedestrian and bicycle access) to keep residents, businesses, community services, and service providers within the affected area informed about the proposed project construction schedule and current work zone traffic detours. In general, construction activities would primarily occur during daytime hours because daytime activities tend to have a lesser impact on residential land uses than nighttime construction; however, nighttime construction is expected to be necessary to avoid more substantial traffic disruptions during daytime hours. Nighttime construction operations near residential neighborhoods would be restricted to the greatest extent possible so that noise and vibration are kept to a minimum.

Comment Code	Response
	As stated in avoidance, minimization, and/or mitigation measure N-3, construction activities shall be coordinated to build recommended permanent soundwalls during the first phase of construction to protect sensitive receivers (e.g., residences) from subsequent construction noise, dust, light, glare, and other impacts, to the extent feasible. Construction methods or equipment that provide the lowest level of noise impact will be recommended as appropriate. Measure AQ-4 requires water or dust palliative to be applied to construction sites and equipment as often as necessary to control fugitive dust emissions. For a full list of environmental commitments for the I-10 CP, refer to the Environmental Commitments Record, Appendix E, of Volume 2, for a list of avoidance, minimization, and/or mitigation measures that will minimize disturbances to your property during construction.
PC-1-3	Construction of the I-10 high-occupancy vehicle (HOV) lane construction project between Puente Avenue and Citrus Street in the cities of Baldwin Park and West Covina began in June 2014 and is estimated to be complete in spring 2019. For this project along I-10 within Los Angeles County, Caltrans District 7 is the lead agency. Currently, the eastbound (EB) I-10/Pacific Avenue/West Covina Parkway off-ramp in the city of West Covina is subject to a long-term ramp closure. The nature of construction impacts of the I-10 CP in San Bernardino County is similar to the project mentioned in your comment. Construction-related activities will result in various temporary closures of the freeway mainline, branch connectors, interchange ramps, and local arterials as required to facilitate construction activities. Temporary and short-term closures will occur intermittently throughout the construction duration. Full freeway lane, ramp, and arterial street closures will also be required during nighttime and on weekends (55-hour closure) during various roadway and structure construction activities. Long-term closures lasting up to 16 months may be employed during construction of certain streets and overcrossing structures to facilitate faster construction time. Although temporary impacts to local commuters, residents, and businesses would be more severe during the closure, the localized impacts would be minimized because the improvements would be completed more quickly, allowing the roadway to reopen to the public faster. The Indian Hill Boulevard interchange will not be closed for more than 10 consecutive days. At maximum, some other interchange ramps along the project corridor may require long-term ramp closures of up to 30 consecutive days. No ramps are expected to require closure for more than 30 days. During closure of these ramps, alternative routes will be provided to motorists. Further evaluation and studies will be needed during the final design to evaluate the locations and feasibility of long-term ramp closures and determine required improvements. The final Transportation Management Plan (TMP), which would be prepared during the final design phase, would require minimization of construction-related effects on traffic and circulation/pedestrian and bicyclists by applying a variety of techniques, including public information, motorist information, incident management, construction strategies, demand management, and alternate route strategies. During the course of project construction, the Traffic Management Team would observe traffic conditions and make recommendations concerning any required changes with respect to traffic management. The Final TMP would be prepared prior to project construction and would address traffic detours for roadway closures during construction. The Final TMP would avoid and minimize construction-related traffic and circulation effects of the proposed project.

Comment PC-2

From: Eric Ni [erichni@gmail.com]
Sent: Thursday, April 28, 2016 3:37 PM
To: Burton, Aaron P@DOT
Subject: Colton Highway 10

Dear Aaron,

I have questions about the highway 10 impact study regarding Colton. Are options 2 and 3 going to **add** lanes, or **convert** existing lanes to HOV or express. Will any of the exit or on ramps change location or will any of them become HOV or express lanes. **PC-2-1**

Thank you very much,

Eric Ni

1

Response to Comment PC-2

Comment Code	Response
PC-2-1	Thank you for participating in the environmental process for the I-10 Corridor Project (I-10 CP). After the end of the public review period of the Draft Environmental Impact Report (EIR)/ Environmental Impact Statement (EIS) and consideration of public comments, the California Department of Transportation (Caltrans) and the Project Development Team (PDT) compared and weighed the benefits and impacts of all three alternatives and identified Alternative 3 (Express Lanes) as the Preferred Alternative. Alternative 3 would provide two Express Lanes in each direction of I-10 from the Los Angeles/San Bernardino (LA/SB) county line to California Street in Redlands, and one Express Lane in each direction from California Street to Ford Street in Redlands, a total of 33 miles. West of Haven Avenue, a single new lane would be constructed and combined with the existing high-occupancy vehicle (HOV) lane to provide two Express Lanes in each direction; east of Haven Avenue, all Express Lanes would be constructed by the project. The project would not result in the reduction or conversion of any existing general purpose lane capacity. Within the vicinity of Colton, I-10 would be widened to accommodate construction of the two Express Lanes. Alternative 3 would require reconstruction of three freeway-to-freeway connector ramps and interchange ramps to accommodate the two Express Lanes. Within Colton, the existing local interchanges will remain in the same locations; however, the following four I-10 interchanges in Colton will include ramp reconstruction or improvements: Pepper Avenue, Rancho Avenue, La Cadena Drive, and Mt. Vernon Avenue. Express Lane on-ramps at interchange locations within Colton are not anticipated to be incorporated as part of Alternative 3. Table 2-6 of the EIR/EIS provides a summary of connector and interchange improvements that are required in Alternative 3. For more information regarding project alternatives, please refer to Chapter 2 of the Final EIR/EIS.

Comment PC-3

From: Donald Page [mailto:]
Sent: Saturday, April 30, 2016 4:22 PM
To: Michael Diaz
Subject: Interstate 10 Corridor Project: Impacts on Montclair?

Hello Mr. Diaz,

When visiting Montclair City Hall a few days ago, a city worker thought you were the best person to contact with my question.

Recently, Montclair residents received a public notice co-authored by Caltrans and San Bernardino Associated Governments (SANBAG). The notice told about the availability of a draft environmental impact report for 3 proposed Interstate 10 improvements. One of the proposals (Alternative 3) would include the creation of new Express Lanes. As I thought about it, I concluded that in order to create new lanes on the I-10, adjacent property to the freeway would have to be "confiscated."

After I examined the website in the notice, I see I am correct. If you look at Table S-1 Project Impact Summary Table, the Community Impacts for Alternative 3 states:

"Construction of Alternative 3 would displace 42 residential units (109 displacees) and 12 nonresidential properties, and it would result in physical changes that could permanently

alter the character of the existing community. Under Alternative 3, 150 partial acquisitions would be required, totaling 9.82 acres. In addition, permanent underground footing easements would be needed at 134 parcels, totaling 4.39 acres. A total of 42 residential units (109 displacees) in the cities of Montclair, Ontario, and Fontana would be acquired to construct Alternative 3, including 23 single-family residences and 19 units in multi-family residences."

[See page S-14 at

http://www.sanbag.ca.gov/projects/I-10-corridor/02%20I-10%20Corridor%20Draft%20EIR-EIS_Summary.pdf[sanbag.ca.gov]
Essentially, this is speaking about "eminent domain" acquisition of a person's property and compensation.

http://www.sanbag.ca.gov/projects/I-10-corridor/Appendix%20D_Relocation%20Benefits.pdf[sanbag.ca.gov]

Are you aware of the I-10 Corridor Project and do you have any information about which residences in Montclair are potentially to be acquired, if the Project is approved? I live in Cimarron Oaks condominiums, which you may be aware immediately borders the I-10 freeway, and so am concerned about this project. **PC-3-1**

Thanks in advance for your help.

Best,

Donald Page, Montclair resident

9355 Mesa Verde Drive, Unit C

Montclair, CA 91763

Home: 909-626-1349

1

Response to Comment PC-3

Comment Code	Response
PC-3-1	Thank you for participating in the environmental process for the I-10 Corridor Project (I-10 CP). The conceptual design of Preferred Alternative 3 presented in the Draft Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) previously required permanent right-of-way (ROW) acquisitions of Cimarron Oaks condominiums along the west side of Monte Vista Avenue to accommodate the proposed roadway widening. Adjacent to 9355 Mesa Verde Drive, the width of acquisition is approximately 9 to 12 feet into the parcel (or beyond the existing back of sidewalk). A temporary construction easement (TCE), approximately 10 feet wide, was also anticipated beyond the acquisition limit to accommodate construction of a new retaining wall along the new edge of the widened roadway. The California Department of Transportation (Caltrans) has considered your comment and refined the preliminary design plans to avoid property acquisitions and reduced TCE requirements. In this Final EIR/EIS, partial acquisitions are no longer required at Cimarron Oaks condominiums; however, a TCE at this property is required along Monte Vista Avenue to accommodate the project. The required TCE is not anticipated to impact residential buildings. TCEs identified in this Final EIR/EIS are based on conceptual design plans and are subject to change. As final design plans are developed, ROW requirements for the project may subsequently change. Caltrans and/or the San Bernardino County Transportation Authority (SBCTA) will contact property owners if their property is required to construct the project. If design plans change and a portion or all of your property is required, every effort will be made to provide the full extent of benefits and services provided through Caltrans' Relocation Assistance Program and as allowed under the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

Comment PC-4

(Transcribed from Voicemail received on May 1, 2016)

Yes hello

I'm trying to reach Tim Watkins.

We're opposed to Alternative 3 of expanding the freeway lane from east of the I-10, east and west two lanes. And I speak for most of the residents from White Avenue all the way through Montclair to Indian Hill and San Jose. We feel that it involves parks, which is protected under the U.S. Department Transportation Act of 1966, under 4(f) resource. And we feel that it involves churches and houses and we are against that. We feel that adding those lanes would just congest the remaining lanes and would just add more congestion and would not solve the problem. We feel that you should put the money into the Gold Line or other methods. And we feel that it is economical discrimination that you don't include the 210 freeway which is existing that goes from Pomona all the way to Redlands. And you can just add or leave the remaining freeway as is on the 210 and the 10 and just add a carpool lane not a toll lane because a lot of people cannot afford these toll lanes. And we feel that this is just another way of congesting the problem, well not solve the problem. You should focus on the 57 to the 10 injunctions to expand those rather than just adding more lanes. And we are opposed to it and we are getting a petition and we are going to put it in there and we are against it. The city of Pomona is against, opposed to any of that expansion, I am letting you know that. And we will attend that hearing on May 19 and oppose that. So whatever you guys are planning that is not economically fair in your report, that I have read, that involves Pomona parks, churches, and houses. And we are opposed to it. And I speak for most of the residents of Pomona as well as Montclair. This message is to Tim Watkins. We'll see you at the hearing. Bye bye.

PC-4-1

PC-4-2

PC-4-3

Response to Comment PC-4

Comment Code	Response
PC-4-1	Thank you for participating in the environmental process for the I-10 Corridor Project (I-10 CP). Your opposition to Alternative 3 is acknowledged. After the end of the public review period of the Draft Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) and consideration of public comments, the California Department of Transportation (Caltrans) and the Project Development Team (PDT) compared and weighed the benefits and impacts of all three alternatives and identified Alternative 3 as the Preferred Alternative. Chapter 2 of this Final EIR/EIS provides further discussion on the selection of the Preferred Alternative. Your comments on potential impacts of Alternative 3 are addressed below. *Section 4(f) Resources* Caltrans acknowledges that parks and recreational facilities are protected resources under the Department of Transportation Act of 1966, Section 4(f). Responsibility for compliance with Section 4(f) has been assigned to Caltrans, pursuant to 23 United States Code (U.S.C.) 326 and 327. As the National Environmental Policy Act (NEPA)-delegated federal lead agency, Caltrans must conduct an evaluation of the proposed project's potential impacts to Section 4(f) resources. Caltrans has completed an analysis of potential impacts of the project related to Section 4(f) resources. In Appendix B of this Final EIR/EIS, an analysis of potential impacts to parks and recreational facilities has been prepared for the I-10 CP titled, "Resources Evaluated Relative to the Requirements of Section 4(f)". All Section 4(f) resources within the study area were analyzed for direct and indirect impacts under each project alternative. Based on the results of the Section 4(f) analysis, Alternative 3 would result in *de minimis* impacts at two Section 4(f) resources: MacArthur Park and Euclid Avenue/State Route (SR) 83. A *de minimis* impact is defined as "one that will not adversely affect the qualities or activities that give the property protection under Section 4(f)." Current recreational uses and activities at MacArthur Park and Euclid Avenue/SR-83 will be available to all park patrons during and after construction. Temporary occupancy of the Santa Ana River Trail (SART) and Orange Blossom Trail (OBT) would also result from construction of Alternative 3. Temporary occupancy would not result in adverse impacts, interfere with the activities or purpose of the resource, or result in minor changes to the resource. The Section 4(f) analysis indicates that permanent physical changes to recreational resource or activities would not occur at Edison Elementary School, SART, or OBT. Effects to these parks are temporary, outside of the active recreational areas, and would cease after construction of the project. Nevertheless, all current active recreational uses and amenities would be available to all park patrons during and after construction. Officials with jurisdictional authority of the park have concurred that the impacts to the parks are not substantial (please refer to Appendix B). After construction of the project, areas disturbed by construction of the project will be restored to pre-project conditions at MacArthur Park, Euclid Avenue/SR-83, SART, and OBT.
PC-4-2	*Potential Effects to Churches and Residential Homes* Caltrans understands that the I-10 CP may affect churches and homes near the project area. Preliminary designs analyzed in this Final EIR/EIS indicate that four residential properties may be acquired and its residents relocated to construct the Preferred Alternative 3 along Interstate 10 (I-10) between the cities of Pomona and Montclair. Within the city limits of Pomona and Montclair, there are three churches: Covenant United Methodist Church, Claremont City Blessing Church School, and Jehovah's Witnesses Church. These churches will not be subject to full acquisition or relocation. During construction, churches and residential homes may experience temporary impacts resulting from construction activities. Construction of the proposed project is currently planned to commence in 2019 and is anticipated to be open to the public by 2024. Construction would intermittently move along the length of the alignment and is not anticipated to occur in the same location for

Comment Code	Response
	more than 5 years. The proposed project would have a similar prolonged period of construction for all of the build alternatives. Area residents living near construction areas would experience more inconveniences resulting from construction activities compared to the surrounding population; however, Caltrans will implement measures to minimize construction-related impacts to ensure that area residents, schools, churches, and businesses are not severely impacted during construction of the project. These measures, which include sequencing the construction of interchange improvements, consisting of freeway ramp reconstruction, local arterial improvements, and overcrossing structure replacement, are envisioned to be staggered throughout the corridor to minimize impacting two consecutive interchanges or closing two consecutive on- or off-ramps and adjacent arterial roadways at the same time. If feasible, arterial and overcrossing improvements that would add capacity over the existing condition would be constructed in the earlier stages in an attempt to ease traffic congestion during subsequent construction stages. Some measures to minimize construction-related impacts include public outreach to notify area residents of potential short-term interruptions to utility services and roadway closures; preparation of a Traffic Management Plan (TMP) to address lane, interchange ramps, detours, and street closures; noise monitoring near sensitive areas to minimize noise disturbance; and implementation of dust control measures to control fugitive dust. A complete list of construction-related measures is provided in Appendix E of this Final EIR/EIS. Potential construction-related impacts are temporary and will cease after construction of the project. Currently, high-occupancy vehicle (HOV) lanes on I-10 have become so congested that they no longer offer carpools and buses a reliable and speedy trip. Alternative 3 (Express Lanes) would increase the mobility and trip reliability in the corridor and give motorists the option to pay a toll to avoid congestion. Express Lanes that are moving at relatively high speed actually serve more traffic than a similar number of lanes that are heavily congested. The implementation of Express Lanes helps to ensure travel time savings and trip reliability for eligible carpools, vanpools, and buses while also offering the added benefit of allowing solo drivers the time-saving option through the payment of tolls. By implementing Express Lanes, the people-moving capacity of I-10 would be increased considerably in the Express Lanes as well as the general purpose lanes with a relatively modest investment by repurposing the existing HOV lanes (from the Los Angeles/San Bernardino [LA/SB] county line to Haven Avenue) and implementing congestion pricing. Notably, the traffic study model indicated that travel times in the general purpose lanes would generally improve along I-10 if Express Lanes are implemented compared with other project alternatives. This would also benefit those not utilizing the Express Lanes by improving the overall traffic flow. It is anticipated that some motorists typically utilizing general purpose lanes would use Express Lanes, which would reduce the number of vehicles using the general purpose lanes. Caltrans prepared a Traffic Study to analyze the effects of the I-10 corridor as stated in this Final EIR/EIS. The Traffic Study evaluated the existing and future traffic flow conditions within the traffic study area within San Bernardino County and Los Angeles County. Based on the results of the Traffic Study, it is anticipated that implementing Alternative 3 would meet the purpose and need of the project by reducing traffic congestion, increasing throughput, and enhancing trip reliability for the planning design year of 2045. The results of the Traffic Study are summarized in this Final EIR/EIS in Section 3.1.6.
PC-4-3	*Investments and Improvements to the Gold Line and other Modes of Transportation* Your opinion to transfer funding from the I-10 CP to the Metro Gold Line Project is acknowledged. Caltrans recognizes the congestion-reduction effects of mass transit such as light rail and increased bus service. Caltrans has been an advocate of enhancing public transit as a way to reduce traffic congestion along the freeways. As part of the alternative selection process, Caltrans requires Transportation Systems Management (TSM)/Transportation Demand Management (TDM) to be analyzed as an alternative option. TSM consists of strategies to maximize efficiency of the existing facility by providing options such as ridesharing, parking, and traffic-signal optimization. TSM

Comment Code	Response
	options to improve traffic flow typically increase the number of vehicle trips a facility can carry without increasing the number of through lanes. TSM also encourages automobile, public and private transit, ridesharing programs, and bicycle and pedestrian improvements as elements of a unified urban transportation system. TDM focuses on regional strategies for reducing the number of vehicle trips and vehicle miles traveled (VMT), as well as increasing vehicle occupancy. It facilitates higher vehicle occupancy or reduces traffic congestion by expanding the traveler's transportation choice in terms of travel experience. Promoting mass transit and facilitating nonmotorized alternatives are two such examples. The TSM/TDM alternative did not meet the project purpose as a stand-alone alternative and was not carried forward as a potential alternative for the I-10 CP. Additional discussion is provided in Section 2.2.5, Alternatives Considered but Eliminated from Further Discussion. Although TSM and TDM measures alone do not satisfy the purpose and need of the project, TSM/TDM components, as described in Section 2.2.1.1, Common Design Features of the Build Alternatives, were incorporated into each build alternative. More frequent and new commuter rail and express bus service is a critical part of future transportation plans for San Bernardino County. The implementation of Express Lanes helps to ensure travel time savings and trip reliability for eligible carpools, vanpools, and buses. Express Lanes help public buses reach more destinations on time. This benefits everyone who relies on public transit for their travel. Transit benefits would include improved community connectivity to the Metrolink stations along the corridor, providing trip reliability and improved access to and from stations. For Omnitrans, the Express Lanes would increase capacity for bus service, improve trip reliability, and allow potential for new express bus lines to be added for greater service connecting primary transit hubs. Alternative 3 would also benefit vanpools by providing additional capacity and sustainable trip reliability in the Express Lanes for the long term. The Express Lanes would be free for transit vehicles. Chapter 1 of the Final EIR/EIS provides further discussion on the proposed project's benefits on mass transit. *Economical Discrimination* An Equity Assessment Report of Express Lanes (2013) has been prepared to determine if the proposed I-10 CP Express Lanes alternative may benefit or adversely affect low-income travelers. Refer to response to Comment PC-5-2 for further elaboration regarding the Equity Assessment Report. The equity study found that overall "the Express Lanes are projected to have several benefits for low-income drivers." The equity assessment is available for public review at the San Bernardino County Transportation Authority (SBCTA) office or at http://www.1015projects.com/files/ managed/Document/119/86-406-sanbag-equity-assessment-report--final-nov-2013.pdf. Improvements proposed by the I-10 CP are based on addressing identified current and future traffic operation deficiencies and do not discriminate against or target a specific demographic to impact or benefit. This project proposes to improve traffic conditions specific to the I-10 freeway facility to benefit the region. SR-210 is a parallel east-west route, encompassing similar east-west limits as the I-10 CP. Improvements along SR-210 are beyond the scope of the I-10 CP. Please feel free to contact Caltrans District 8 regarding any concerns or issues along SR-210. There are no current plans by Caltrans and SBCTA to add either an HOV lane or an Express Lane along SR-210 from Pomona to Redlands; however, Caltrans and SBCTA are continually looking for ways to improve regional mobility. These two partner agencies are working closely together to identify current and future needs for improvement along SR-210. Caltrans and SBCTA are currently proposing to widen a segment of SR-210 from Highland Avenue to San Bernardino Avenue in the cities of Highland and Redlands and unincorporated areas of San Bernardino County. The SR-210 Mixed-Flow Lane Addition Project proposes to widen this segment of SR-210 with one mixed-flow lane in each direction.

Comment Code	Response
	Improvements at SR-57 to I-10 Connector The SR-57 and I-10 interchange is beyond the defined project limits of the I-10 CP. This freeway-to-freeway interchange is located in Los Angeles County. Caltrans District 7 (Los Angeles County) has identified the need to improve this interchange and has proposed improvements for this heavily traveled freeway-to-freeway interchange. The I-10 to SR-57 Westbound Connector Truck Climbing Lane and Off-Ramp is identified in the Regional Transportation Plan (RTP) as RTP ID# S1120070. Please contact Caltrans District 7 for more information about this project.

Comment PC-5

-----Original Message-----
From: Harry Childress [mailto:hkchildress@sbcglobal.net]
Sent: Sunday, May 01, 2016 10:51 AM
To: I-10 Corridor Project@DOT <i10corridorproject@dot.ca.gov>
Subject: Private use of Carpool lanes are a unwise decision.

All carpool lanes need to be removed, not turned into TAX COWS. People are being squeezed into less lanes that cause delays, traffic accidents, and worse, you will have both even more with the creation special permits for the wealthy. PC-5-1 PC-5-2

Some of Your Freeways are already overcrowded because of existing Carpool lanes , such as the 210 in fontana. It not only reduced the capacity of the 210, but due to its position in the center of the freeway, it has seen more than one tragic head-on collision. Drivers enter the 210 carpool lane thinking its an onramp and find themselves entering against high speed opposing traffic that are traveling qt 65 to 70 mph. This particular carpool lane must be removed and the offramp replaced with a traditional version. PC-5-3

Consider your self , SANBAG, notified.

From Harry, & sent from my iPad

Response to Comment PC-5

Comment Code	Response
PC-5-1	Thank you for participating in the environmental process for the I-10 Corridor Project (I-10 CP). The California Department of Transportation (Caltrans) acknowledges your opinion on the removal of all carpool lanes. After the end of the public review period of the Draft Environmental Impact Report (EIR)/ Environmental Impact Statement (EIS) and consideration of public comments, Caltrans and the Project Development Team (PDT) compared and weighed the benefits and impacts of all three alternatives and identified Alternative 3 (Express Lanes) as the Preferred Alternative. Alternative 3's Express Lane toll requirement is not a form of tax. These are optional tolls, and the choice to use them is up to each individual. Unlike a tax that everyone pays, only the drivers that do not meet the minimum occupancy requirements and who choose to use the Express Lanes will be charged the toll. Solo drivers have the option to use the existing general purpose lanes toll free or pay to use the Express Lanes if better mobility and more reliable trip times are desired. As described in Chapter 2, Project Alternatives, and in other sections throughout the EIR/EIS, Interstate 10 (I-10) would be widened for both build alternatives for the proposed project and would not result in decreased capacity; the number general purpose lanes would remain the same, while an additional high-occupancy vehicle (HOV) lane would be constructed for Alternative 2 and additional Express Lanes for Alternative 3. Neither of the build alternatives would result in fewer lanes. Chapter 1, Proposed Project, identifies one of the deficiencies of the existing I-10 corridor is an increase in traffic accidents. Section 3.1.6, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the EIR/EIS describes the increase in crashes resulting from higher congestion along the existing I-10 corridor. Accident data for I-10 suggest that the prevalent cause of accidents along the I-10 mainline is traffic congestion, resulting in rear end, sideswipe, and hit object collisions. The I-10 CP would add one or two lanes in each direction of the freeway mainline to increase capacity, as well as provide additional auxiliary lanes, where warranted, to improve lane continuity and traffic flow. These operational improvements are anticipated to provide countermeasures and may lead to a decrease in the accident rates on the freeway mainline. None of the proposed improvements are anticipated to result in an increase in accident potential or compromise safety along the corridor.
PC-5-2	The Express Lanes included as part of Alternative 3 are intended to be available for travelers of all income levels; the proposed lanes provide an additional choice that is currently not offered for motorists or those who utilize public transportation. Automobiles and public transportation vehicles would have access to the Express Lanes, with no additional cost to those using public transportation. Express Lanes are already operating in many cities throughout the country, and surveys have shown that people of all income levels use them. The average customer may not use them every day, but they will use the Express Lanes on days when they need fast and reliable travel. In addition, Express Lanes help public buses reach more destinations on time. This benefits everyone who relies on public transit for their travel. An Equity Assessment was conducted to analyze the impact of Express Lanes on populations with lower incomes, and the results are included in Section 3.1.4.3, Environmental Justice, of the EIR/EIS. The Equity Assessment identified several benefits, including improved travel times in general purpose lanes, and potential disadvantages, including account maintenance fees; however, mitigation measures COM-15 and COM-16 would be implemented to minimize impacts to low-income travelers.
PC-5-3	The proposed project was designed to enhance public safety along I-10. There are no locations within the proposed project area where the motorist would be able to mistakenly enter an HOV lane that would face oncoming traffic. Chapter 2 identifies the proposed ingress/egress access points for the proposed improvements along I-10, as well as safety

Comment Code	Response
	improvements, including improved median barriers. The proposed project does not include constructing freeway on- or off-ramps in the center of I-10. In addition, Appendix I, Proposed Ramp Closure Detour Routes, provides additional details regarding affected freeway on- and off-ramps, focusing on detours during ramp closures for the proposed project construction. Improvements along State Route (SR) 210 are beyond the scope of the I-10 CP. Please feel free to contact Caltrans District 8 regarding any concerns of issues along SR-210.

Comment PC-6

(The following comment has been loosely transcribed from a phone conversation between the commenter and a SANBAG representative on May 9, 2016)

Frank Gonzalez
600 Azure Court
Upland, CA 91786
(626) 755-4470

Are you affecting my property? **PC-6-1**

Can you confirm the height of my wall? I measured the wall as approximately 6 feet from the property side of the wall. Can we confirm the measurement and double check?

This existing wall is not tall enough and doesn't help mitigate sound! Could I have a taller wall to help mitigate sound; is that possible? The current wall is 68 inches from the ground to the top of the wall; I measured to confirm height. **PC-6-2**

This short wall serves no purpose! Because it is so low, we get the brunt of the sound. Whereas, other soundwalls we see everywhere else are much taller, so our wall should be taller. If you go west from San Antonio or east from my property, several are 10-foot-high walls. The noise is terrible; can you do something about this?

Response to Comment PC-6

Comment Code	Response
PC-6-1	Thank you for participating in the environmental process for the I-10 Corridor Project (I-10 CP). No right-of-way (ROW) acquisitions in the vicinity of Azure Court in the city of Upland are anticipated at this time. At this stage of the project, limited design information is available and may or may not require additional property. All potential acquisitions are subject to change during the final design phase. Like most transportation projects, construction activities may result in temporary inconveniences to residents living near the freeway, such as detours, road/lane closures, construction noise and dust, and potential utility interruptions. The California Department of Transportation (Caltrans) will implement measures to minimize these public inconveniences, as described in Appendix E, Environmental Commitments Record.
PC-6-2	The Noise Abatement Criteria (NAC) as defined in *Code of Federal Regulations* (CFR) Title 23 CFR 772.11 for residential land uses is 67 decibels (dB). A noise impact occurs when the predicted future noise level with the project approaches or exceeds the NAC. Approaching the NAC is defined by Caltrans as coming within 1 dB of the NAC. For engineering reasons, as stated in Caltrans' *Traffic Noise Analysis Protocol*, a proposed noise abatement measure is considered feasible if it reduces noise levels by at least 5 dB of the threshold at which there is a general perception of a distinctly noticeable increase in sound. That same measure is only considered reasonable in terms of costs if it includes a minimum 7-dB reduction in future noise levels. Additional information on how Caltrans determines the need to construct or modify (increase) the height of the soundwall is provided in Section 3.2.7. Your residence is currently protected by an existing 8-foot-high soundwall (SW157) located at the Caltrans ROW line. Soundwall analysis results summarized in Table B-16 of the Noise Study Report (July 2015) show that your residence experiences an existing noise level of approximately 67 dB, equivalent to the NAC, and a projected Alternative 3 design year build noise level of 69 dB, which is a potential increase of 2 dB. Note, studies show that a noise level increase of less than 3 dB in sound is barely detectable by the average person. The soundwall analysis results demonstrate that only by replacing this existing soundwall with an 18-foot-high soundwall would cause the noise reduction to meet the 5-dB threshold for feasibility; however, even a 20-foot-high soundwall would not provide the required 7 dB of noise reduction to be considered reasonable. As such, the noise level reductions from raising SW157 do not justify the costs of implementing such a soundwall replacement. Additionally, raising the height of existing Soundwall SW157 to match the 10-foot-high walls in the vicinity of your residence would not result in a perceptible reduction in noise levels. As a result, the soundwall adjacent to your property is not proposed to be raised.

Comment PC-7

(The following comment has been loosely transcribed from a phone conversation between the commentor and a SANBAG representative on May 10, 2016)

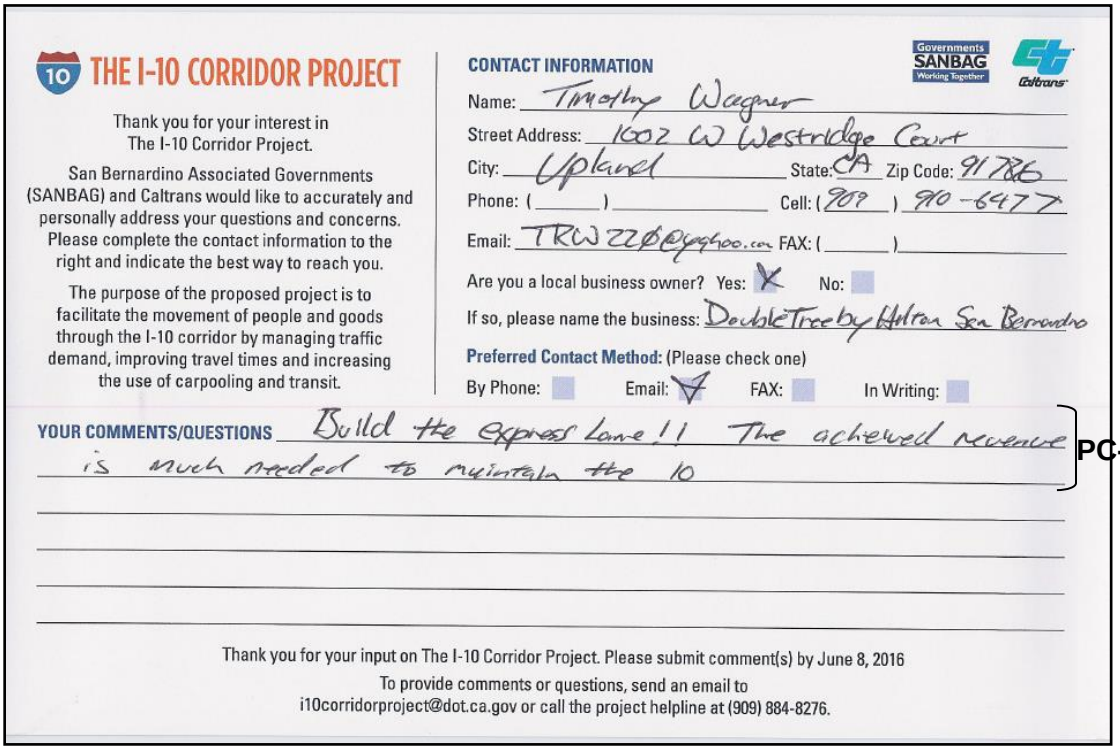
Traffic is very congested and Indian Hill should be improved. Does LA County have any plans to improve the I-10. **PC-7-1**

Darvin Gomez

Response to Comment PC-7

Comment Code	Response
PC-7-1	Thank you for participating in the environmental process for the I-10 Corridor Project (I-10 CP). The I-10 CP has limited improvements proposed along Interstate 10 (I-10) in Los Angeles County. Improvements at the I-10/Indian Hill Boulevard interchange consist of minor improvements to accommodate the widening of I-10 for Alternative 3 (Express Lanes); no capacity-increasing improvements are proposed at this interchange location. The farthest extent of the I-10 CP improvements in Los Angeles County includes advance signage for the Express Lanes and striping of a transition area from approximately 0.4 mile west of White Avenue in Pomona to the Los Angeles/San Bernardino (LA/SB) county line. Additional information on freeway improvements along I-10 within Los Angeles County is provided in Chapter 2 of this Final EIR/EIS. For more updated information regarding highway projects being planned in Los Angeles County, refer to http://www.dot.ca.gov/d7/projects/. Please contact the California Department of Transportation (Caltrans) District 7 for additional information regarding proposed improvements along I-10 in Los Angeles County. We recommend contacting Caltrans District 7 and/or the City of Pomona to discuss additional improvements at the I-10/ Indian Hill Boulevard interchange.

Comment PC-8



10 THE I-10 CORRIDOR PROJECT

Thank you for your interest in The I-10 Corridor Project.

San Bernardino Associated Governments (SANBAG) and Caltrans would like to accurately and personally address your questions and concerns. Please complete the contact information to the right and indicate the best way to reach you.

The purpose of the proposed project is to facilitate the movement of people and goods through the I-10 corridor by managing traffic demand, improving travel times and increasing the use of carpooling and transit.

CONTACT INFORMATION

Name: Timothy Wagner

Street Address: 1002 W Westridge Court

City: Upland State: CA Zip Code: 91786

Phone: ( ) Cell: (909) 910-6477

Email: TRW220@yahoo.com FAX: ( )

Are you a local business owner? Yes: X No:

If so, please name the business: DoubleTree by Hilton San Bernardino

Preferred Contact Method: (Please check one)

By Phone: Email: X FAX: In Writing:

YOUR COMMENTS/QUESTIONS Build the express lanes!! The achieved revenue is much needed to maintain the 10

PC-8-1

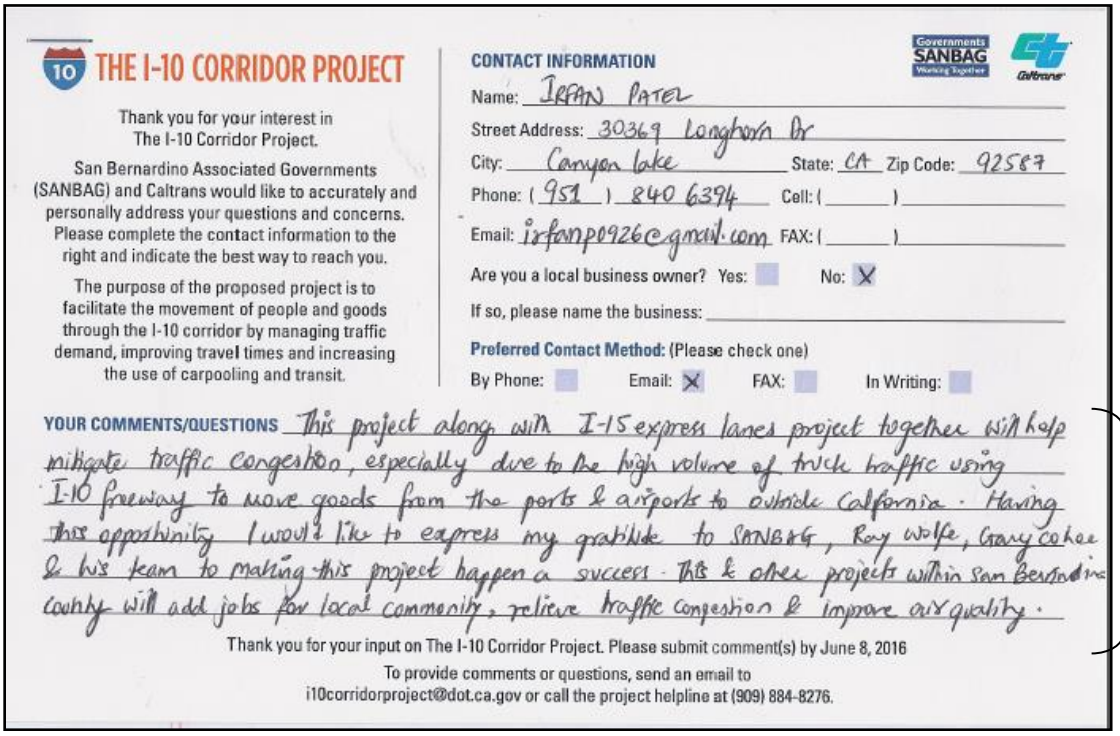
Thank you for your input on The I-10 Corridor Project. Please submit comment(s) by June 8, 2016

To provide comments or questions, send an email to i10corridorproject@dot.ca.gov or call the project helpline at (909) 884-8276.

Response to Comment PC-8

Comment Code	Response
PC-8-1	Thank you for participating in the environmental review process for the I-10 Corridor Project (I-10 CP). The California Department of Transportation (Caltrans) acknowledges your support for Alternative 3 (Express Lanes). After the end of the public review period of the Draft Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) and consideration of public comments, Caltrans and the Project Development Team (PDT) compared and weighed the benefits and impacts of all three alternatives and identified Alternative 3 as the Preferred Alternative. Chapter 2 of this Final EIR/EIS provides further discussion on the selection of the Preferred Alternative.

Comment PC-9



10 THE I-10 CORRIDOR PROJECT

Thank you for your interest in The I-10 Corridor Project.

San Bernardino Associated Governments (SANBAG) and Caltrans would like to accurately and personally address your questions and concerns. Please complete the contact information to the right and indicate the best way to reach you.

The purpose of the proposed project is to facilitate the movement of people and goods through the I-10 corridor by managing traffic demand, improving travel times and increasing the use of carpooling and transit.

CONTACT INFORMATION

Name: IRFAN PATEL

Street Address: 30369 Longhorn Dr

City: Canyon Lake State: CA Zip Code: 92587

Phone: (951) 840 6394 Cell: ( )

Email: irfanpa926@gmail.com FAX: ( )

Are you a local business owner? Yes: No: X

If so, please name the business:

Preferred Contact Method: (Please check one)

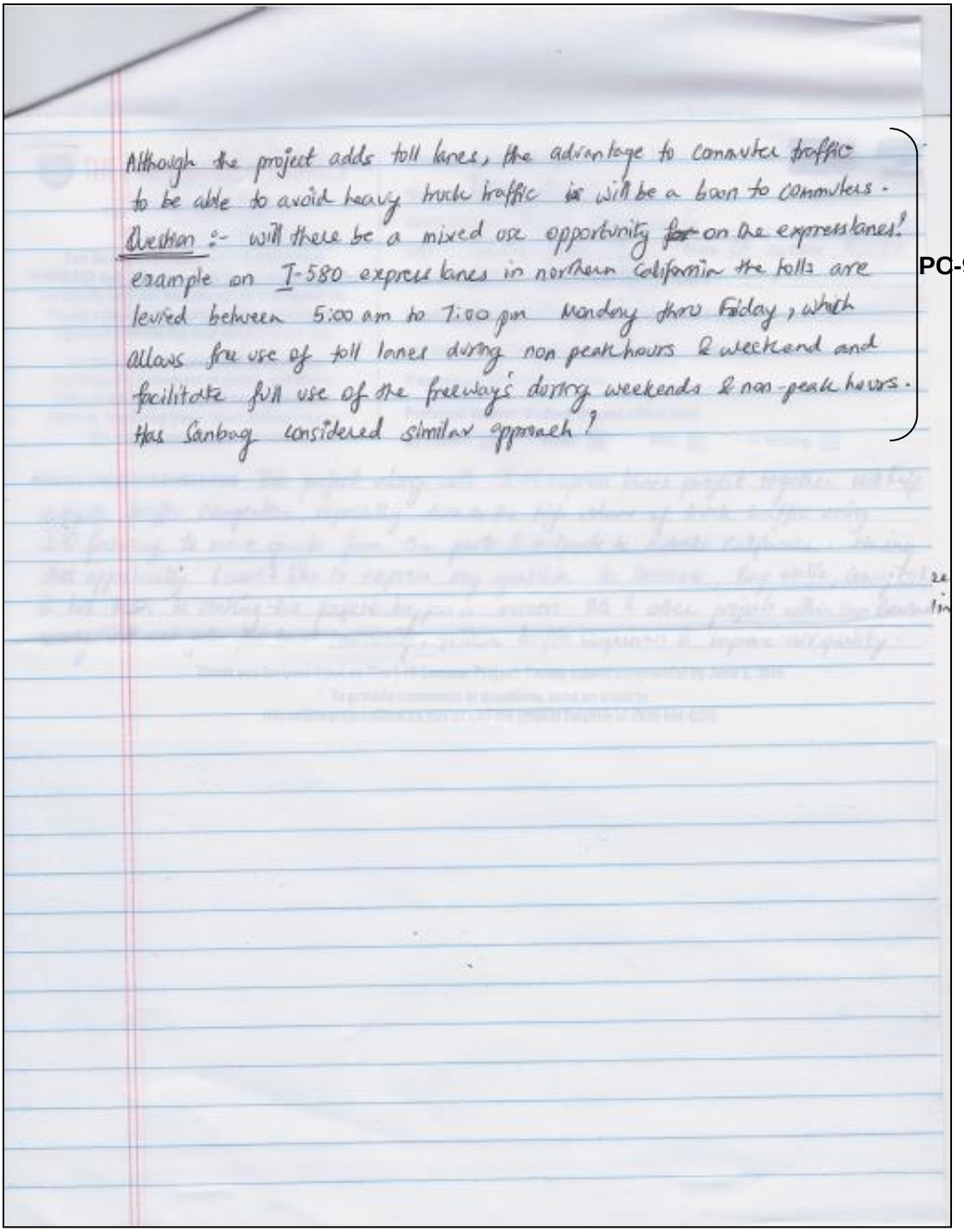
By Phone: Email: X FAX: In Writing:

YOUR COMMENTS/QUESTIONS This project along with I-15 express lanes project together will help mitigate traffic congestion, especially due to the high volume of truck traffic using I-10 freeway to move goods from the ports & airports to outside California. Having this opportunity I would like to express my gratitude to SANBAG, Roy Wolfe, Gary Cohen & his team to making this project happen a success. This & other projects within San Bernardino county will add jobs for local community, relieve traffic congestion & improve air quality.

Thank you for your input on The I-10 Corridor Project. Please submit comment(s) by June 8, 2016

To provide comments or questions, send an email to i10corridorproject@dot.ca.gov or call the project helpline at (909) 884-8276.

PC-9-1



Although the project adds toll lanes, the advantage to commuter traffic to be able to avoid heavy truck traffic ~~is~~ will be a boon to commuters.

Question :- will there be a mixed use opportunity ~~for~~ on the express lanes? example on I-580 express lanes in northern California the tolls are levied between 5:00 am to 7:00 pm Monday thru Friday, which allows free use of toll lanes during non peak hours & weekend and facilitate full use of the freeways during weekends & non-peak hours. Has Sanbag considered similar approach?

PC-9-2

Response to Comment PC-9

Comment Code	Response
PC-9-1	Thank you for participating in the environmental process for the I-10 Corridor Project (I-10 CP). The California Department of Transportation (Caltrans) acknowledges your support of Alternative 3 (Express Lanes). After the end of the public review period of the Draft Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) and consideration of public comments, Caltrans and the Project Development Team (PDT) compared and weighed the benefits and impacts of all three alternatives and identified Alternative 3 as the Preferred Alternative. Chapter 2 of this Final EIR/EIS provides further discussion on the selection of the Preferred Alternative.
PC-9-2	The policies under which the Express Lanes in Alternative 3 would be operated have not been finalized, but the preliminary Express Lane operation policies are presented in Chapter 2 of the Draft EIR/EIS. Final decisions on operating policies would be made after approval of the Final EIR/EIS and prior to opening of the project. The *I-10 and I-15 Express Lanes Intermediate-Level Traffic and Revenue Study Final Report* (September 2014) prepared for the San Bernardino County Transportation Authority (SBCTA) analyzed a variety of different tolling policies for the I-10 CP's Express Lanes. During the course of the study, a range of toll policy decisions were tested within a market share model, including whether to include minimum tolls for off-peak Express Lane usage. One test assumed that users would be allowed to use the Express Lanes for free during off-peak hours and certain hours of the peak periods where the toll-free demand was 1,200 vehicles per hour per lane. The results reflected a net revenue reduction of 12 percent for Interstate 10 (I-10) in 2030. As such, due to the importance of toll revenues as a means of recovering construction, operation, and maintenance costs, a minimum toll for those driving alone was established. A secondary rationale for establishing a minimum toll even during off-peak hours is to discourage use of the Express Lanes by extremely short trips, which can deteriorate traffic operations on the freeway with merging traffic maneuvers. The minimum toll amount would be established prior to project completion.

Comment PC-10

Will self-driving cars worsen congestion?

Researchers believe the number of miles driven will skyrocket.

ASSOCIATED PRESS

Self-driving cars are expected to usher in a new era of mobility, safety and convenience. The problem, transportation researchers say, is that people will use them too much.

Experts foresee robot cars chauffeuring children to school, dance class and baseball practice. The disabled and elderly will have new mobility. Commuters will be able to work, sleep, eat or watch movies. People may stay home more because they can send their cars to do things like pick up groceries they've ordered online.

Researchers believe that the number of miles driven will skyrocket. It's less certain whether that will mean a corresponding surge in traffic congestion.

Gary Silberg, an auto industry expert at accounting firm KPMG, compares self-driving cars to smartphones. "It will be indispensable to your life," he said. "It will be all sorts of things we can't even think of today."

Based on focus groups in Atlanta, Denver and Chicago, KPMG predicts autonomous "mobility on demand" services — think Uber and Lyft without a driver — will result in double-digit increases in travel by people in two age groups: those over 65 and those 16 to 24.

Vehicles traveled a record 3.1 trillion miles in the U.S. last year. Increased trips in autonomous cars by those two age groups would boost miles traveled by 2 trillion miles annually by 2050, KPMG calculated. If self-driving cars without passengers start running errands, the increase could be twice that.

If people in their middle years also increase their travel, that yearly increase could reach 8 trillion miles.

There's a fork ahead in this driverless road, says a report by Lauren Isaac, manager of sustainable transportation at WSP/Parsons Brinckerhoff.

In the best case, congestion is reduced because driverless cars and trucks are safer and can travel faster with less space between them. Highway lanes can be narrower because vehicles won't need as much margin for error. There would be fewer accidents to tie up traffic.

But that scenario depends on a societal shift from private vehicle ownership to commercial fleets of driverless cars that can be quickly summoned. Driverless fleets would have to become super-efficient carpools, picking up and dropping off multiple passengers traveling in the same direction.

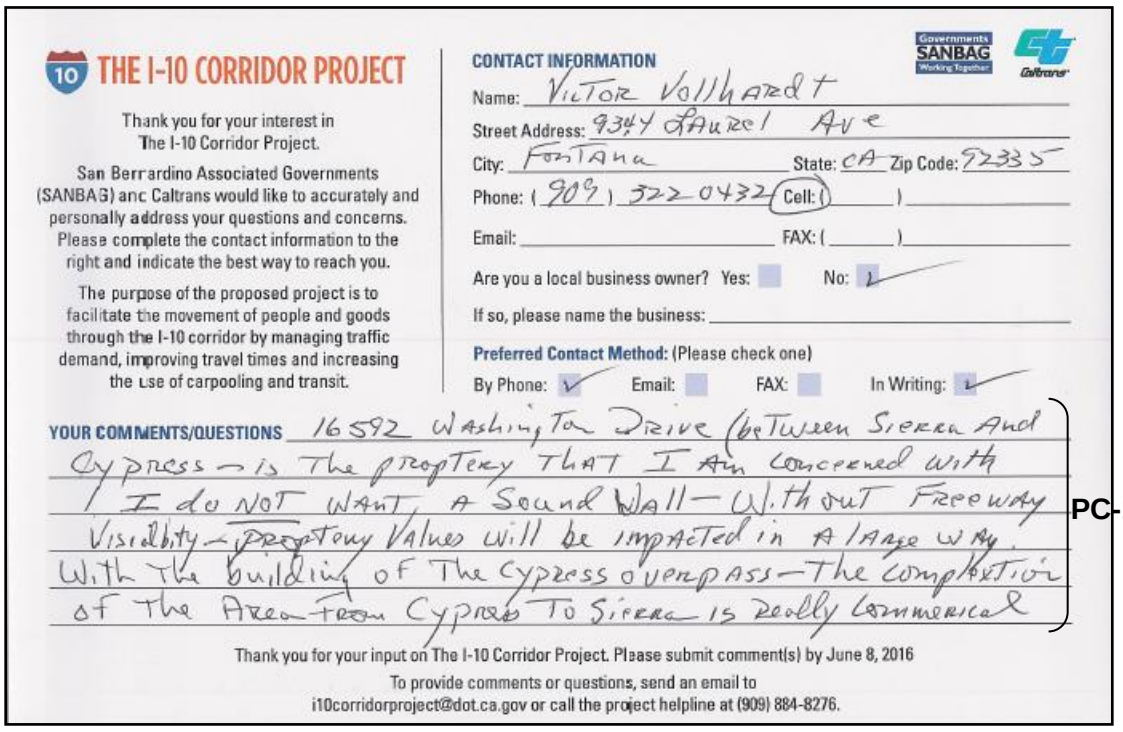
The congestion nightmare, Isaac said, would result if a large share of people can't be persuaded to effectively share rides with strangers and keep using mass transit.

PC-10-1

Response to Comment PC-10

Comment Code	Response
PC-10-1	This comment was received as an anonymous submission of a newspaper clipping regarding contribution of autonomous cars to congestion problems. Thank you for participating in the environmental process for the I-10 Corridor Project (I-10 CP). Whether self-driving cars will worsen congestion along freeways is unknown. At this time, the California Department of Transportation (Caltrans) has not established official policy regarding the use of autonomous vehicles. Regardless of if or when autonomous vehicles begin to utilize California's transportation system, Caltrans will remain committed to providing a safe, sustainable, integrated, and efficient transportation system that enhances California's economy and livability. The California Department of Motor Vehicles is currently developing regulations for the post-testing deployment of autonomous vehicles. The regulations will establish the requirements that manufacturers must meet to certify their autonomous vehicle has been successfully tested, meets certain safety requirements, and is ready for the general public to operate on public roads. The Federal Highway Administration's (FHWA) Exploratory Advanced Research (EAR) Program is also considering methods of integrating autonomous vehicle technology to reach FHWA safety and mobility goals through the development of theory for and assessing the feasibility of systems that leapfrog current technological approaches.

Comment PC-11



THE I-10 CORRIDOR PROJECT

Thank you for your interest in The I-10 Corridor Project.

San Berrardino Associated Governments (SANBAG) anc Caltrans would like to accurately and personally address your questions and concerns. Please complete the contact information to the right and indicate the best way to reach you.

The purpose of the proposed project is to facilitate the movement of people and goods through the I-10 corridor by managing traffic demand, improving travel times and increasing the use of carpooling and transit.

CONTACT INFORMATION

Name: Victor Vollhardt

Street Address: 9344 Laurel Ave

City: Fontana State: CA Zip Code: 92335

Phone: (909) 322 0432 Cell: ( ) ____

Email: ____ FAX: ( ) ____

Are you a local business owner? Yes: ☐ No: ☑

If so, please name the business: ____

Preferred Contact Method: (Please check one)

By Phone: ☑ Email: ☐ FAX: ☐ In Writing: ☑

YOUR COMMENTS/QUESTIONS 16592 Washington Drive (between Sierra And Cypress — is the property that I am concerned with I do NOT want a Sound Wall — without Freeway Visibility — property Values will be impacted in a large way. With the building of the Cypress overpass — the completion of the Area from Cypress To Sierra is really commerical

PC-11-1

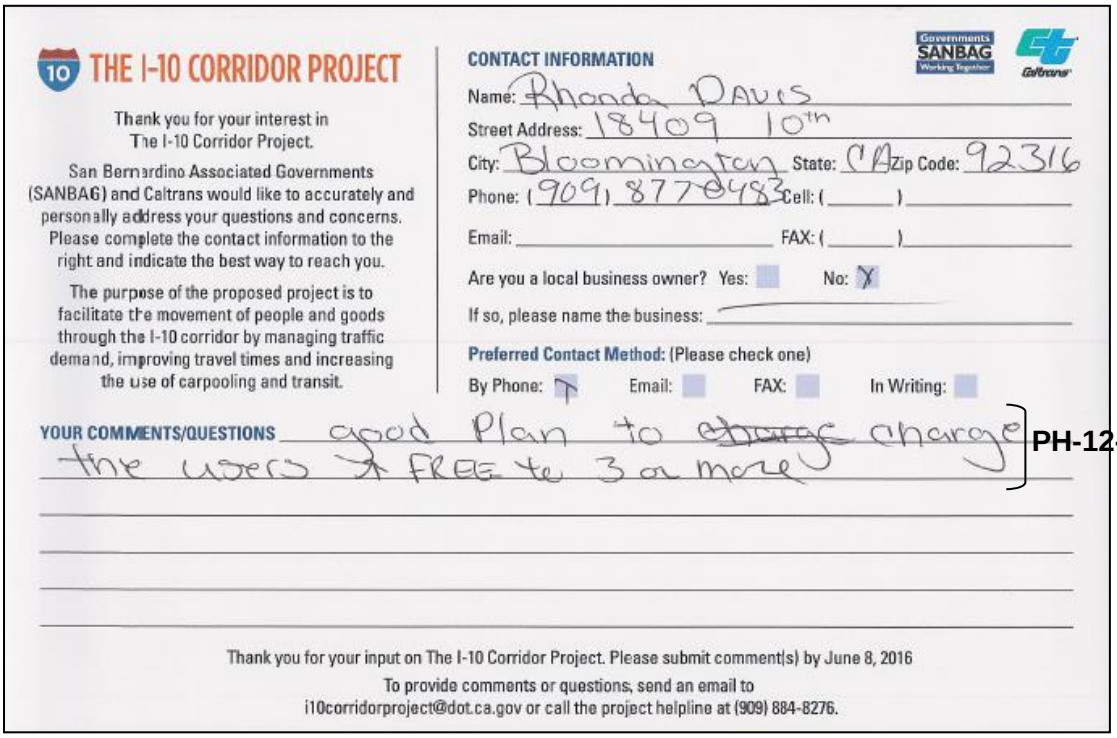
Thank you for your input on The I-10 Corridor Project. Please submit comment(s) by June 8, 2016

To provide comments or questions, send an email to i10corridorproject@dot.ca.gov or call the project helpline at (909) 884-8276.

Response to Comment PC-11

Comment Code	Response
PC-11-1	Thank you for participating in the environmental process for the I-10 Corridor Project (I-10 CP). Pursuant to the procedures for abatement of highway traffic noise and construction noise under Title 23, Part 772 of the *Code of Federal Regulations* (CFR) (Title 23 CFR 772), activity categories and related traffic noise impacts are determined based on the actual land use in a given area. As such, the property at 16592 Washington Drive was assessed under the Noise Abatement Criteria (NAC) as an Activity Category B (Single-Family Residential) property. The forecasted design year 2045 noise levels under Preferred Alternative 3 for the property in question is 74 A-weighted decibels (dBA), or 7 dBA above the NAC of 67 dBA. A traffic noise impact, as defined in Title 23 CFR 772.5, occurs when the predicted noise level in the design year approaches or exceeds the NAC specified in Title 23 CFR 772; therefore, noise abatement was considered for properties between Cypress Avenue and Sierra Avenue. As discussed in Section 3.2.7 of the Final Environmental Impact Report (EIR)/ Environmental Impact Statement (EIS), Soundwall S1833 is proposed as a noise abatement measure for these properties, including the property at 16592 Washington Drive. Under Preferred Alternative 3, Soundwall S1833 would be 707 feet in length located north of I-10 on the Caltrans right-of-way (ROW) line and provides feasible noise abatement for the four residences. After consideration of the costs of constructing such a wall, Soundwall S1833 was determined to be reasonable and feasible, and it is recommended to be a 14-foot-high masonry wall, as shown in Figure 134 and Table 2 in Appendix L4 of the Final EIR/EIS. Properties that would benefit from each feasible and reasonable soundwall were identified for a soundwall survey following the identification of Alternative 3 as the Preferred Alternative. Properties that would receive a 1-decibel (dB) or more noise reduction were also included in the soundwall survey. Soundwalls within Caltrans ROW will not be constructed if 50 percent or more of responding property owners and residents oppose construction of the soundwall. After the initial and follow-up survey efforts were completed, the survey responses were collected and tabulated for each feasible and reasonable noise barrier. The results of the soundwall survey near your property indicate that more than 50 percent of the respondents opposed construction of Soundwall S1833. As such, Soundwall S1833 will not be constructed.

Comment PC-12



THE I-10 CORRIDOR PROJECT

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The purpose of the proposed project is to facilitate the movement of people and goods through the I-10 corridor by managing traffic demand, improving travel times and increasing the use of carpooling and transit.

CONTACT INFORMATION

Name: Rhonda Davis

Street Address: 18409 10th

City: Bloomington State: CA Zip Code: 92316

Phone: (909) 877-0483 Cell: ( )

Email: FAX: ( )

Are you a local business owner? Yes: No: X

If so, please name the business:

Preferred Contact Method: (Please check one)

By Phone: X Email: FAX: In Writing:

YOUR COMMENTS/QUESTIONS good Plan to ~~charge~~ charge the users & FREE to 3 or more **PH-12-1**

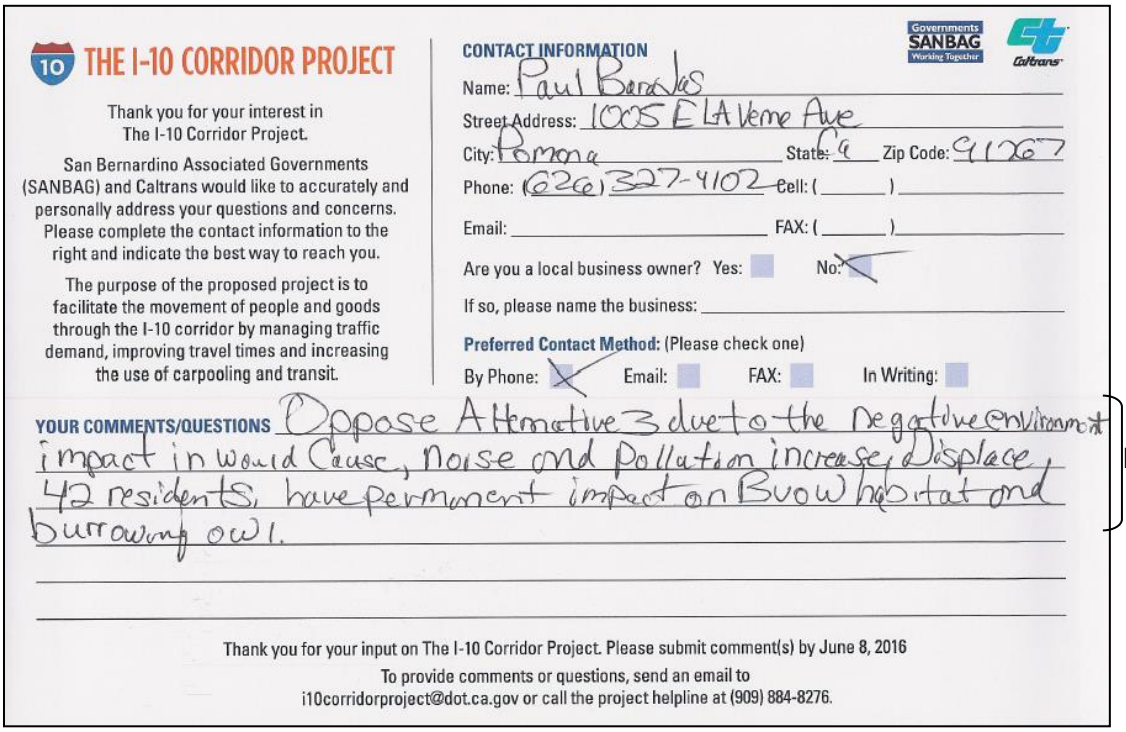
Thank you for your input on The I-10 Corridor Project. Please submit comment(s) by June 8, 2016

To provide comments or questions, send an email to i10corridorproject@dot.ca.gov or call the project helpline at (909) 884-8276.

Response to Comment PC-12

Comment Code	Response
PC-12-1	Thank you for participating in the environmental process for the I-10 Corridor Project (I-10 CP). Your support for Alternative 3 (Express Lanes) is acknowledged. After the end of the public review period of the Draft Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) and consideration of public comments, the California Department of Transportation (Caltrans) and the Project Development Team (PDT) compared and weighed the benefits and impacts of all three alternatives and identified Alternative 3 as the Preferred Alternative. Caltrans and the San Bernardino County Transportation Authority (SBCTA) are anticipated to allow HOV with three or more occupants to use the Express Lanes for free in the segment west of Haven Avenue and either toll-free or at discounted rates east of Haven Avenue. A decision will be made after approval of the Final EIR/EIS.

Comment PC-13



THE I-10 CORRIDOR PROJECT

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The purpose of the proposed project is to facilitate the movement of people and goods through the I-10 corridor by managing traffic demand, improving travel times and increasing the use of carpooling and transit.

CONTACT INFORMATION

Name: Paul Bernales

Street Address: 1005 E LA Verne Ave

City: Pomona State: CA Zip Code: 91767

Phone: (626) 327-4102 Cell: ( )

Email: FAX: ( )

Are you a local business owner? Yes: No: X

If so, please name the business:

Preferred Contact Method: (Please check one)

By Phone: X Email: FAX: In Writing:

YOUR COMMENTS/QUESTIONS Oppose Alternative 3 due to the negative environment impact in would cause, noise and pollution increase, Displace 42 residents, have permanent impact on Bvow habitat and burrowing owl.

Thank you for your input on The I-10 Corridor Project. Please submit comment(s) by June 8, 2016

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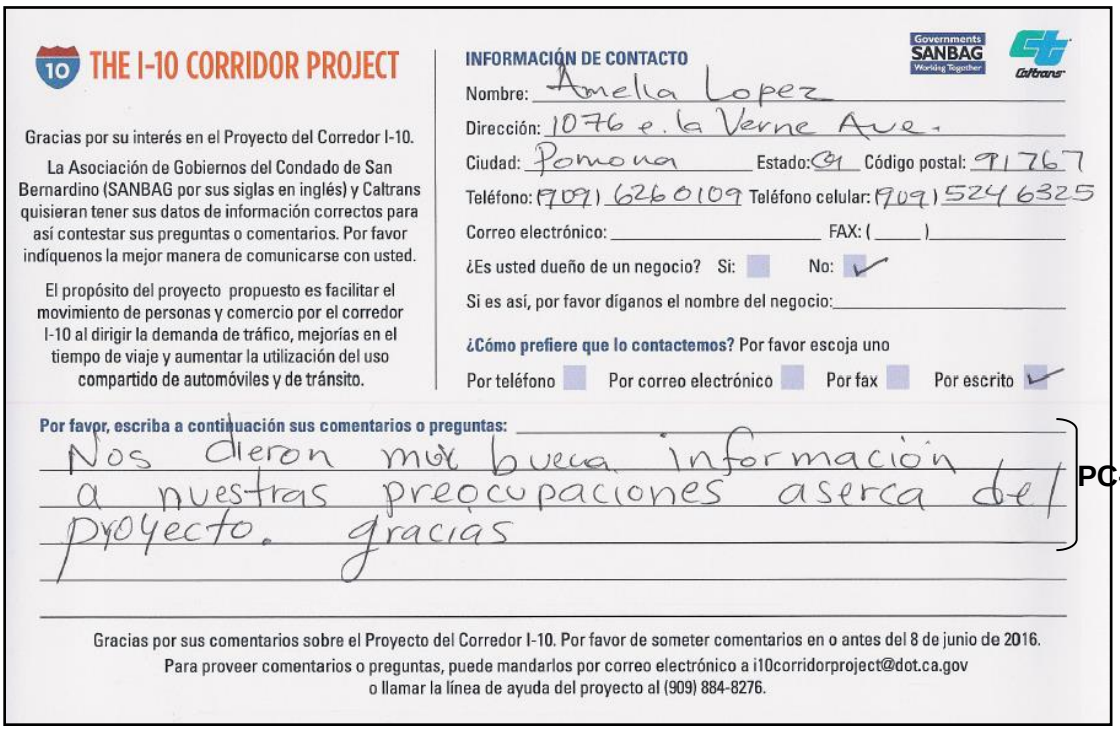
PC-13-1

Response to Comment PC-13

Comment Code	Response
PC-13-1	Thank you for participating in the environmental process for the I-10 Corridor Project (I-10 CP). Your opposition to the project is acknowledged. In reference to your concerns with the project, the California Department of Transportation (Caltrans) has completed extensive environmental studies and research over many years to carefully evaluate project alternatives and impacts associated with this project. Though impacts cannot be entirely avoided during construction of the project, measures will be implemented to reduce impacts to the greatest extent practicable. These are described as follows: *Noise* The I-10 CP is not anticipated to result in substantial or adverse noise impacts to adjacent areas along the project limits. Increases in operational noise at all receptors along the project corridor are considered minor with implementation of the recommended soundwalls summarized in Section 3.2.7, Noise, of this Final Environmental Impact Report (EIR)/Environmental Impact Statement (EIS). While auto and truck traffic may result in an increase of ambient noise levels by design year 2045, existing and proposed soundwalls within the project area would adequately abate noise levels. With incorporation of the soundwalls, maximum changes in future traffic noise with construction of the project range from a 4-decibel (dB) increase to a 10-dB decrease. A 5-dB increase is generally perceived as a distinctly noticeable increase, while an increase of 3-dB or less is inaudible to the human ear. Preferred Alternative 3 recommends 28 new soundwalls (1 Gap Closure) and 20 replace-in-kind soundwalls to minimize potential noise impacts. With the adoption of avoidance, minimization, and/or mitigation measures N-1 through N-4, noise impacts are considered less than substantial. *Pollution* With implementation of Preferred Alternative 3, regional volatile organic compounds (VOCs), nitrogen oxides (NO_X), and carbon monoxide (CO) emissions would increase by approximately 9 to 12 percent in 2025 and 2045 from no-build conditions. The increase in regional particles of 10 micrometers or smaller (PM_{10}) emissions in 2025 and 2045 would be 5 and 4 percent, respectively. Particles of 2.5 micrometers and smaller ($PM_{2.5}$) conditions would grow by 1 percent in years 2025 and 2045. The changes comparing the no build to build scenario Mobile Source Air Toxics (MSATs) emission ranges from an increase of 7 to 14 percent in 2025 and an increase of 8 to 14 percent in 2045. Alternative 3 would result in a diesel particulate matter (DPM) change of 8 percent in 2025 and 7 percent in 2045. The South Coast Air Quality Management District (SCAQMD) is the air pollution control agency for all of Orange County and the urban portions of Los Angeles, Riverside, and San Bernardino counties. In 2012, the SCAQMD established the Air Quality Management Plan (AQMP), a control strategy designed to meet applicable federal and state air quality requirements, including attainment of ambient air quality standards. The regional emissions analysis contained in Section 3.2.6, Air Quality, and discussed here are consistent with the regional AQMP. Therefore, despite the increase in emissions for the criteria pollutant particulate matter, the Preferred Alternative 3 would not result in a substantial impact. A detailed discussion of MSAT emissions is included in Section 3.2.6, Air Quality. As discussed, MSAT emissions would decrease when comparing 2025 and 2045 Build Alternatives to existing conditions. Therefore, MSAT concentrations would result in a less than substantial impact. *Residential Displacements* Caltrans acknowledges that the project will require property acquisitions to construct the project. Preferred Alternative 3 would displace 40 residential units (35 residential impacts in Fontana, along with four single-family residences in Montclair and three single-family residences in Ontario) as a result of widening the existing Interstate 10 (I-10) facility. As

Comment Code	Response
	described in the Final Relocation Impact Statement (FRIS), adequate resources appear to currently exist within the city or area vicinity to relocate residents (i.e., a sufficient number of comparable replacement dwellings meeting the decent, safe, and sanitary standards exist within the study area or neighboring communities). It is anticipated that finding replacement housing for owner- or tenant-occupied residences would not present any unusual problems for this project. All displacees will be contacted by a relocation agent, who will ensure that eligible displacees receive their full relocation benefits, including advisory assistance, and that all activities will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. Relocation resources will be available to all displaces free of discrimination. At the time of the first written offer to purchase, owner occupants are given a detailed explanation of Caltrans' "Relocation Program and Services." Tenant occupants of properties to be acquired are contacted soon after the first written offer to purchase and also are given a detailed explanation of Caltrans' "Relocation Program and Services." In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, Caltrans will provide relocation advisory to any person, business, farm, or nonprofit organization displaced as a result of the acquisition of real property for public use. Considering the availability of suitable replacement property for displacees, fair market compensation, and relocation benefits, residential displacement impacts are not substantial. *Burrowing Owl (BUOW) Habitat* As discussed in Section 3.3.4 of the Final EIR/EIS, the burrowing owl *(athene cunicularia)* (BUOW) has a moderate potential to occur within the Biological Study Area (BSA). The BSA consists of Caltrans right-of-way (ROW), anticipated temporary construction easements (TCEs), proposed construction staging areas (CSAs), and areas within a 50-foot buffer immediately adjacent to the ROW and CSAs. The BSA includes all areas anticipated to be disturbed during construction of the proposed project. Based on surveys completed by Caltrans in March 2009, no BUOW or sign of BUOW were observed within Caltrans ROW or TCEs. The project is not expected to directly affect any BUOWs due to the low probability of this species occurring in the BSA; however, there is a permanent impact to non-native grassland and disturbed areas. Prior to construction, a BUOW survey will be conducted to avoid impacts to BUOW within potential habitat areas. With implementation of measure AS-3 below, potential impacts to BUOW will be avoided and/or minimized. **AS-3:** Although current known areas of BUOW habitat have been mapped as part of this study, land development or other factors could modify the distribution of habitat within the study corridor. The Design Engineer will coordinate with the designated qualified biologist to reassess potential BUOW habitat within the project footprint or in the immediately surrounding areas and will designate those areas on the project plans and specifications. To ensure that any BUOW that may occupy the site in the future are not affected by construction activities, the Resident Engineer will require the Contractor to have preconstruction BUOW surveys conducted by a qualified biologist within 30 days prior to any phase of construction in the areas identified as potential BUOW habitat in the project specifications. These preconstruction surveys are also required to comply with the federal Migratory Bird Treaty Act (MBTA). If any of the preconstruction surveys determine that BUOW are present, San Bernardino County Transportation Authority's (SBCTA) Resident Engineer will contact CDFW to identify appropriate avoidance and minimization measures, such as establishing an avoidance buffer and/or work in the vicinity with a biological monitor on hand. SBCTA's Resident Engineer will ensure that any BUOW measures determined to be required based on the results of the preconstruction surveys and the required coordination described above are properly implemented by the Contractor prior to and during construction in areas occupied by BUOW, as identified in the preconstruction surveys.

Comment PC-14



10 THE I-10 CORRIDOR PROJECT

Gracias por su interés en el Proyecto del Corredor I-10.

La Asociación de Gobiernos del Condado de San Bernardino (SANBAG por sus siglas en inglés) y Caltrans quisieran tener sus datos de información correctos para así contestar sus preguntas o comentarios. Por favor indíquenos la mejor manera de comunicarse con usted.

El propósito del proyecto propuesto es facilitar el movimiento de personas y comercio por el corredor I-10 al dirigir la demanda de tráfico, mejorías en el tiempo de viaje y aumentar la utilización del uso compartido de automóviles y de tránsito.

Governments SANBAG Working Together

Caltrans

INFORMACIÓN DE CONTACTO

Nombre: Amelia Lopez

Dirección: 1076 e. la Verne Ave.

Ciudad: Pomona Estado: CA Código postal: 91767

Teléfono: (909) 626 0109 Teléfono celular: (909) 524 6325

Correo electrónico: _____ FAX: (____) _____

¿Es usted dueño de un negocio? Si: ☐ No: ☑

Si es así, por favor díganos el nombre del negocio: _____

¿Cómo prefiere que lo contactemos? Por favor escoja uno

Por teléfono ☐ Por correo electrónico ☐ Por fax ☐ Por escrito ☑

Por favor, escriba a continuación sus comentarios o preguntas:

Nos dieron muy buena información a nuestras preocupaciones aserca del proyecto. gracias

Gracias por sus comentarios sobre el Proyecto del Corredor I-10. Por favor de someter comentarios en o antes del 8 de junio de 2016.

Para proveer comentarios o preguntas, puede mandarlos por correo electrónico a i10corridorproject@dot.ca.gov o llamar la línea de ayuda del proyecto al (909) 884-8276.

PC-14-1

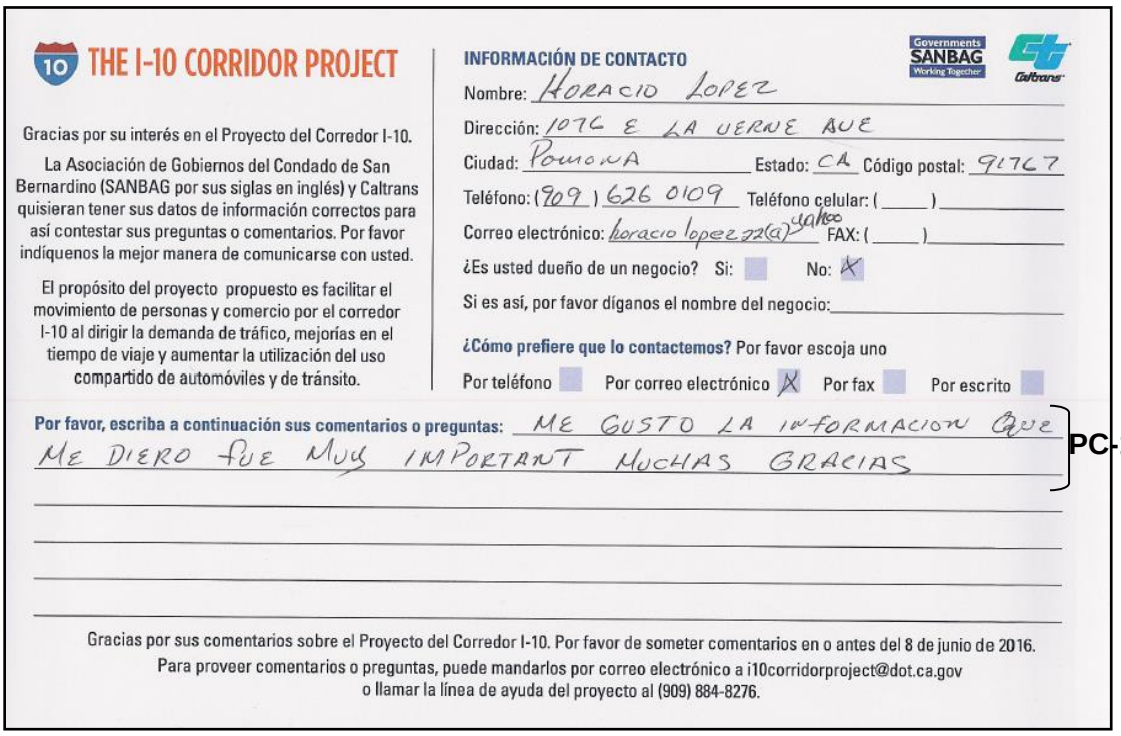
English Translation:

"We got very good information to our concerns about the project. Thank you."

Response to Comment PC-14

Comment Code	Response
PC-14-1	The California Department of Transportation (Caltrans) would like to thank you for your participation in the public review process. Providing information about the project to the general public is an essential part of the environmental process. Caltrans and the San Bernardino County Transportation Authority (SBCTA) will continue to provide the public with information as the project moves forward to the next stage.

Comment PC-15



10 THE I-10 CORRIDOR PROJECT

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INFORMACIÓN DE CONTACTO

Nombre: HORACIO LOPEZ

Dirección: 1076 E LA VERNE AVE

Ciudad: POMONA Estado: CA Código postal: 91767

Teléfono: (909) 626 0109 Teléfono celular: (____) ____

Correo electrónico: horacio lopez22(a)yahoo FAX: (____) ____

¿Es usted dueño de un negocio? Si: ☐ No: ☒

Si es así, por favor díganos el nombre del negocio: ____

¿Cómo prefiere que lo contactemos? Por favor escoja uno

Por teléfono ☐ Por correo electrónico ☒ Por fax ☐ Por escrito ☐

Por favor, escriba a continuación sus comentarios o preguntas: ME GUSTO LA INFORMACION QUE ME DIERO FUE MUY IMPORTANT MUCHAS GRACIAS

PC-15-1

Gracias por sus comentarios sobre el Proyecto del Corredor I-10. Por favor de someter comentarios en o antes del 8 de junio de 2016.

Para proveer comentarios o preguntas, puede mandarlos por correo electrónico a i10corridorproject@dot.ca.gov o llamar la línea de ayuda del proyecto al (909) 884-8276.

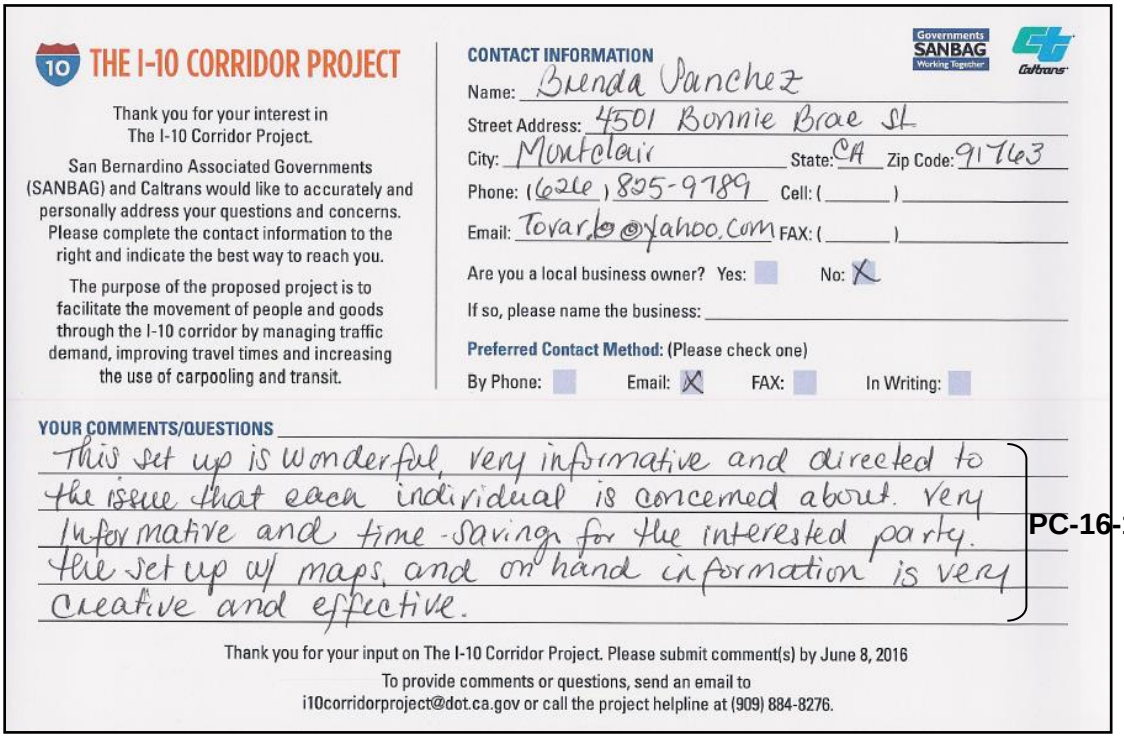
English Translation:

"I liked the information that was given to me. It was very important. Thank you very much."

Response to Comment PC-15

Comment Code	Response
PC-15-1	The California Department of Transportation (Caltrans) would like to thank you for your participation in the public review process. Providing information about the project to the general public is an essential part of the environmental process. Caltrans and the San Bernardino County Transportation Authority (SBCTA) will continue to provide the public with information as the project moves forward to the next stage.

Comment PC-16



THE I-10 CORRIDOR PROJECT

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The purpose of the proposed project is to facilitate the movement of people and goods through the I-10 corridor by managing traffic demand, improving travel times and increasing the use of carpooling and transit.

CONTACT INFORMATION

Name: Brenda Sanchez

Street Address: 4501 Bonnie Brae St

City: Montclair State: CA Zip Code: 91763

Phone: (626) 825-9789 Cell: ( )

Email: Tovar_b@yahoo.com FAX: ( )

Are you a local business owner? Yes: No: X

If so, please name the business:

Preferred Contact Method: (Please check one)

By Phone: Email: X FAX: In Writing:

YOUR COMMENTS/QUESTIONS

This set up is wonderful, very informative and directed to the issue that each individual is concerned about. Very Informative and time-saving for the interested party. The set up w/ maps, and on hand information is very creative and effective.

PC-16-1

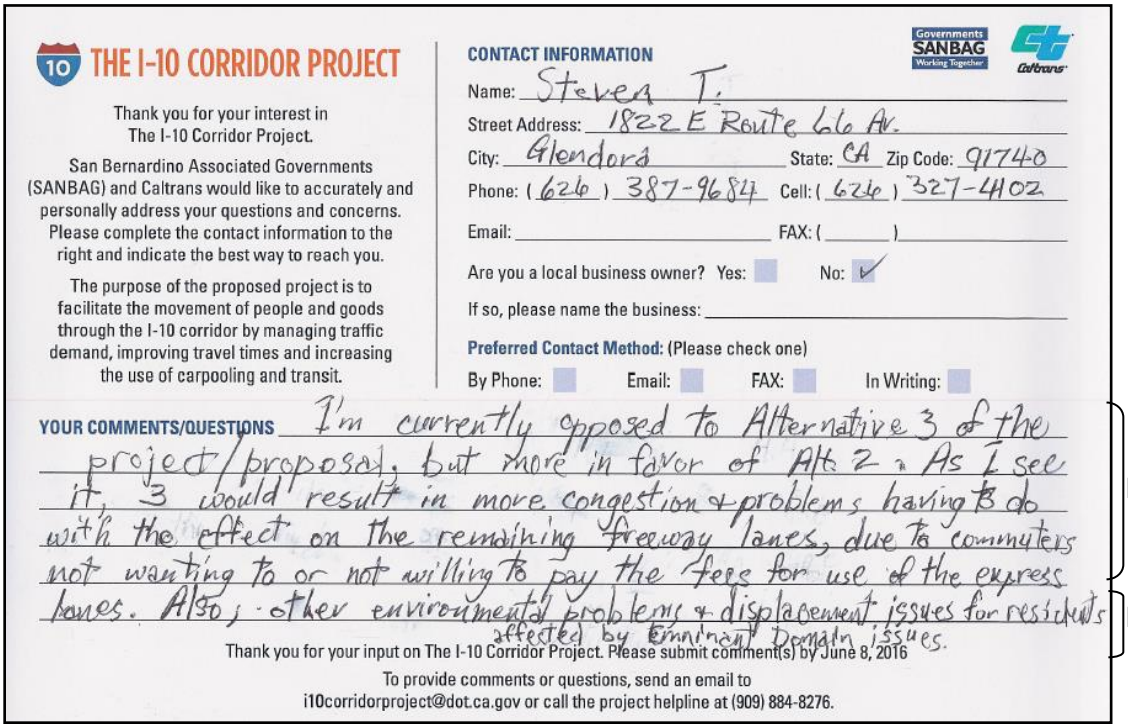
Thank you for your input on The I-10 Corridor Project. Please submit comment(s) by June 8, 2016

To provide comments or questions, send an email to i10corridorproject@dot.ca.gov or call the project helpline at (909) 884-8276.

Response to Comment PC-16

Comment Code	Response
PC-16-1	The California Department of Transportation (Caltrans) would like to thank you for your participation in the public meeting for the I-10 Corridor Project (I-10 CP). Caltrans and the San Bernardino County Transportation Authority (SBCTA) aim to foster mutual sharing of information between agency and general public. We are glad to hear that the meeting was very informative. Caltrans and SBCTA will continue to provide the public with information as the project moves forward to the next stage.

Comment PC-17



10 THE I-10 CORRIDOR PROJECT

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CONTACT INFORMATION

Name: Steven T.

Street Address: 1822 E Route 66 Av.

City: Glendora State: CA Zip Code: 91740

Phone: (626) 387-9684 Cell: (626) 327-4102

Email: FAX: ( )

Are you a local business owner? Yes: No: ✓

If so, please name the business:

Preferred Contact Method: (Please check one)

By Phone: Email: FAX: In Writing:

YOUR COMMENTS/QUESTIONS I'm currently opposed to Alternative 3 of the project/proposal, but more in favor of Alt 2. As I see it, 3 would result in more congestion & problems having to do with the effect on the remaining freeway lanes, due to commuters not wanting to or not willing to pay the fees for use of the express lanes. Also, other environmental problems & displacement issues for residents affected by Eminent Domain issues.

PC-17-1

PC-17-2

Thank you for your input on The I-10 Corridor Project. Please submit comment(s) by June 8, 2016

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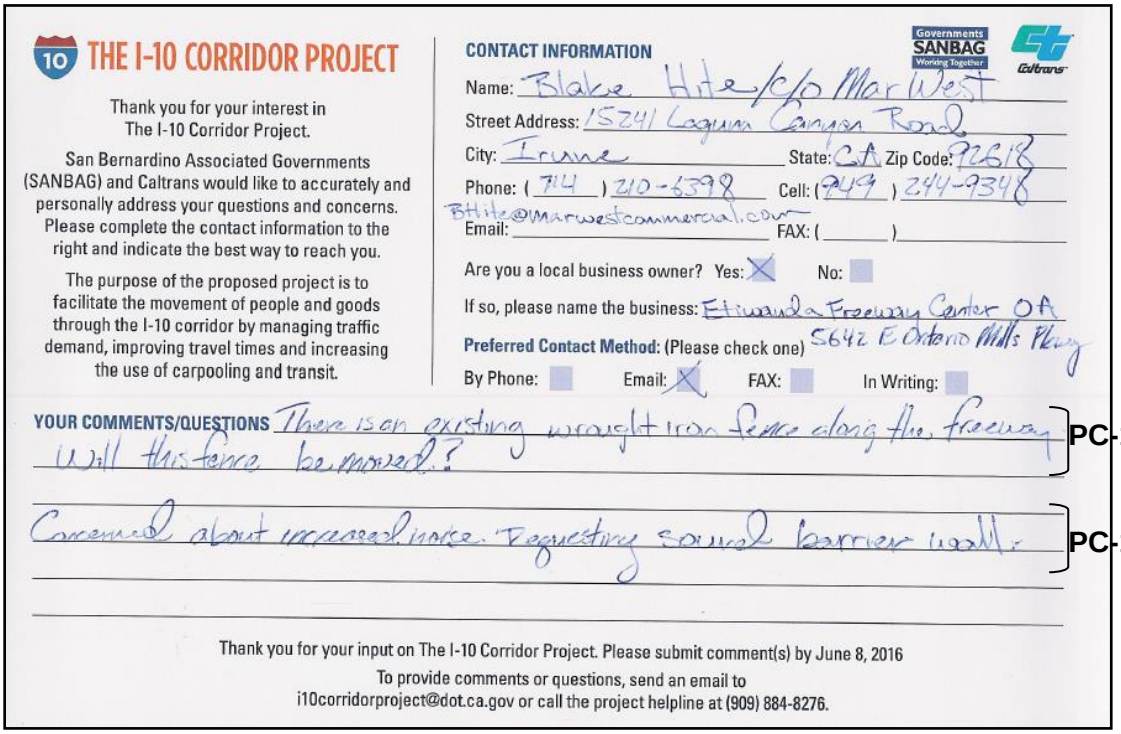
Response to Comment PC-17

Comment Code	Response
PC-17-1	After the end of the public review period of the Draft Environmental Impact Report (EIR)/ Environmental Impact Statement (EIS) and consideration of public comments, the California Department of Transportation (Caltrans) and the Project Development Team (PDT) compared and weighed the benefits and impacts of all three alternatives and identified Alternative 3 (Express Lanes) as the Preferred Alternative. Caltrans acknowledges your support for Alternative 2 (High-Occupancy Vehicle [HOV]). Caltrans understands the importance of promoting carpooling and HOV as a way to reduce traffic congestion on California's freeways. Caltrans and the San Bernardino County Transportation Authority (SBCTA) are anticipated to allow free access to HOVs with three or more occupants in the Express Lanes in the segment west of Haven Avenue and either toll free or at discounted rates east of Haven Avenue. Mass transit would also benefit through enhanced trip reliability. Hence, Express Lanes, to some degree, would promote carpooling and HOV. As described in Chapter 2, Project Alternatives, and in other sections throughout the EIR/EIS, the Interstate 10 (I-10) roadway would be widened for both build alternatives for the proposed project and would not result in decreased capacity; the number of general purpose lanes would remain the same, while an additional HOV lane would be constructed for Alternative 2 and additional Express Lanes for Alternative 3. Neither of the build alternatives would result in fewer lanes. Alternative 3 would create an additional choice that is not currently offered to commuters with the Express Lanes option. Commuters would have the choice to continue using the general purpose lanes, rather than use the Express Lanes. The Express Lanes are intended to be available to commuters of all income levels, as described in Section 3.1.4.3, Environmental Justice, of the EIR/EIS; public transportation vehicles would have access to the Express Lanes at no additional cost. By providing a substantial increase in corridor capacity and then managing the additional capacity to its fullest potential, Express Lanes will also provide a substantial benefit to motorists who remain in the general purpose lanes. The combination of additional lane miles and traffic management greatly increases the overall corridor capacity, which is expected to reduce the general purpose lane travel time upwards of 50 percent during peak hours compared to a No Build Alternative. All corridor users will benefit from Express Lanes, whether they choose to use the Express Lanes or not. Based on the results of the traffic study summarized in Section 3.1.6 of this Final EIR/EIS, Preferred Alternative 3 would provide an improvement to current traffic conditions and alleviate congestion along I-10 for all travelers in all lanes. Operations of Preferred Alternative 3 would not result in substantial traffic impacts.
PC-17-2	Section 3.1.4.2, Relocations and Real Property Acquisition, in the EIR/EIS addresses property acquisitions resulting from the proposed project. The engineering team designed the build alternatives to minimize impacts to communities and properties by utilizing the existing right-of-way (ROW), removing any roadway features not required by Caltrans, shifting the centerline of the freeway, and coordinating with current and ongoing I-10 projects to make sure they accommodate the future I-10 Corridor Project (I-10 CP). Additional adjustments to minimize the needed ROW will be considered during the upcoming environmental and preliminary engineering phase. However, due to the existing ROW constraints along I-10, both build alternatives would require property acquisitions to widen the roadway. All relocation services and benefits would be administered without regard to race, color, national origin, or sex in compliance with Title VI of the Civil Rights Act (42 United States Code [U.S.C.] 2000d, *et seq.).* Property owners of affected parcels would be entitled to compensation to the extent provided by law in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act, as amended. Final determination of which properties would be acquired would be done during the final design phase, after approval of the Final EIR/EIS. An appraisal of the affected property will be obtained, and an offer for the full appraisal will be made by an SBCTA-appointed ROW agent. Adequate resources appear to currently exist within the city or area vicinity to relocate affected residents and businesses. Considering the availability of suitable replacement property for displacees, fair market compensation, and relocation benefits, residential displacement impacts are not substantial.

Comment PC-18



10 THE I-10 CORRIDOR PROJECT

Thank you for your interest in The I-10 Corridor Project.

San Bernardino Associated Governments (SANBAG) and Caltrans would like to accurately and personally address your questions and concerns. Please complete the contact information to the right and indicate the best way to reach you.

The purpose of the proposed project is to facilitate the movement of people and goods through the I-10 corridor by managing traffic demand, improving travel times and increasing the use of carpooling and transit.

CONTACT INFORMATION

Name: Blake Hite c/o MarWest

Street Address: 15241 Laguna Canyon Road

City: Irvine State: CA Zip Code: 92618

Phone: (714) 210-6398 Cell: (949) 244-9348

Email: BHite@marwestcommercial.com FAX: ( )

Are you a local business owner? Yes: X No:

If so, please name the business: Etiwanda Freeway Center OA 5642 E Ontario Mills Pkwy

Preferred Contact Method: (Please check one)

By Phone: Email: X FAX: In Writing:

YOUR COMMENTS/QUESTIONS There is an existing wrought iron fence along the freeway. Will this fence be moved? PC-18-1

Concerned about increased noise. Requesting sound barrier wall. PC-18-2

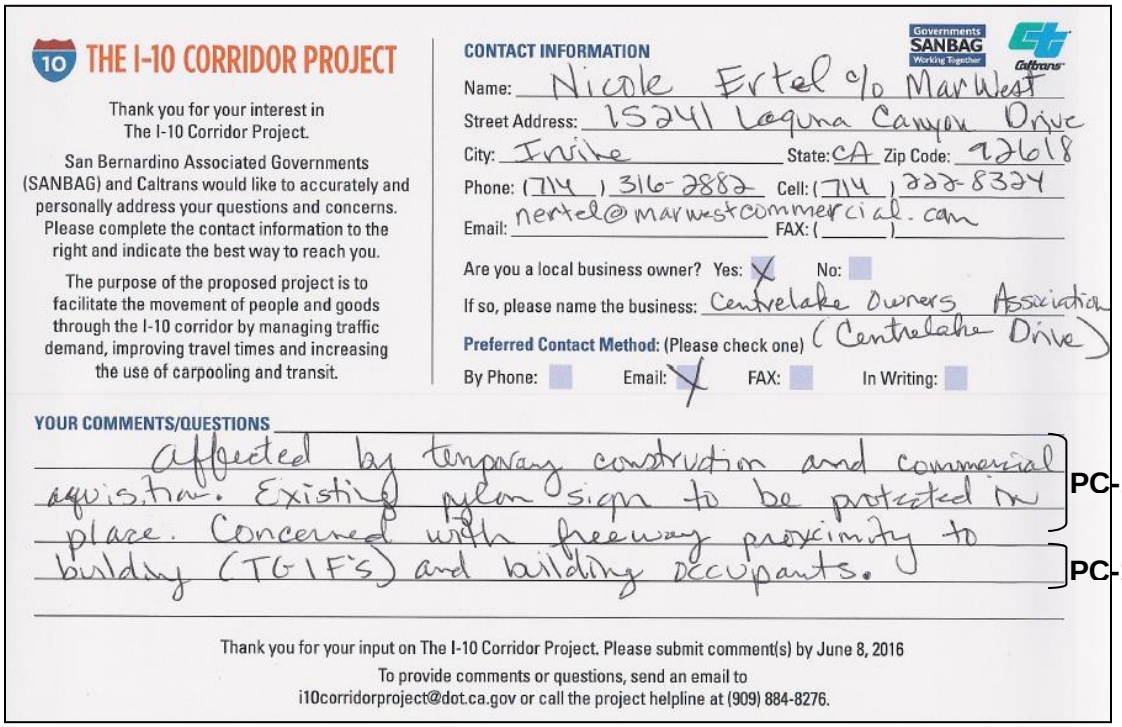
Thank you for your input on The I-10 Corridor Project. Please submit comment(s) by June 8, 2016

To provide comments or questions, send an email to i10corridorproject@dot.ca.gov or call the project helpline at (909) 884-8276.

Response to Comment PC-18

Comment Code	Response
PC-18-1	Based on current preliminary design plans, the wrought iron fence at 5642 E. Ontario Mills Parkway would not be affected by either of the build alternatives; however, design plans are subject to change. At this early stage of the project, limited design plans have been developed for the Preferred Alternative 3 alignment. As the project progresses into the next stage and design plans are finalized, the wrought iron fence may be affected by the project. The California Department of Transportation (Caltrans) and San Bernardino County Transportation Authority (SBCTA) will notify the property owner if your property is affected by construction activities.
PC-18-2	Section 3.2.7 of the Final Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) analyzed noise impacts associated with the proposed project. This section of the Final EIR/EIS also explains the process and requirements for a soundwall to be recommended for construction. Caltrans analyzed existing and future noise conditions within the general area of your property in accordance with the *Traffic Noise Analysis Protocol*. Caltrans utilized the noise abatement criteria (NAC) to determine whether a soundwall is needed at your property. A substantial noise increase is considered to occur when the project's predicted worst-hour design-year noise level exceeds the existing worst-hour noise level by 12 A-weighted decibels (dBA) or more. The NAC for residential land use is 67 decibels (dB) and analyzes whether implementation of this project would not approach or exceed that threshold. Based on the *Traffic Noise Analysis Protocol* and NAC, Caltrans has determined that a soundwall at 5642 E. Ontario Mills Parkway did not meet the criteria for a soundwall; therefore, a soundwall is not recommended for this location for either of the build alternatives. Mitigation measures identified in Section 3.2.7.4 of the EIR/EIS would minimize construction noise and vibration.

Comment PC-19



10 THE I-10 CORRIDOR PROJECT

Thank you for your interest in The I-10 Corridor Project.

San Bernardino Associated Governments (SANBAG) and Caltrans would like to accurately and personally address your questions and concerns. Please complete the contact information to the right and indicate the best way to reach you.

The purpose of the proposed project is to facilitate the movement of people and goods through the I-10 corridor by managing traffic demand, improving travel times and increasing the use of carpooling and transit.

CONTACT INFORMATION

Name: Nicole Ertel c/o MarWest

Street Address: 15241 Laguna Canyon Drive

City: Irvine State: CA Zip Code: 92618

Phone: (714) 316-2882 Cell: (714) 222-8324

Email: nertel@marwestcommercial.com FAX: ( )

Are you a local business owner? Yes: X No:

If so, please name the business: Centrelake Owners Association (Centrelake Drive)

Preferred Contact Method: (Please check one)

By Phone: Email: X FAX: In Writing:

YOUR COMMENTS/QUESTIONS

affected by temporary construction and commercial acquisition. Existing pylon sign to be protected in place. Concerned with freeway proximity to building (TGIFs) and building occupants. PC-19-1 PC-19-2

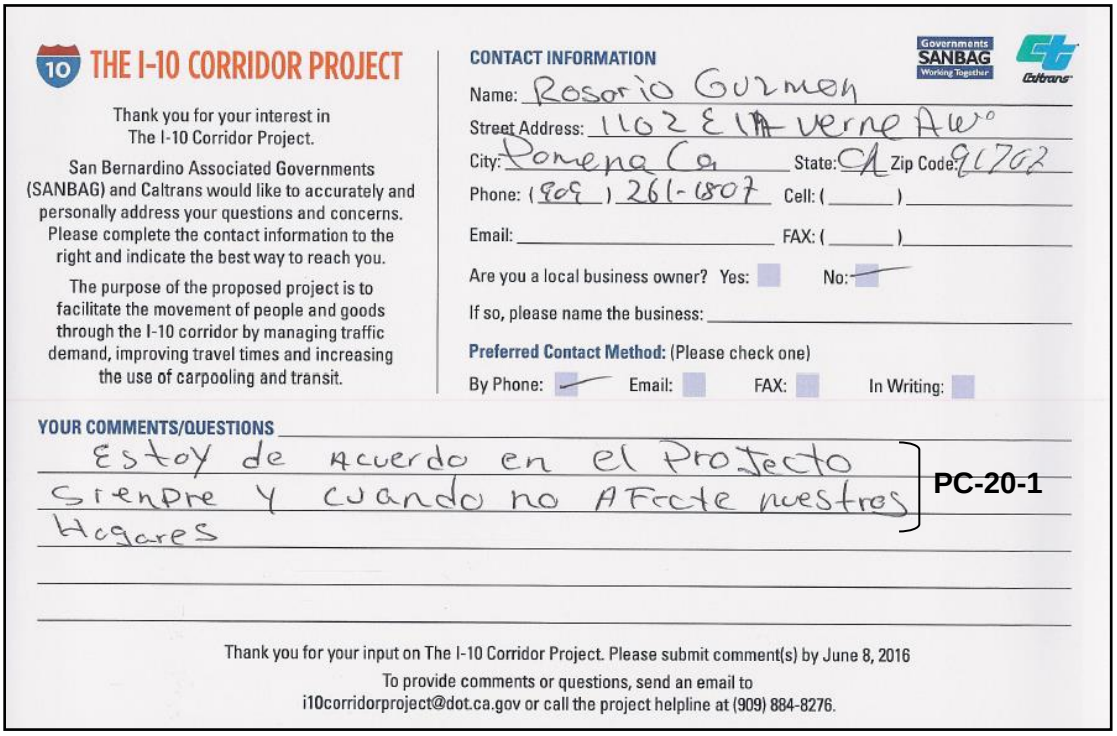
Thank you for your input on The I-10 Corridor Project. Please submit comment(s) by June 8, 2016

To provide comments or questions, send an email to i10corridorproject@dot.ca.gov or call the project helpline at (909) 884-8276.

Response to Comment PC-19

Comment Code	Response
PC-19-1	Thank you for participating in the environmental process for the I-10 Corridor Project (I-10 CP). After the end of the public review period of the Draft Environmental Impact Report (EIR)/ Environmental Impact Statement (EIS) and consideration of public comments, the California Department of Transportation (Caltrans) and the Project Development Team (PDT) compared and weighed the benefits and impacts of all three alternatives and identified Alternative 3 (Express Lanes) as the Preferred Alternative. The discussion below is about the effects of Preferred Alternative 3 in relation to your property. Based on current preliminary design plans, Caltrans would require partial acquisition of this parcel and easements to facilitate construction of the project. A partial sliver acquisition of 7,331 square feet is required for the roadway widening, as well as 6,821 square feet of temporary construction easement (TCE), which is needed to accommodate construction. In addition, a 1,151-square-foot sliver subsurface footing easement would be required at this parcel to construct a wall structure footing. Parking may be temporarily affected during construction within the TCE boundaries, but no permanent acquisitions are anticipated at this location that would affect the number of current parking stalls. No signage is anticipated to be removed for APN 210-551-16. Please note that these current property and easement requirements described herein are preliminary and subject to change. Design of the project is ongoing; therefore, properties currently identified for acquisition may change once design is finalized. At this early stage of the project, limited design plans have been developed for the Preferred Alternative 3 alignment. As the project progresses into the next stage and design plans are finalized, a more exact amount of property acquisition and TCE requirements would be provided to the property owner. Caltrans and the San Bernardino County Transportation Authority (SBCTA) will notify and coordinate with the property owner in the future about the project's right-of-way (ROW) and TCE requirements and aim at minimizing property and community impacts to the greatest feasible extent. Property owners of affected parcels would be entitled to compensation to the extent provided by law in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act, as amended. Final determination of which properties would be acquired would be done during the final design phase, after approval of the Final EIR/EIS.
PC-19-2	The proposed project was designed to enhance public safety along Interstate 10 (I-10), and the proposed improvements are designed to ensure the safety of adjacent buildings and its occupants. As shown in Appendix L of the EIR/EIS, a retaining wall is proposed along the widened roadway at this parcel, which would create a physical barrier between the roadway and adjacent property.

Comment PC-20



10 THE I-10 CORRIDOR PROJECT

Thank you for your interest in The I-10 Corridor Project.

San Bernardino Associated Governments (SANBAG) and Caltrans would like to accurately and personally address your questions and concerns. Please complete the contact information to the right and indicate the best way to reach you.

The purpose of the proposed project is to facilitate the movement of people and goods through the I-10 corridor by managing traffic demand, improving travel times and increasing the use of carpooling and transit.

CONTACT INFORMATION

Name: Rosario Guzman

Street Address: 1102 E La Verne Ave

City: Pomona Ca State: CA Zip Code: 91767

Phone: (909) 261-1807 Cell: ( )

Email: FAX: ( )

Are you a local business owner? Yes: No: ✓

If so, please name the business:

Preferred Contact Method: (Please check one)

By Phone: ✓ Email: FAX: In Writing:

YOUR COMMENTS/QUESTIONS

Estoy de acuerdo en el Proyecto siempre y cuando no Afecte nuestros Hogares

PC-20-1

Thank you for your input on The I-10 Corridor Project. Please submit comment(s) by June 8, 2016

To provide comments or questions, send an email to i10corridorproject@dot.ca.gov or call the project helpline at (909) 884-8276.

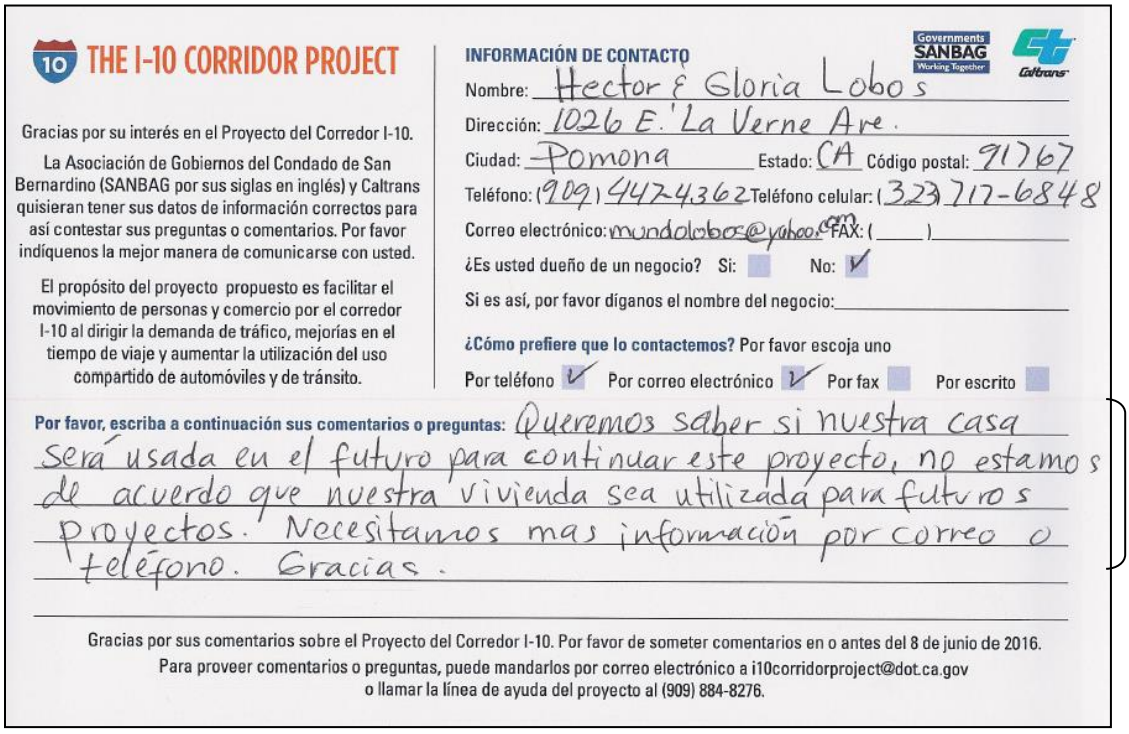
English Translation:

"I agree to the project as long as it does not affect our homes."

Response to Comment PC-20

Comment Code	Response
PC-20-1	The California Department of Transportation (Caltrans) would like to thank you for your participation in the environmental review process for the I-10 Corridor Project (I-10 CP). Based on current preliminary design plans, there are no plans to acquire properties in the city of Pomona for this project. However, it is only during the final design phase, after approval of the Final Environmental Impact Report (EIR)/Environmental Impact Statement (EIS), that the properties to be acquired would be finally determined. Design of the project is ongoing; therefore, property requirements to construct the project may change as design plans are developed. Caltrans and the San Bernardino County Transportation Authority (SBCTA) will continue to maintain robust public outreach throughout development of the project to ensure that the public is aware of project activities and changes to property acquisitions.

Comment PC-21



THE I-10 CORRIDOR PROJECT

Gracias por su interés en el Proyecto del Corredor I-10.

La Asociación de Gobiernos del Condado de San Bernardino (SANBAG por sus siglas en inglés) y Caltrans quisieran tener sus datos de información correctos para así contestar sus preguntas o comentarios. Por favor indíquenos la mejor manera de comunicarse con usted.

El propósito del proyecto propuesto es facilitar el movimiento de personas y comercio por el corredor I-10 al dirigir la demanda de tráfico, mejorías en el tiempo de viaje y aumentar la utilización del uso compartido de automóviles y de tránsito.

INFORMACIÓN DE CONTACTO

Nombre: Hector & Gloria Lobos

Dirección: 1026 E. La Verne Ave.

Ciudad: Pomona Estado: CA Código postal: 91767

Teléfono: (909) 442-4362 Teléfono celular: (323) 717-6848

Correo electrónico: mundolobos@yahoo.com FAX: (____)_____

¿Es usted dueño de un negocio? Si: ☐ No: ☑

Si es así, por favor díganos el nombre del negocio:_____

¿Cómo prefiere que lo contactemos? Por favor escoja uno

Por teléfono ☑ Por correo electrónico ☑ Por fax ☐ Por escrito ☐

Por favor, escriba a continuación sus comentarios o preguntas: Queremos saber si nuestra casa será usada en el futuro para continuar este proyecto, no estamos de acuerdo que nuestra vivienda sea utilizada para futuros proyectos. Necesitamos mas información por correo o teléfono. Gracias.

Gracias por sus comentarios sobre el Proyecto del Corredor I-10. Por favor de someter comentarios en o antes del 8 de junio de 2016.

Para proveer comentarios o preguntas, puede mandarlos por correo electrónico a i10corridorproject@dot.ca.gov o llamar la línea de ayuda del proyecto al (909) 884-8276.

PC-21-1

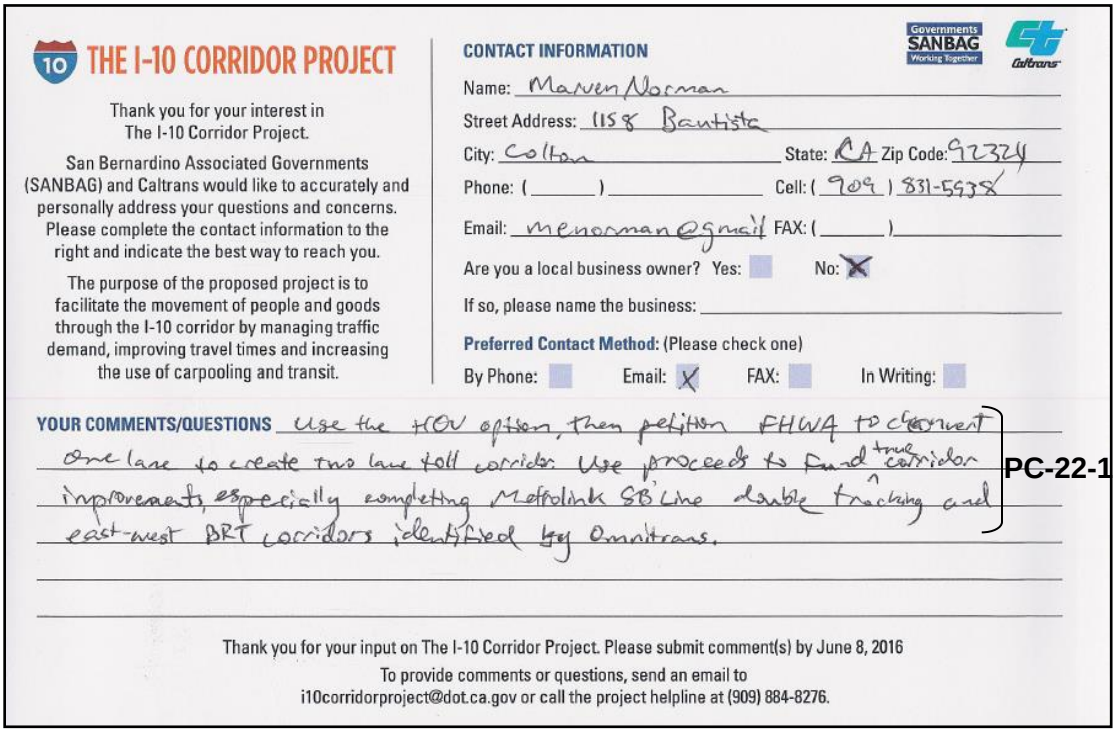
English Translation:

"We want to know if our house will be used in the future to continue this project. We do not agree that our house will be used for future projects. We need more information by mail or telephone. Thank you."

Response to Comment PC-21

Comment Code	Response
PC-21-1	The California Department of Transportation (Caltrans) would like to thank you for your participation in the environmental review process for the I-10 Corridor Project (I-10 CP). Based on current preliminary design plans, there are no plans to acquire properties in the city of Pomona for this project. However, it is only during the final design phase, after approval of the Final Environmental Impact Report (EIR)/Environmental Impact Statement (EIS), that the properties to be acquired would be finally determined. Design of the project is ongoing; therefore, property requirements to construct the project may change as design plans are developed. Caltrans and the San Bernardino County Transportation Authority (SBCTA) will continue to maintain robust public outreach throughout development of the project to ensure that the public is aware of project activities and changes to property acquisitions.

Comment PC-22



THE I-10 CORRIDOR PROJECT

Thank you for your interest in The I-10 Corridor Project.

San Bernardino Associated Governments (SANBAG) and Caltrans would like to accurately and personally address your questions and concerns. Please complete the contact information to the right and indicate the best way to reach you.

The purpose of the proposed project is to facilitate the movement of people and goods through the I-10 corridor by managing traffic demand, improving travel times and increasing the use of carpooling and transit.

CONTACT INFORMATION

Name: Marven Norman

Street Address: 1158 Bautista

City: Colton State: CA Zip Code: 92324

Phone: ( ) Cell: (909) 831-5938

Email: menorman@gmail FAX: ( )

Are you a local business owner? Yes: No: X

If so, please name the business:

Preferred Contact Method: (Please check one)

By Phone: Email: X FAX: In Writing:

YOUR COMMENTS/QUESTIONS Use the HOV option, then petition FHWA to convert one lane to create two lane toll corridor. Use proceeds to fund true corridor improvements, especially completing Metrolink SB Line double tracking and east-west BRT corridors identified by Omnitrans.

PC-22-1

Thank you for your input on The I-10 Corridor Project. Please submit comment(s) by June 8, 2016

To provide comments or questions, send an email to i10corridorproject@dot.ca.gov or call the project helpline at (909) 884-8276.

Response to Comment PC-22

Comment Code	Response
PC-22-1	Thank you for participating in the environmental review process for the I-10 Corridor Project (I-10 CP). After the end of the public review period of the Draft Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) and consideration of public comments, the California Department of Transportation (Caltrans) and the Project Development Team (PDT) compared and weighed the benefits and impacts of all three alternatives and identified Alternative 3 as the Preferred Alternative. Chapter 2 of this Final EIR/EIS provides further discussion on the selection of the Preferred Alternative. Your comment about selecting Alternative 2 (High-Occupancy Vehicle [HOV]) and then petition the Federal Highway Administration (FHWA) to convert a general purpose lane to Express Lanes does not follow FHWA guidance and regulations on alternatives selection and the project development process. Title 23 Section 129 of the United States Code prohibits the conversion of existing toll-free lanes to tolled facilities. A project could only move forward after the environmental review process has been completed, which includes full public disclosure of the identified Preferred Alternative and explains how public funds (i.e., local, state and federal) will be used. FHWA will fund projects that are consistent with the project description of the identified alternative provided in the Final EIR/EIS and other documents. Revising the project after the initial environmental approval, in this case converting a general purpose lane to an Express Lane, would require preparation of a separate environmental document and subsequent public review. It is anticipated that converting a general purpose lane into an Express Lane would reduce the overall capacity along the Interstate 10 (I-10) corridor and would worsen traffic conditions. Capacity on an Express Lane is higher than a general purpose lane because Express Lanes are actively managed to operate at free-flow speeds, have less frequent ingress/egress points, and have no heavy trucks. Caltrans and the San Bernardino County Transportation Authority (SBCTA) recognize the potential of tolling as a source of future revenue to fund other transportation projects in the future. The gasoline tax alone is no longer a viable source of funding for freeway projects. The federal gas tax has not changed since 1993, and the California gas tax has not changed since 1994. Gas taxes have eroded due to inflation. Adding to the problem, in the last 20 years, vehicles have become more fuel efficient, meaning less revenue for every mile driven for transportation improvements. Preferred Alternative 3 would benefit transit operators within San Bernardino County. Transit benefits would include improved community connectivity to the Metrolink stations along the corridor, providing trip reliability and improved access to and from stations. For Omnitrans, the Express Lanes would increase capacity for bus service and would improve trip reliability and allow potential for new express bus lines to be added for greater service connecting primary transit hubs. Alternative 3 would also benefit vanpools by providing additional capacity and sustainable trip reliability in the Express Lanes for the long term. The Express Lanes would be free for transit vehicles. These public transit enhancements would provide direct benefits to public transportation travelers and lower-income individuals.

Comment PC-23

I-CORRIDOR PROJECT

THURSDAY, MAY 19, 2016

PUBLIC COMMENTS

LOREE MASONIS: I live in Ontario. I basically came in just to check it out. I basically know the general information about what they are trying to promote or what they are trying to market. I still think the general public is unaware of it, and that's where some of my concerns come from. I think it all sounds good, but I still think there needs to be a lot more public accountability; that's where really I'm strong about. **PC-23-1**

I think it's good that they are concerned about the future -- about our state as far as traffic congestion. I think they are leaving out many ideas. I think more local communities can do even more to prepare their cities for future growth by giving their residents more opportunity to live and work in their communities as opposed to just always thinking about driving long distance. **PC-23-2**

One of the reasons I want more accountability is because of the cost of all of this, and I don't think the public knows enough about it to accept the cost. **PC-23-3**

Personal Court Reporters, Inc. Page: 2

Response to Comment PC-23

Comment Code	Response
PC-23-1	Thank you for participating in the environmental process for the I-10 Corridor Project (I-10 CP). As described in Chapter 5, Comments and Coordination, of the Final Environmental Impact Report (EIR)/Environmental Impact Statement (EIS), early and continuing coordination with the general public and appropriate public agencies is an essential part of the environmental process to determine the scope of environmental documentation, the level of analysis, potential impacts and mitigation measures, and related environmental requirements. In compliance with 23 United States Code (U.S.C.) 139, efficient environmental reviews for project decision making, the California Department of Transportation (Caltrans) has undertaken an extensive effort to provide an opportunity for public and interagency involvement, established a plan to provide opportunities for public involvement, and closely work with participating and cooperating agencies. For more than 7 years, Caltrans and the San Bernardino County Transportation Authority (SBCTA) have provided the public with updates about the project on project websites, social media, mailers, advertisements, telephone hotline, and city council announcements. SBCTA also formed Community Advisory Groups (CAGs) to provide information to the public at the grassroots level. Due to the extensive distance (33 miles) covered by the I-10 CP, two CAGs were formed to enhance and support community involvement throughout the affected region, including the West Valley CAG and East Valley CAG. These CAGs were formed by SBCTA in recognition that the ultimate success of the project will likely be determined by responses, viewpoints, and degrees of influence at the grass roots levels (i.e., communities, industries, academia, and special interest groups of all sizes). With the formation of CAGs, representative local community leaders have provided and generated first-hand feedback regarding the consideration of high-occupancy vehicle (HOV) lanes, Express Lanes, and other possible alternatives along these corridors. There are 65 CAG members providing representation from residential and homeowner associations, neighborhood councils, faith-based organizations, business community, labor community, environmental community, and economic development groups in the project corridor. Upon availability of the Draft EIR/EIS, all residents and businesses within 0.25 mile of the project corridor were notified via mail of the project and provided information regarding where they could learn more about the project. More than 19,000 such public notices were mailed to residents. In addition, other public outreach media included posting of the public notice in 10 local newspapers, slides on public access television channels of cities along the project corridor, social media, and announcements at televised city council meetings. Three public hearings were also held for interested members of the public to attend and learn about the project, as well as to provide input on the project. Efforts will continue to be made by Caltrans and SBCTA to ensure meaningful opportunities for public participation during the entire project planning and delivery process. These may include, but are not limited to, additional community meetings, informational mailings, a project website, and news releases to local media. The community outreach and public involvement programs for the project will continue to actively seek and effectively engage affected communities and the public until full completion of the project.

Comment Code	Response
PC-23-2	One of the goals of Caltrans is to make long-lasting, smart mobility decisions that improve the environment, support a vibrant economy, and build communities, not sprawl. As such, Caltrans strives to provide a safe transportation system for all workers and users, including the creation of opportunities for more localized smart growth. However, Caltrans must also ensure that conditions on existing transportation facilities are not neglected. I-10 is a critical link in the state transportation network and is used by interstate travelers, local commuters, and regional and inter-regional trucks. The efficient movement of traffic through San Bernardino County is limited by the existing capacity of the transportation networks. Preferred Alternative 3 is anticipated to address some of these forecasted deficiencies in a manner that can accommodate long-term congestion along the corridor.
PC-23-3	Preferred Alternative 3 is estimated to cost approximately $1.7 billion in current dollars or a total escalated cost of $1.9 billion for the future expenditure year. Caltrans and SBCTA believe in full disclosure of potential impacts of the project and open discussion of the cost to construct the project. As mentioned previously, Caltrans and SBCTA have made every effort to engage the public to provide information about the project through a variety of public outreach media. Public outreach conducted for the I-10 CP are above and beyond what is typically required for a transportation project to ensure that the public is aware of the I-10 CP and obtain support for an alternative through an informed decision-making process. For the public to make an informed decision, Caltrans and SBCTA provided the public with frequent updates about the project and copies of related documents about the project. Information about the project, including cost, is readily available on the project website at http://www.1015projects.com/app_pages/ view/330, at the Caltrans District 8 office, and at SBCTA headquarters.

Comment PC-24

LY KOU: I would prefer the no build option because I believe that the other options are too expensive -- especially billions. I'm not sure where the funding is going to be coming from; that's a big concern. To think that there they want to add toll lanes when I've seen toll lanes don't work in other places, for example, Orange County on the private road, I've only taken it once. I've been to Orange County many times. I've been to Chicago and to see that there are toll lanes everywhere. It's gotten to the point it's -- they are -- we'll be charged to drive, and I don't feel that's fair.

PC-24-1

PC-24-2

But if we do need to have more access to the freeway, why can't we add one general purpose lane and not make it high occupancy. Because I have been in traffic before in LA, and I see that even the high occupancy vehicle lanes are still full, and those people are being charged a fee to be in that lane, so it's ineffective. I feel that if all the lanes are open, then everybody is traveling at the same speed.

PC-24-3

So, you know, if we want a equal society, we should do it this way instead of a Cadillac lane for people that can pay for it and a regular lane for the regular people. So my suggestion is that we don't do a

PC-24-4

Personal Court Reporters, Inc. Page: 3

build, but if we have to, just add one general purpose.

Thank you.

(Address: 947 N. Orange Avenue, Ontario 91764)

(End of comments transcribed by the Court Reporter.)

Response to Comment PC-24

Comment Code	Response
PC-24-1	Thank you for participating in the environmental process for the I-10 Corridor Project (I-10 CP). Your support for the No Build Alternative is acknowledged. However, after the end of the public review period of the Draft Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) and consideration of public comments, the California Department of Transportation (Caltrans) and the Project Development Team (PDT) compared and weighed the benefits and impacts of all three alternatives and identified Alternative 3 (Express Lanes) as the Preferred Alternative. Caltrans understands your concerns about the financial cost to construct the project. Preferred Alternative 3 is estimated to cost $1.7 billion in current dollars or a total escalated cost of $1.9 billion for the future expenditure year. The project is anticipated to be funded through a variety of sources that would include local Measure I, State and Federal funds, and toll revenues.
PC-24-2	Unlike the Orange County Toll Roads or toll roads in Chicago that charge mandatory tolls for general use of those facilities, the tolls for the I-10 CP Express Lanes are optional. Unlike other mandatory tolls, only the drivers that do not meet the minimum occupancy requirements and who choose to use the Express Lanes will be charged the toll. Solo drivers have the option to use the existing general purpose lanes toll free or pay to use the Express Lanes if better mobility and more reliable trips are desired, similar to a user fee.
PC-24-3	On Interstate 10 (I-10), the demand is so much greater than the capacity that it would take many more lanes in each direction to address all traffic congestion during peak periods. Adding general purpose lanes would not solve the current problem and would not provide a sustainable alternative to being in stop-and-go traffic during some periods of the day. However, adding new high-occupancy vehicle (HOV) lanes or Express Lanes gives drivers more choices and allows them to spend less time on the road. Chapter 2, Project Alternatives, of the Final EIR/EIS describes in detail how the project alternatives were evaluated and includes an assessment of traffic level of service (LOS) and other congestion-relief performance criteria, environmental impacts, and effectiveness in addressing the project's purpose and need. Section 2.2.4.1, Identification of the Preferred Alternative, provides the rationale and process in determining Alternative 3 as the Preferred Alternative. By providing a substantial increase in corridor capacity and then managing the additional capacity to its fullest potential, Express Lanes will also provide a substantial benefit to motorists who remain in the general purpose lanes. The combination of additional lane miles and traffic management greatly increases the overall corridor capacity, which is expected to reduce the general purpose lane travel time upwards of 50 percent during peak hours compared to a No Build Alternative. All corridor users will benefit from Express Lanes, whether they choose to use the Express Lanes or not. Congestion pricing, or the varying of tolls in accordance to the level of congestion on the freeway, will keep the Express Lanes flowing smoothly, resulting in a reliable and uncongested trip. Traffic congestion also causes air pollution, and the way to improve air quality is through a more efficient road network. The Federal Highway Administration (FHWA) has demonstrated that in congested periods, Express Lanes can move more traffic than an equal number of general purpose lanes (see Section 3.2.6, Air Quality, of the Final EIR/EIS for more information about traffic congestion and air pollution).
PC-24-4	Express Lanes are already operating in many cities throughout the country, and surveys show people of all income levels use them. The San Bernardino County Transportation Authority (SBCTA) prepared an Equity Assessment for I-10 to address concerns that Express Lanes may create an access barrier and be unfair for individuals with lower incomes. The assessment found that the Express Lanes are projected to have several benefits for low-income drivers. Express Lanes offer all customers an option for fast and reliable travel when they need it. In addition, Express Lanes help public buses reach more destinations on time. This benefits everyone who relies on public transit for their travel.

Comment PC-25

From: Greg Brittain [mailto:gwbrittain@verizon.net]
Sent: Sunday, May 22, 2016 10:36 PM
To: I-10 Corridor Project@DOT <i10corridorproject@dot.ca.gov>
Subject: I 10 Corridor Project

I oppose toll lanes on the 10 Fwy because we should not have to pay for our twice. California has the highest gas taxes in America so there is plenty of money for our roads. **PC-25-1**

Greg Brittain
Redlands, CA

Response to Comment PC-25

Comment Code	Response
PC-25-1	Thank you for participating in the environmental process for the I-10 Corridor Project (I-10 CP). Your opposition to Alternative 3 has been noted. However, after the end of the public review period of the Draft Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) and consideration of public comments, the California Department of Transportation (Caltrans) and the Project Development Team (PDT) compared and weighed the benefits and impacts of all three alternatives and identified Alternative 3 (Express Lanes) as the Preferred Alternative. Unlike a tax that everyone pays, only the drivers that do not meet the minimum occupancy requirements and who choose to use the Express Lanes will be charged the toll. Solo drivers have the option to use the existing general purpose lanes toll free, or pay to use the Express Lanes, similar to a user fee, if better mobility and more reliable trips are desired. Congestion pricing is an effective way to keep traffic in the Express Lanes flowing smoothly, resulting in a reliable and uncongested trip. Express Lanes provide a new travel option for drivers that they do not enjoy today. The implementation of Express Lanes helps to ensure travel time savings and trip reliability for eligible carpools, vanpools, and buses while also offering the added benefit of allowing solo drivers the time-saving option through the payment of tolls. By implementing Express Lanes, the people-moving capacity of I-10 would be increased considerably in the Express Lanes as well as the general purpose lanes. The gasoline tax alone is no longer a viable source of funding for freeway projects. The federal gas tax has not changed since 1993, and the California gas tax has not changed since 1994. Gas taxes have eroded due to inflation. Adding to the problem, in the last 20 years, vehicles have become more fuel efficient, meaning less revenue for every mile driven for transportation improvements.

Comment PC-26

From: S Wong [mailto:sbswong@gmail.com]
Sent: Tuesday, May 24, 2016 4:19 PM
To: I-10 Corridor Project@DOT <i10corridorproject@dot.ca.gov>
Cc: Tim Watkins <twatkins@sanbag.ca.gov>
Subject: I-10 Corridor Project Public comments

2016 May 24

Aaron Burton, Branch Chief, Caltrans District 8,

Attn: I-10 CP Draft EIR/EIS Comment Period

464 W. 4th Street

San Bernardino, CA 92401

Re: I-10 Corridor Project Public comments

Dear Mr. Burton,

Thank you for allowing me the opportunity to address and inquire about the Draft EIR of the I-10 Corridor Project.

I noticed on Table 5-1 "List of Agencies, Roles, and Responsibilities" that the City of Redlands was not included in the List of Participating Agencies though noted that Melissa Saavedra (Senior Administrative Technician) notified you that Don Young will be the Principal Project Manager in Redlands. Was Redlands left out inadvertently? The last 6 on-off ramps of the 33 mile project are located in Redlands. **PC-26-1**

If Redlands is not considered a participating agency, should SANBAG representative Jon Harrison be allowed to vote and/or provide input and influence in this project? **PC-26-2**

1

How will the construction of Alternative 2 (and 3) impact on the Rail to Redlands (aka Redlands Passenger Rail Project (RPRP)) construction and operations? **PC-26-3**

How reliable is the probability that the forecasted population will rise and be sustained in 2045? **PC-26-4**

How reliable is the assumption that the forecasted rise in population will directly correlate with increase in vehicle miles traveled (VMT)? **PC-26-5**

If the intent of the RPRP has been to reduce the vehicular dependence of commuters, then why would there be an expected increase in the vehicle miles traveled (VMT) through part of the 9 mile rail line? **PC-26-6**

Does the $567 million (or $1.45 billion) major project anticipate and account for alternative and innovative transportation needs in 2045? For example, there has been a reduction in VMT for many as consumers have resorted to bulk deliveries via Amazon as opposed to making single trips to different retail stores. Expansion of drone delivery systems should not be unexpected. Increased videoconferencing has also demonstrated reduced unneeded VMT. **PC-26-7**

During the 42 or 60 month construction phases, what plans have been considered in re-distributive traffic patterns? Will the vulnerabilities of the re-distributive traffic patterns be reasonably mitigated?

For example, in Redlands, it would not be unlikely that drivers will use Redlands Boulevard as it parallels I-10. The parking lot (and student drop off sites) of the Redlands High School is next to Redlands Boulevard. **PC-26-8**

Assuming that the volume of traffic, particularly commercial vehicles, will not simply drop off at the end of the project on Ford Street, what plans, if any, have been considered in coordinating with the Riverside County Transportation Department to extend the widening to and through Yucaipa (San Bernardino County) and Calimesa (Riverside County)? **PC-26-9**

As many of us know and experienced, the upgrade traffic going east from the Orange Street exit to the Ford Street exit often results in marked deceleration of many vehicles. This is particularly so with commercial trucks. Are there plans to mitigate this potential traffic hazard (i.e., mandated slow lanes)? **PC-26-10**

What incentives exist for contractors and CALTRANS and other stakeholders to complete the project as a whole before the project 42 or 60 month period? **PC-26-11**

2

Is there meaningful external oversight as it relates to financial accountability of the $567 million (or $1.45 billion) major project? **PC-26-12**

What has been the attendance rate at each (10 each, total 20) of the West and East Valley CAG meetings? **PC-26-13**

Again, thank you this opportunity of public engagement.

Sincerely,

Sam Wong, MD FACP

Cc: Tim Watkins, Chief of Legislative and Public Affairs, SANBAG

Response to Comment PC-26

Comment Code	Response
PC-26-1	Thank you for participating in the environmental process for the I-10 Corridor Project (I-10 CP). The City of Redlands is included in Table 5-1, List of Agencies, Roles, and Responsibilities (bottom of page 5-3) of the Environmental Impact Report (EIR)/Environmental Impact Statement (EIS).
PC-26-2	As noted in the comment above, the City of Redlands is included in Table 5-1 as a Participating Agency.
PC-26-3	The Redlands Passenger Rail Project is included in Section 3.6, Cumulative Impacts, of the EIR/EIS as a related project for the proposed project. No cumulatively considerable construction or operational impacts were identified in conjunction with the Redlands Passenger Rail Project in Section 3.6, Cumulative Impacts, as a result of the proposed project. Table 3.6-1, Related Projects, identifies the Redlands Passenger Rail Project as projected to begin construction in late 2017. Chapter 2, Project Alternatives, of the EIR/EIS identifies construction of Alternative 2 of the proposed project as planned to start in 2019. Similarly, Alternative 3 for the proposed project is anticipated to begin construction in 2019 under Contract 1 (Los Angeles/San Bernardino [LA/SB] county line to Interstate 15 [I-15]) and 2021 (I-15 to Ford Street) under Contract 2. In addition, the San Bernardino County Transportation Authority (SBCTA) is the lead agency under the California Environmental Quality Act (CEQA) for the Redlands Passenger Rail and the project sponsor for the proposed project and would coordinate with other agencies to ensure that there are no conflicts with construction scheduling or operational impacts among the two projects.
PC-26-4	The regional growth forecast represents the most likely growth scenario for the southern California region in the future, taking into account a combination of recent and past trends, reasonable key technical assumptions, and local or regional growth policies. The development of the Integrated Growth Forecast is driven by a principle of collaboration between the Southern California Association of Governments (SCAG) and local jurisdictions. The integration of the regional and local forecasts is achieved through the joint efforts and collaboration among the various contributors. SCAG projects regional population using the cohort-component model. The model computes population at a future point in time by adding to the existing population the number of group quarters population, births, and persons moving into the region during a projection period, and by subtracting the number of deaths and the number of persons moving out of the region. Two factors account for population change: natural increase and net migration. If the assumptions used to calculate the forecasts are sustained, then the forecasts will likely be sustained as well. If an outlying factor that could affect future population presents itself over the next 30 years, there could be differences in the data. However, SCAG data presents the best available account of future population growth forecasts.
PC-26-5	There is a historic and well understood relationship between population and travel. The relationship between population and vehicle miles traveled (VMT) varies over time and is “direct” in the sense that an increase in one results in an increase in the other; the details of the correlation vary with availability of other modes, auto ownership, household income, and other factors. These factors of the relationship are incorporated into travel demand forecasting models based on surveys of travel and trip-making and have been incorporated into the travel forecasts for this project.
PC-26-6	As population and employment in the rail corridor grow, some travelers with both origins and destinations in the rail corridor will have the option to travel by rail. However, other travelers with an origin or destination outside the rail corridor will not be able to utilize the rail line for their entire trip and may elect to take none or only a portion of their trip by rail. The net result is that, without the rail line, VMT would likely increase more quickly than with the rail line.

Comment Code	Response
PC-26-7	We agree that travel patterns may change over the coming 30 years. It is difficult to predict the extent to which innovations such as those mentioned in the comment will reduce or change travel. Because of the uncertainties of the effects of innovations, it is difficult to make reliable estimates of their changes to travel behavior. Consequently, the approach taken to date is that the best predictor of future travel demand and travel behavior is current travel demand and behavior.
PC-26-8	Preliminary detour routes are shown in Appendix I of the EIR/EIS. The final locations of detour routes will be fully evaluated in the Final Transportation Management Plan (TMP) to be prepared during the final design phase in conjunction with the construction staging plan, a key input in identifying closures and developing detour routes. Details relating to duration and frequency of closure and analysis of the impacts that the proposed detour routes will have on the local streets will also be analyzed in the Final TMP. Coordination with all affected cities will be conducted during development of the Final TMP, as described in Draft EIR/EIS minimization measure COM-8. Physical modifications of local streets and signal improvements, where required to minimize congestion and improve adequacy and effectiveness of the detour routes, will be implemented to support the traffic diversion, as described in EIR/EIS minimization measure COM-5.
PC-26-9	There have been several joint coordination meetings with Riverside County Transportation Commission (RCTC) to discuss the proposed improvement concepts. Based on the SCAG Regional Transportation Plan (RTP), a high-occupancy vehicle (HOV) lane on Interstate 10 (I-10) in both directions from Ford Street to the San Bernardino/Riverside county line is planned to be constructed by year 2030.
PC-26-10	There are currently no plans to provide additional general purpose lanes or auxiliary lanes for trucks or other slow-moving vehicles in the area referenced in the comment. The addition of the proposed Express Lane in Alternative 3 and the HOV lane in Alternative 2 will reduce the volume of traffic in the general purpose lanes, thereby providing some relief to motorists experiencing reduced travel speed because of the upgrade.
PC-26-11	To ensure successful completion of the project within schedule, the California Department of Transportation (Caltrans) and SBCTA will solicit bids for design and construction of the project. Through the competitive bid process, contractors will provide the project sponsors a schedule based on the requirements of the project. Because of the competitive nature of the bid process, contractors aim to reduce the construction schedule to win the award of the contract. Part of the selection criteria would include how quickly the contractor could design and construct the project. When developing the terms of the construction contract(s), SBCTA and Caltrans may consider incentives to potentially reduce the duration of construction, as well as holding the contractor liable for potential delays to the schedule. Decisions about the details of construction contract documents will be made during subsequent phases of project development.
PC-26-12	SBCTA will be responsible for financial management and construction of the Express Lanes. Because the project is receiving federal funds, Caltrans and the Federal Highway Administration (FHWA) will be providing external oversight of the project's finances. To ensure proper use of public funds, FHWA requires preparation of a Project Management Plan, Initial Financial Plan, and Cost Estimate Review. FHWA also conducts several audits during the project development process to ensure that federal funding guidelines are followed.
PC-26-13	Chapter 5, Comments and Coordination, in the EIR/EIS includes information regarding Community Advisory Group (CAG) meetings. CAG meeting agendas and minutes, including attendee information, are available at the following website: http://www.1015projects.com/app_pages/view/146#cagmm. Attendees consisted of a combination of CAG members and nonmembers; the number of attendees at the 10 West Valley CAG meetings ranged from 4 to 21, while the number of attendees at the 10 East Valley CAG meetings ranged from 4 to 26. Please note that the attendees disseminate information at CAG meetings to their respective communities.

Comment PC-27

From: Dale Broome [mailto:broomedale@gmail.com]
Sent: Wednesday, May 25, 2016 8:07 PM
To: I-10 Corridor Project@DOT <i10corridorproject@dot.ca.gov>
Subject: I-10 Corridor Toll Lanes

Dear Cal Tran

I am a resident of San Bernardino County / Redlands and I strongly oppose building of toll lanes on the 10 Fwy because we should not have to pay for our twice. **PC-27-1**

California has the highest gas taxes in America so there is plenty of money for our roads. **PC-27-2**

Dale Broome MD

Response to Comment PC-27

Comment Code	Response
PC-27-1	Thank you for participating in the environmental process for the I-10 Corridor Project (I-10 CP). Your opposition to Alternative 3 has been noted. However, after the end of the public review period of the Draft Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) and consideration of public comments, the California Department of Transportation (Caltrans) and the Project Development Team (PDT) compared and weighed the benefits and impacts of all three alternatives and identified Alternative 3 (Express Lanes) as the Preferred Alternative. The proposed Express Lanes are optional and available for travelers who choose to use them. Unlike a tax that everyone pays, only the drivers that do not meet the minimum occupancy requirements and who choose to use the Express Lanes will be charged the toll. Solo drivers have the option to use the existing general purpose lanes toll free, or pay to use the Express Lanes if better mobility and more reliable trip times are desired. It should also be noted that, for the most part, traffic in general purpose lanes will be improved with implementation of Preferred Alternative 3.
PC-27-2	The gasoline tax is no longer a viable source of funding for freeway projects. The federal gas tax has not changed since 1993, and the California gas tax has not changed since 1994. Gas taxes have eroded due to inflation. Adding to the problem, in the last 20 years, vehicles have become more fuel efficient, meaning less revenue for every mile driven for transportation improvements.

Comment PC-28

From: Ben [mailto:jamin1213@gmail.com]
Sent: Friday, May 27, 2016 8:57 PM
To: I-10 Corridor Project@DOT <i10corridorproject@dot.ca.gov>
Subject: For Your Consideration

Please reject or oppose any plan that includes toll lanes. I realize the temptation to simply create additional revenue streams. The biggest problem with that plan is that it hurts working class families the most. Please don't add another financial burden to the folks that struggle to provide for their children. **PC-28-1**

Please do everything in your capacity to block toll lanes to existing roadways in the inland empire. Feel free to build new highways that collect tolls, but do not add them to the primary routes that already exist. **PC-28-2**

Thank you for your support!
Benjamin Cutler

Response to Comment PC-28

Comment Code	Response
PC-28-1	Thank you for participating in the environmental process for the I-10 Corridor Project (I-10 CP). Your opposition to Alternative 3 has been noted. However, after the end of the public review period of the Draft Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) and consideration of public comments, the California Department of Transportation (Caltrans) and the Project Development Team (PDT) compared and weighed the benefits and impacts of all three alternatives and identified Alternative 3 (Express Lanes) as the Preferred Alternative. The San Bernardino County Transportation Authority (SBCTA) has prepared an Equity Assessment for Interstate 10 (I-10) to address concerns that Express Lanes would create an access barrier and be unfair for individuals with lower incomes. The assessment found that the Express Lanes are projected to have several benefits for low-income drivers. Notably, the traffic study models indicated that travel times in the general purpose lanes would improve on both I-10 and Interstate 15 (I-15) if Express Lanes are implemented compared with other project alternatives, which would also benefit those not utilizing the Express Lanes by improving the overall corridor traffic flow. Like the high-occupancy vehicle (HOV) option, the Express Lanes provide a new travel option for drivers that they do not enjoy today. Analysis of potential toll prices indicated that there could be times when a low-income driver would find the Express Lanes time savings attractive. Transit benefits would include improved community connectivity to the Metrolink stations along the corridor, providing trip reliability and improved access to and from stations. For Omnitrans, the Express Lanes would increase capacity for bus service and would improve trip reliability and allow potential for new express bus lines to be added for greater service connecting primary transit hubs. Alternative 3 would also benefit vanpools by providing additional capacity and sustainable trip reliability in the Express Lanes for the long term. The Express Lanes would be free for transit vehicles. These public transit enhancements would provide direct benefits to lower-income individuals. Unlike a tax that everyone pays, only drivers that do not meet the minimum occupancy requirements and who choose to use the Express Lanes will be charged the toll. Solo drivers have the option to use the existing general purpose lanes toll free or pay to use the Express Lanes if better mobility and more reliable trip times are desired. Therefore, the Express Lanes will not serve as an additional financial burden on I-10 users.
PC-28-2	Express Lanes are currently being evaluated, designed, and operated on corridors across the southern California region (i.e., I-15 and State Route [SR] 91 Express Lanes in Riverside County, Interstate 110 [I-110] and I-10 Express Lanes in Los Angeles County, Interstate 405 [I-405] Express Lanes in Orange County). As such, it makes sense for San Bernardino County to provide that choice to maintain Express Lane continuity throughout the region across county lines.

Comment PC-29

Interstate 10 Corridor Project Draft EIR/EIS Public Review and Comment

To: Whom it May Concern Letter 1 5-31-16

From: Tressy Capps, 5498 Withers Avenue, Fontana, Ca. 92336

Please consider and respond to my comments.

PC-29-1

I am opposed to Option 3, Express Lanes.

A 45 day review period is not sufficient time to review a report this size. **Please respond to this comment.**

Additionally, SCAG's population projections have been discredited in a court of law.

See article here http://www.ocregister.com/articles/angeles-595111-city-hollywood.html

PC-29-2

How can SCAG's data be used to justify this project when their data is proven unreliable? **Please respond to this comment.**

Please review this article. http://www.latimes.com/news/la-me-march2may02-story.html

"It's interesting that the rest of us didn't get a day off from paying for services," said Ira Mehlman, a spokesman for the Federation for American Immigration Reform, which supports much tougher enforcement of immigration laws. "We've got only a partial picture what life would be like if we didn't have millions of illegal immigrants here."

I remember this day well. I drove to LA daily and on this day the freeways were not congested.

We have had 8 years of the Obama administration who will not enforce our immigration laws which has created a population surge and traffic. Now, thanks to Ricardo Lara's legislation these illegal aliens are given driver's licenses.

Sanbag has sped up this process so the TIFIA loans can be applied for during the Obama administration.

I attend and film SANBAG's meetings and can testify that this is the case.

I do not see in these documents the study of what may happen if Trump is elected and our immigration laws are enforced? This is a real possibility and rushing this process without accounting for that scenario is incomplete forecasting. If the incentives for illegal immigration are removed, many would self-deport and as the article illustrates traffic congestion could decrease.

Why is this process being rushed? Should less traffic under a different administration that would enforce our immigration laws be studied as a viable possibility? **Please respond to this comment.**

PC-29-3

Interstate 10 Corridor Project Draft EIR/EIS Public Review and Comment

To: Whom it May Concern **Letter 2** 06-03-16

From: Tressy Capps, 5498 Withers Avenue, Fontana, Ca. 92336

Today I traveled to the Fontana Library to review the physical document per the legal notice on your website and in the newspaper. No one at the library knew anything about the project or the reports.

I documented my efforts on film. I demand an immediate explanation as to why it is not there. If it is there, where is it hidden? I spent an hour today. We looked all over that library.

How do you expect the public to respond within the comment period time when the document is not where SANBAG says it is?

Sincerely,

Tressy Capps (951)333-2000

PC-29-4

From: tlc36c@hotmail.com
To: aaron.burton@dot.ca.gov
CC: david.bricker@dot.ca.gov
Subject: URGENT- I-10 Corridor Project- EXTENSION June 13th
Date: Wed, 8 Jun 2016 12:07:11 -0700

Hello.

Please verify that June 13th is now the deadline.
Previously it was today June 8th. Sanbag's website has new date listed as per below, **but request verification from CalTrans** also.

Regarding the **I-10 Corridor Project Draft Environmental Document in Circulation[sanbag.ca.gov]**
The Interstate 10 Corridor Project is studying alternatives that include an Express Lane option and a High Occupancy Vehicle option. The draft study results public circulation deadline has been extended to **June 13**. Opportunities to comment on this study are available. Click here[sanbag.ca.gov] to see the draft report. Click here[1015projects.com] for more information on the project.

PC-29-5

Please reply to this email today.

Sincerely,

Tressy Capps (951)333-2000

From: Tressy Capps [mailto:tlc36c@hotmail.com]
Sent: Wednesday, June 08, 2016 5:22 PM
To: I-10 Corridor Project@DOT <i10corridorproject@dot.ca.gov>
Cc: Tressy Capps <tlc36c@hotmail.com>
Subject: I-10 Corridor Project Draft EIR/EIS Public Review and Comment
Importance: High

Hello.

Since I did not hear back from Aaron Burton today regarding an extension of the comment period to June 13 (as per Sanbag's website), I will submit this letter today out of an abundance of caution.

Sanbag staff has been dishonest on multiple occasions so why rely on their assertions now?

To be clear, our grassroots group is **opposed to Alternative 3 – Two Express Lanes in Each Direction (page S-5 executive summary).**

Please acknowledge receipt of this email and attachment immediately.

Sincerely,

Tressy Capps (951)333-2000
#TollFreeIE

PC-29-6

From: Tressy Capps [mailto:tlc36c@hotmail.com]
Sent: Wednesday, June 08, 2016 6:27 PM
To: I-10 Corridor Project@DOT <i10corridorproject@dot.ca.gov>
Cc: Tressy Capps <tlc36c@hotmail.com>
Subject: I-10 Corridor Project Draft EIR/EIS Public Review and Comment Letter 4
Importance: High

Hello.

Since I did not hear back from Aaron Burton today regarding an extension of the comment period to June 13 (as per Sanbag's website), I will submit this letter today out of an abundance of caution.

To be clear, our grassroots group is **opposed to Alternative 3 – Two Express Lanes in Each Direction (page S-5 executive summary).**

ATFI put together a report about how tolling "studies" don't ever actually work.
http://www.tollfreeinterstates.com/sites/default/files/Studying%20Proposed%20Tolls%20Does%20Not%20Work_cover_0.pdf[tollfreeinterstates.com]

I do not see anywhere in the EIR/EIS where this study is referenced. **PC-29-7**

To proceed with this project without a financially constrained analysis would be a disservice to the taxpayers of San Bernardino County.

This letter is in reference to 2-34 thru 2-39. Page 2-34 states "The policies under which the Express Lanes in Alternative 3 would be operated

have not been finalized" This is unacceptable. You cannot move forward on a project this large without ensuring the public that it will be

financially sound. This could be challenged in a court of law.

Please respond to my comment.

Please acknowledge receipt of this email.

Sincerely,

Tressy Capps (951)333-2000
#TollFreeIE

From: Tressy Capps [mailto:tlc36c@hotmail.com]
Sent: Wednesday, June 08, 2016 11:46 PM
To: I-10 Corridor Project@DOT <i10corridorproject@dot.ca.gov>
Cc: Tressy Capps <tlc36c@hotmail.com>
Subject: I-10 Corridor Project Draft EIR/EIS Public Review and Comment Letter 6
Importance: High

Hello.

Since I did not get a reply from Aaron Burton of CalTrans earlier today regarding the extension Sanbag has listed on their website, submitting this comment today June 8, 2016 the posted deadline for comments.

Our grassroots group Toll Free IE is opposed to the project and have attached several concerns in the attached letter.

Please acknowledge receipt of this email and the attachment immediately.

Sincerely,

Tressy Capps (951)333-2000
#TollFreeIE

1

To Aaron Burton , Caltrans District 8

Interstate 10 corridor comments to draft EIR/EIS:

1) COVER: State Clearing house # is missing on the cover and on the Notice of Preparation ! Explain.
Also, if the project limits cover part of Caltrans District 7, then why the draft Environmental document is not signed and approved by District 7 deputy director's approval? **PC-29-8**

2) CEQA requires you to provide any comment that received during the Notice of Preparation (NOP) in the draft EIR/EIS. A verbatim of those comments as stated in the document is not acceptable, please incorporate the actual comments received so far in the draft document, **PC-29-9**

3) Purpose and Need statement should be improved based on the no build alternatives but also based on the other freeway expansion such as Route 60, 210. **PC-29-10**

4) The draft EIR/EIS does not adequately analyze the range of alternatives. The extension of HOV alternative is only 25 miles whereas the other Toll- lane alternative is about 35 miles. So, there is a significant difference between the two alternatives. Both alternatives should have very similar project limits in order to meet the purpose and need. Therefore, the two build alternatives do not provide a reasonable range of purpose and need and per CEQA requirement this is in conflict with CEQA. The lead agency must evaluate a reasonable range of alternatives. The proper evaluation and determination of significant impact is not adequate per CEQ A requirements. **PC-29-11**

5) Mitigation measures are not adequately discussed per CEQA requirements. Mitigation for each impact that was reduced to below significant should have a separate discussion. This part is missing and the draft EIR/EIS fails to provide adequate mitigation for many of the project impacts including but not limited to traffic congestion associated with construction activities of all interchange and ramp closures, biological impacts, **PC-29-12**

6) Under chapter 5, you have stated that you have received comments from cooperating agencies but you have not included them in the draft document. For instance, you have stated that EPA has commented on the purpose and Need and range of alternatives but you have not included their actual comments and response to their comments **PC-29-13**

7) Provide a Table for each alternative, provide a description if impacts are greater lesser, similar. **PC-29-14**

8) Summarize the overall conclusions of each alternative and discuss ability to feasibly attain project objectives.

PC-29-15

9) If the environmentally superior alternative is the 'no project' alternative or alternative 2, the EIR /EIS shall also identify an environmentally superior alternative among the other alternatives." (CCR 15126.6).

PC-29-16

10) Basic requirement: if Caltrans approves the project and because you have one or more significant effects on the environment, then the lead agency (Caltrans/SANBAG) must adopt one or more of the following findings with respect to each significant impact:

(1) Changes or alterations have been incorporated into the project to mitigate or avoid the significant environmental effects .

(2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and such changes have been adopted by such other agency, or can and should be adopted by such other agency.

(3) Specific economic, social, or other considerations, including the provision of employment opportunities for highly trained workers, make infeasible the mitigation or alternatives.

(Pub. Resources Code, § 2181, subd. (a); CEQA Guidelines, § 15091)

PC-29-17

And finally, The EIR/EIS should provide a fair and adequate range of build alternative. Caltrans and SANBAG are intending to defraud the public in introducing a project alternative that they do not intend to build. Currently, it is obvious that both agencies are intending to build the toll-lane alternative which is producing much greater environmental harm that the HOV lane (Alternative 2). The HOV alternative is environmentally superior and must be selected as the preferred alternative under CEQA. The toll lane alternative must be rejected because of the following.
Alternative 3 (toll-late alternative) is illegal because it will be using the existing HOV lanes that the public already paid to build it from measures tax money and it is not fair to the public that you take it back from them something that already was paid to construct by public funds and make it available to only the rich.. Alternative 3 is also in conflict with environmental justice and it creates socioeconomic impact. The operation of toll lane is run by the private companies and this is for profit company and we cannot use public funds to do that. Also alternative 3 has

PC-29-18

cumulative significant impact because the intention is to connect all toll lanes together in the area and that causes cumulative impact that needs to be addressed in more details.
The outside right of way impact of alternative 3 was not analyzed adequately.

PC-29-18

Alternative 2 demolishes/replaces approximately 57 existing bridges and 102 ramp facilities

Alternative 3 demolishes/replaces approximately 81 bridge structures and 140 ramp facilities

(identify each bridge structure and ramp that will be demolished for both build alternatives).

First of all do not say approximately, provide exact name, location of the proposed bridges that need to be demolished and reconstructed as a result of each alternative. Provide traffic impacts with each interchange demolition and describe ramp closure impacts(length of ramp closure), detour plans, and impacts to businesses in the community need to be discussed adequately,.

PC-29-19

Traffic noise studies were not done according to the FHWA protocol , The future traffic volumes were measured by using a1850 per lane per hour for all lanes. First, how did you arrive at this number? Secondly, even though you are using the worse one hour scenario, this volume is unrealistic because at no time, all lanes on both sides of freeway is going to be 1850 per lane per hours. The noise study needs to be repeated by providing a reasonable traffic volume. Provide a quote from FHWS to show your 1850 is based on federal guidelines.

PC-29-20

Response to Comment PC-29

Comment Code	Response
PC-29-1	Thank you for participating in the environmental review process for the I-10 Corridor Project (I-10 CP). The California Department of Transportation (Caltrans) acknowledges your opposition for Alternative 3 (Express Lanes).
PC-29-2	After the end of the public review period of the Draft Environmental Impact Report (EIR)/ Environmental Impact Statement (EIS) and consideration of public comments, Caltrans and the Project Development Team (PDT) compared and weighed the benefits and impacts of all three alternatives and identified Alternative 3 as the Preferred Alternative. Chapter 2 of this Final EIR/EIS provides further discussion on selection of the Preferred Alternative. Your comments regarding the I-10 CP are addressed below. In accordance with the California Environmental Quality Act (CEQA), the review period for a Draft EIR/EIS for which a state agency is the Lead Agency or a Responsible Agency is at least 45 days unless the State Clearinghouse approves a shorter period. Caltrans has determined that 45 days is sufficient to review the environmental document. Nevertheless, Caltrans extended the end of the public comment period for an additional 5 days from June 8 to June 13, 2016, to provide more time for public comments. The Southern California Association of Governments (SCAG) is the Metropolitan Planning Organization (MPO) designated under California State Law to serve as the Regional Transportation Planning Agency for the southern California region. Part of SCAG's responsibility as an MPO is to develop long-range Regional Transportation Plans (RTP), including Sustainable Communities Strategy (SCS) and growth forecast components. This process for establishing a growth forecast and pattern of development complies with federal law requiring the use of current planning assumptions [Federal Metropolitan Planning Regulations, 23 *Code of Federal Regulations* [CFR] 450.322 (e)]. The SCAG forecasts are developed with policy direction from the SCAG Community, Economic and Human Development Policy Committee and closely developed with the California Department of Finance, subregions, local jurisdictions, California Transportation Commission (CTC), public, and other major stakeholders. Recent and past trends, reasonable key technical assumptions, and regional growth policies all go into developing SCAG forecasts. Demographic forecasts *are estimates of anticipated future trends* – through the aggregation of data that represents the most reliable indicators of growth. As such, SCAG attempts to achieve the highest degree of accuracy in its forecasts and updates the RTP/SCS every 4 years to ensure that the forecasts are aligned with the latest trends and methodologies. Several local agencies contribute and participate in developing SCAG's demographic forecasts; through this wide participation and contribution of information, there is no other agency that could provide such a comprehensive collection of data for use in demographic projections. Forecasts, as mentioned above, are estimates of anticipated future trends, and SCAG's calculations are the most reliable source of population, household, and employment data for the region that is available to develop future demographic estimates for the I-10 CP.
PC-29-3	Immigration is factored into SCAGs population forecasts; however, it is beyond the scope of this Final EIR/EIS to provide hypothetical policy scenarios to predict potential effects of immigration policies from political candidates. CEQA and the National Environmental Policy Act (NEPA) do not require analyses of political candidates' *potential future actions* or consider policies that have not been adopted at the federal or State level. As such, Caltrans will not conduct traffic analyses and forecasts based on a political candidate's views on immigration policies. Caltrans and the San Bernardino County Transportation Authority (SBCTA) have conducted several traffic analyses and other environmental studies for the I-10 CP for more than 7 years. Both partner agencies developed and screened alternatives to ensure that the project alternatives presented to the public are viable alternatives that would provide relief to current traffic congestion and address traffic deficiencies in the

Comment Code	Response
	future. In addition, both agencies have conducted public outreach activities beyond what is typically required for a transportation project and *have taken additional time to ensure* that the public is aware of the I-10 CP. Please refer to Chapter 5 of this Final EIR/EIS for further information on the public outreach activities conducted by Caltrans and SBCTA. These methodological approaches develop viable alternatives, and extensive public outreach illustrates SBCTA and Caltrans' commitment to adhering to established State and federal project development processes and laws.
PC-29-4	As stated in the cover contents for the Draft EIR/EIS, the Draft EIR/EIS was made available at the Fontana Lewis Library & Technology Center, 8437 Sierra Avenue, Fontana, CA 923335-3892. It is Caltrans' and SBCTA's understanding that the draft environmental document and related technical studies were delivered and made available at the library. Please note that the Fontana Lewis Library & Technology Center is a regional library and houses several other publications. The Draft EIR/EIS could have been misplaced by library staff. We sincerely apologize that you were not able to access the document at that location. After your notification that the document could not be located at this library on Friday, June 3, 2016, Caltrans and SBCTA contacted the library to check the availability of the document. Upon confirmation that the draft environmental document could not be located by library staff, another copy was immediately produced and provided at the Fontana Library the next day on Saturday, June 4, 2016. At the time of your inquiry, the I-10 CP Draft EIR/EIS was available at Caltrans District 8 and at nine other library locations: • Caltrans District 8, 464 W. 4th Street, San Bernardino, CA 92401 • A.K. Smiley Public Library, 125 West Vine Street, Redlands, CA 92373 • Loma Linda Branch Library, 25581 Barton Road, Loma Linda, CA 92354 • Norman F. Feldheym Central Library, 555 West 6th Street, San Bernardino, CA 92410 • Colton Public Library, 656 North 9th Street, Colton, CA 92324 • Rialto Branch Library, 251 West 1st Street, Rialto, CA 92376 • Paul A. Biane Library, 12505 Cultural Center Drive, Rancho Cucamonga, CA 91739 • Upland Public Library, 450 North Euclid Avenue, Upland, CA 91786 • Ovitt Family Community Library, 215 East "C" Street, Ontario, CA 91764 • Montclair Branch Library, 9955 Fremont Avenue, Montclair, CA 91763 The report was also made available and accessible any time from the Caltrans website at: http://www.dot.ca.gov/d8/index.html and from the SBCTA website at http://www.gosbcta.com/plans-projects/projects-freeway-I-10Corridor.html.
PC-29-5	Caltrans is aware of the extension of the public review period. The end of the 45-day public review period was extended for an additional 5 days from June 8 to June 13, 2016, as stated on the project website. Caltrans accepted comments until the extended deadline.
PC-29-6	Your opposition to Alternative 3 is acknowledged.
PC-29-7	Caltrans and SBCTA have and continue to conduct extensive analysis, including a comprehensive data collection program including traffic counts, travel times, stated preference surveys, and economic growth forecasts from multiple sources. Where needed, reasonable assumptions of revenue forecasts that erred on the side of caution were made to avoid making overly optimistic estimates that exaggerate public use of the Express Lanes. In doing so, Caltrans and SBCTA hope to develop a market share model that appropriately manages congestion along the corridor while providing reasonable traffic projections and revenue streams. As stated in the Final EIR/EIS, Alternative 3 has been identified as the Preferred Alternative, and final decisions on operating policies would be made during the final design phase and prior to opening of the project. The purpose of the document is to reasonably inform the public of what can be anticipated regarding operating policies.

Comment Code	Response
PC-29-8	The State Clearinghouse number (SCH#) is included in the signature page of the Draft EIR/EIS at the top right-hand corner. In this Final EIR/EIS, the same SCH# is identified in the same location in the document. The Notice of Preparation (NOP) provided in Appendix G does not have an SCH# because the version provided in the Draft EIR/EIS is the actual NOP submitted to the Office of Planning and Research (OPR) in 2012, which had yet to assign an SCH# for the project at that early stage of the environmental process. After submittal of the NOP to OPR, an SCH# was assigned to the I-10 CP (SCH# 2012101082). The I-10 CP has completed environmental scoping requirements in accordance with CEQA requirements under Article 7, Section 15082. The I-10 CP has limited proposed improvements along Interstate 10 (I-10) in Los Angeles County. Improvements at the I-10/Indian Hill Boulevard interchange consist of minor improvements to accommodate the widening of I-10 for Alternative 3 (Express Lanes); no capacity-increasing improvements are proposed at this interchange location. The farthest extent of the I-10 CP improvements in Los Angeles County includes advance signage for the Express Lanes and striping of a transition area from approximately 0.4 mile west of White Avenue in Pomona to the Los Angeles/San Bernardino (LA/SB) county line. Additional information on freeway improvements along I-10 within Los Angeles County is provided in Chapter 2 of this Final EIR/EIS. Caltrans District 8 has coordinated with Caltrans District 7 about the I-10 CP, and Caltrans District 7 has deferred environmental approval of this Final EIR/EIS to Caltrans District 8. Please note that both Districts are part of the same State agency and follow the same guidelines and environmental processes as adopted by Caltrans and the Federal Highway Administration (FHWA). Both Caltrans districts will continue to coordinate during the next phases of the project.
PC-29-9	Comments received in response to the NOP and during the public scoping period were provided in Appendix G of the Draft EIR/EIS and have been carried forward in this Final EIR/EIS. Caltrans has reviewed and considered all comments received during the public scoping period and incorporated applicable suggestions made by the public and agencies in the environmental analysis of the alternatives and preliminary design of the project.
PC-29-10	The project “purpose” is a set of objectives the project intends to meet, and the project “need” is the transportation deficiency that the project was initiated to address. Caltrans has established evidence of current or future transportation deficiency along I-10 and has identified a set of objectives to address the need. The “purpose” of this project has been prepared so it is comprehensive enough to allow a reasonable range of alternatives and specific enough to limit the range of feasible alternatives. The No Build Alternative is included as an alternative in the Draft EIR/EIS. Hence, there is no need to update the “Purpose and Need” statement because the No Build Alternative (Alternative 1) is already included as an alternative to be considered for the project. The “Purpose and Need” identified for this project is specifically identified for I-10. State Routes 60 and 210 are parallel routes that serve different areas of the region and are not considered as a viable alternative for the I-10 CP because the improvements at these two state routes would not improve traffic congestion and trip reliability to the more heavily traveled I-10; however, separate transportation improvement projects have been identified by Caltrans for these two state route facilities in the near future. Please refer to Table 3.6-1, Related Projects.
PC-29-11	Alternative 2 would extend the existing high-occupancy vehicle (HOV) lane in each direction of I-10 from the current HOV terminus near Haven Avenue in Ontario to Ford Street in Redlands, a distance of approximately 25 miles. The project limits of Alternative 2 are less than the 33-mile-long project limits under Alternative 3 because an existing HOV lane is already open to traffic from the LA/SB county line to Haven Avenue; hence, if Alternative 2 was constructed, it would provide a continuous HOV facility from the LA/SB county line to Ford Street.

Comment Code	Response
	Viable alternatives considered for the I-10 CP do not need to be of similar project limits to meet the project Purpose and Need. If an alternative of lesser scope provides similar performance or meets the objectives of the project, it could become a viable alternative for further evaluation in the EIR. CEQA does not explicitly state that alternatives must be of equal project limits to provide a reasonable range of alternatives or as the commenter asserts, "reasonable range of purpose and need." In fact, per CEQA guidelines, Article 9, Section 15126.6 (a), states that, "There is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the rule of reason." Even if Alternative 2 does not have similar project limits, Caltrans and SBCTA considered this alternative because it illustrated the potential for lesser environmental impacts. Per CEQA guidelines Section 15126.6(b), "…the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of project objectives…" Alternative 2 has fewer impacts compared to Alternative 3; however, both alternatives have similar impacts in terms of level of significance under CEQA. Caltrans and SBCTA also considered three other build alternatives (Alternatives 4, 5, and 6), but they were eliminated from further evaluation in the Draft EIR/EIS. Please refer to Section 2.2.5 for a list of alternatives considered but eliminated from further discussion. In summary, Caltrans has evaluated a reasonable number of alternatives under CEQA.
PC-29-12	The significance of the potential impacts of the build alternatives under CEQA was assessed and identified in the CEQA Environmental Checklist provided in Appendix A. Analysis of project impacts for each potentially affected environmental resource is discussed in detail in Chapter 3 of the Final EIR/EIS, Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures. If applicable, mitigation measures are identified at the end of each evaluated environmental resource. Impacts of the build alternatives are also summarized in Chapter 4, CEQA Evaluation, of the Final EIR/EIS, which includes the identification of mitigation measures to reduce the project's impacts to less than significant for each affected resource. Mitigation measures for each potential impact that were reduced to below significant levels are specifically discussed in Section 4.2.3. In addition to discussing potential project impacts and measures provided in Chapters 3 and 4 of this Final EIR/EIS, the project's Environmental Commitments Record (ECR) is provided in Appendix E, which identifies the significance of each impact and corresponding avoidance, minimization, and/or mitigation measures. Discussion of mitigation measures related to traffic congestion and biological impacts associated with construction activities are identified in the ECR. To address construction-related traffic, a Transportation Management Plan (TMP) would be developed and implemented to reduce project-related construction disruptions, as indicated in measure COM-8. Measures will also be implemented during construction to avoid and/or minimize construction-related effects. These measures are identified in the ECR as AS-1, AS-2, AS-3, AS-4, AS-5, AS-6, TE-1, TE-2, TE-3, TE-4, TE-5, TE-6, TE-7, and IS-1. Adequate measures have been identified and discussed in this Final EIR/EIS in accordance with CEQA.
PC-29-13	Consultation and coordination with Cooperating and Participating Agencies prior to release of the Draft EIR/EIS were included in Appendix G, Public and Agency Coordination, of the Draft EIR/EIS and is carried forward in this Final EIR/EIS. Comments received from the U.S. Environmental Protection Agency (EPA) during the public scoping period are included in Appendix G. CEQA does not require lead agencies to provide a formal response to comments received during the scoping period; however, Caltrans considers all comments provided by the public, local agencies, and resource agencies in the preparation of the Draft EIR/EIS, as well as preliminary design.

Comment Code	Response
PC-29-14	Discussions of impacts related to each of the alternatives considered were summarized in Table S-1 of the Draft EIR/EIS and carried forward in the Final EIR/EIS.
PC-29-15	Conclusions that helped identify the Preferred Alternative following consideration of comments received during the public review period are included in Chapter 2 of the Final EIR/EIS. A discussion of each alternative and its ability to attain project objectives is provided in Section 2.2.4, Comparison of Alternatives.
PC-29-16	Please note that the context of *California Code of Regulations* (CCR) 15126.6 is about "Consideration and Discussion of Alternatives to the Proposed Project." The No Build Alternative analysis was used throughout the Final EIR/EIS to compare impacts of all alternatives. CCR 15126.6(e)(2) states that "…If the environmentally superior alternative is the "no project" alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives." The commenter is asserting that Alternative 2 is the environmentally superior alternative "among the other alternatives." However, as indicated in the Final EIR/EIS, both Alternatives 2 and 3 would result in impacts that could be mitigated to less than significant levels.
PC-29-17	*CCR 15091, Findings* is being referenced by the comment. The commenter is asserting that Caltrans and SBCTA "must adopt one or more of the following findings with respect to each significant impact:" (1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR. (2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency. (3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR. Per CEQA 15091(a), the above three are *possible findings* that the public agency could adopt when the Notice of Determination has been filed with the Final EIR/EIS. Caltrans will prepare Findings if significant effects to environmental resources are identified. The Draft EIR/EIS identified significant effects under Mandatory Findings due to potential public controversy of the project; however, after extensive public outreach activities notifying the general public and agencies of the availability of the Draft EIR/EIS, only 56 comments were received and only 60 individuals attended 3 public meetings. Please refer to Chapter 5, Comments and Coordination, of the Final EIR/EIS for a complete discussion of the public outreach conducted to notify the public of the availability of the Draft EIR/EIS. Considering the low attendance at the public meetings and minimal comments received, the significance finding has been revised to less than significant.
PC-29-18	*Range of Alternatives* Caltrans has screened three other potential build alternatives, but they were not found reasonable and/or feasible to construct. Please refer to Section 2.2.5 for a list of alternatives considered but eliminated from further discussion. *Conversion of HOV Lanes to Express Lanes* Currently, HOV lanes on I-10 have become so congested that they no longer continuously offer carpools and buses a reliable and speedy trip. Express Lanes would increase the mobility and trip reliability in the corridor and give motorists the option to pay a toll to avoid congestion. Express Lanes that are moving at relatively high speed actually serve more traffic than a similar number of lanes that are heavily congested. Many southern California HOV lanes are reaching capacity and losing any speed advantage over the general purpose lanes. FHWA, who has authority over our Interstate highways, requires HOV lanes to operate at speeds above 45 miles per hour (mph).

Comment Code	Response
	Because HOV lanes are so popular, this 45-mph benefit is often not met, especially during peak commute hours. A change in the HOV lane occupancy requirement from 2 to 3+, without also introducing other congestion management strategies, such as congestion pricing, would lead to even more congestion in the general purpose lanes and almost empty HOV Lanes. Express Lanes provide a means to balance traffic between all lanes, while providing travel options to meet each traveler's individual circumstance. The implementation of Express Lanes helps to ensure travel time savings and trip reliability for eligible carpools, vanpools, and buses while also offering the added benefit of allowing solo drivers the time-saving option through the payment of tolls. By implementing Express Lanes, the people-moving capacity of I-10 would be increased considerably in the Express Lanes, as well as the general purpose lanes. *Environmental Justice* SBCTA prepared an Equity Assessment for I-10 to address concerns that Express Lanes would create an access barrier and be unfair for individuals with lower incomes. The assessment found that the Express Lanes are projected to have several benefits for low-income drivers. Notably, the traffic study models indicated that travel times in the general purpose lanes would improve on both I-10 and I-15 if Express Lanes are implemented compared with other project alternatives, which would also benefit those not utilizing the Express Lanes by improving the overall corridor traffic flow. Like the HOV option, the Express Lanes provide a new travel option for drivers that they do not enjoy today. Analysis of potential toll prices indicated that there could be times when a low-income driver would find the Express Lanes time savings attractive. For example, a low-income driver may find time savings beneficial when running late for work, or for other reasons, such as a toll might be less expensive than per-minute late fees at a day-care center. Transit benefits would include improved community connectivity to the Metrolink stations along the corridor, providing trip reliability and improved access to and from stations. For Omnitrans, the Express Lanes would increase capacity for bus service and would improve trip reliability and allow potential for new express bus lines to be added for greater service connecting primary transit hubs. Alternative 3 would also benefit vanpools by providing additional capacity and sustainable trip reliability in the Express Lanes for the long term. The Express Lanes would be free for transit vehicles. These public transit enhancements would provide direct benefits to lower-income individuals. As such, socioeconomic impacts are not considered to be substantial. *Cumulative Impacts* The I-10 CP was determined not to generate a substantial cumulative impact under CEQA in conjunction with the operation of other planned projects. Cumulative impacts are considered in Section 3.6, Cumulative Impacts, of the Final EIR/EIS. *Right-of-Way Impacts* Potential right-of-way (ROW) impacts for both build alternatives are discussed in Section 3.1.4.2 of this Final EIR/EIS. This section discusses the type (partial or full acquisition) and magnitude of impacts (number of potential displacements). The analysis provided in this section also compares the ROW impacts for both alternatives. A full discussion of ROW impacts and maps identifying specific parcels proposed for Alternative 3 is also provided in this Final EIR/EIS. Caltrans believes that adequate information and analysis is provided in the Draft and Final EIR/EIS to determine a level of significance for impacts under CEQA, as well as providing full public disclosure.

Comment Code	Response
PC-29-19	*Information on Bridge and Ramp Facility to be Affected by the Project* Structure and ramp improvements for each build alternative are included in Chapter 2 of the Final EIR/EIS. Exact names and the location of each structure to be demolished, modified, and/or reconstructed are provided in Tables 2-1 through 2-9. These tables provide specific information for each bridge and ramp facility that would be potentially affected by the project and the extent of the improvement. These tables were included in the Draft EIR/EIS and carried forward in this Final EIR/EIS. *Construction-Related Traffic Impacts* Closure of the I-10 mainline, branch connectors, interchange ramps, and local arterials may be overnight, short-term, during an extended weekend (i.e., 55-hour window from Friday night to Monday morning), or long-term, as discussed in Section 3.1.4, Community Impacts. Lane reductions and restrictions are also anticipated on the mainline, connector, ramp, and arterial roadway facilities to accommodate construction activities. Long-term closure of arterial overcrossings may be employed during construction to expedite construction and shorten the overall impacts and duration that the overcrossing is out of service. Existing pedestrian and bicycle facilities within the project limits are anticipated to be maintained during construction, except where arterial roadways are temporarily closed to traffic during construction. Potential impacts of road/lane closures are discussed in the traffic and community sections of this Final EIR/EIS. A TMP will be prepared prior to construction to identify methods to minimize impacts to traffic circulation.
PC-29-20	Traffic noise is a function of traffic type, volume, and speed. Generally, noise increases with increased speed and with higher volumes of traffic; however, at much higher volumes, travel speed decreases (stop-and-go conditions), so the worst-case noise levels are experienced when there is an optimum balance between the volume and speed. For purposes of determining noise impacts, the worst-case traffic noise occurs when traffic is operating under Level of Service (LOS) D/E conditions. Under these conditions, traffic is heavy, but it remains free flowing. Because future peak-hour traffic volumes would exceed LOS D/E volumes, the speeds would be reduced and would not produce the worst-case scenario; therefore, for purposes of identifying traffic noise impacts, LOS D/E volumes of 1,850 vehicles per hour per lane were used. The volumes of 1,850 vehicles per lane per hour are the volumes used by Caltrans District 8. While it is true that typically there would not be traffic volumes of 1,850 vehicles per hour per lane on all lanes of traffic, for purposes of identifying traffic noise impacts, the worst possible scenario has been conservatively assumed. If real-world volumes were used in the traffic study, lower noise levels would be produced and less traffic noise impacts would occur; therefore, by producing the absolute worst possible traffic noise scenario, a conservative approach is taken.

Comment PC-30

From: Melissa Harvey [mailto:rlmaharvey@gmail.com]
Sent: Tuesday, May 31, 2016 11:03 AM
To: I-10 Corridor Project@DOT <i10corridorproject@dot.ca.gov>
Subject: NO on measure I freeway projects- We are against this project

We are against TOLL lanes on the 10 & 15 freeway. **PC-30-1**

Richard and Melissa Harvey

Response to Comment PC-30

Comment Code	Response
PC-30-1	Thank you for your participation in the environmental review process for the I-10 Corridor Project (I-10 CP). Your opposition to Alternative 3 has been acknowledged. However, after the end of the public review period of the Draft Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) and consideration of public comments, the California Department of Transportation (Caltrans) and the Project Development Team (PDT) compared and weighed the benefits and impacts of all three alternatives and identified Alternative 3 (Express Lanes) as the Preferred Alternative. Please refer to Chapter 2 of this Final EIR/EIS for further discussion regarding selection of the Preferred Alternative.

Comment PC-31

From: daniel j marquez [mailto:sandiego1000@live.com]
Sent: Monday, June 06, 2016 6:36 PM
To: I-10 Corridor Project@DOT <i10corridorproject@dot.ca.gov>
Subject: INTERSTATE 10 CORRIDOR PROJECT ~ A Resident/Owner's Concerns...

DEAR SANBAG...

The following are some concerns that directly impact not only our unique property and our quality of life, but likely will be an unvoiced people numbering in the thousands:

PLEASE do not forget ALL the areas that remain unseen by the freeway public and your engineers, so-called State rights-of-way that NEGATIVELY impact several thousands of folks living and working close to the freeway. In our particular case, the sound walls or noise barriers cannot be altered or moved ANY closer to existing homes or properties. We would definitely approve these walls being HIGHER or THICKER or (re)constructed of more modern futuristic noise absorption materials. We already suffer through incessant vehicular noises, crashes, and dangerous unhealthy fumes from cars and trucks, many of which should no longer be qualified to be on any roadway anyway. We strongly would object to any plans moving these walls one foot CLOSER to our homes or businesses.

PC-31-1

PC-31-2

We estimate our own mutual property line ~ which runs a couple hundred feet from CHURCH STREET to 529 BONITA STREET, Redlands 92374 ~ is a mere 30 feet downslope from the I-10 Westbound. Your rusty and damaged CALTRANS fence is 55+ years old and QUITE EASY TO JUMP OVER or cut through, as is evidenced by the repaired holes over the years and unlocked gates. Even though we call on a seemingly annual basis to CALTRANS Maintenance in San Bernardino, those giant trees are not watered or trimmed and will easily reach our homes if toppled in the middle of a strong windy storm. It is scary as hell at times, seeing them sway away. We have asked for an intensive clean-up in this stretch of CALTRANS foliage, from CHURCH STREET to the edge of Sylvan Park, but have yet to see any crews show up except for about 5 years ago. After calling you, we occasionally see a guy drive up in a truck at the end of Bonita Street, but invariably he just looks at the gate then drives away rather quickly. SOMEONE needs to actually open the gates and spend an extended period of time to canvass, inspect, and otherwise care about the overgrown bushes and untrimmed trees and culverts covered in several years of trash that directly affect effective rain runoff. PLEASE NOTE: a recent homeless encampment was discovered a mere 10 feet from this CALTRANS fence. These knuckleheads were forced from the area by the police. We found some of our missing tools and other items stolen from our yards. CALTRANS never did respond after the police and us notified them of this camouflaged encampment. If they would regularly INSPECT and create a systematic plan of maintenance work, these poor homeless people could likely seek a better more helpful atmosphere, such as a clinic or actual acceptable healthy shelter. ((NOTE: since CALTRANS never did show up after we called, the tents were somehow (wink wink) removed along with all the NASTY trash left behind... my neighbor and I found several of our tools and stuff stolen from our yards... the police could/would not intervene on State property and they say they called in to CALTRANS, too ~)

So, in short, as SANBAG goes ever-forward with necessary improvements to this integral freeway, it is an imperative that your VISIONS & EMPATHY expand a hundred feet or so from either side of the slow lane and simply think of the QUALITY of LIFE being impacted by more stationary folks that are unseen and whom you will not hear from. If/when anyone in your offices can come out sometime soon, can you ask them to please turn their sprinklers back on? Looks like many of the trees are suffering due to lack of landscaping attention or turned off by thieves in their attempts to steal copper wiring from the controls. While you are at it, maybe cut off the burnt palm fronds from the big beautiful corner tree someone unsuccessfully tried to destroy a few years back... ai yi yi, I could go on and on.

1

Finally, and on a much happier note, we are so looking forward to the noisy blasts of the upcoming train whistles coming across Church Street on the Southside of I-10. Imagine, us being able to attend RAMS games with our new season tix or visit Olvera Street without wasting one gallon of gas or the hassle of driving a car. THIS great cool idea of yours is real people-moving progress!!

Thank You for listening to this rather late (but hopefully on time as it's by the 6th of June deadline) submission to your 1-10 freeway corridor expansion plans... wishing you a pleasant day...

Respectfully.....

Daniel Marquez ~~ 529 Bonita St., Redlands 92374 ~~ phone: 909.492.1503

Response to Comment PC-31

Comment Code	Response
PC-31-1	Thank you for participating in the environmental review process for the I-10 Corridor Project (I-10 CP). In reference to your concerns with the project, the California Department of Transportation (Caltrans) has completed extensive environmental studies and research over several years to carefully evaluate project alternatives and impacts associated with this project. In Section 3.2.7, noise impacts were evaluated utilizing the Federal Highway Administration's (FHWA) Noise Abatement Criteria (NAC). Land uses that were estimated to approach or exceed the respective noise standards were further evaluated for noise abatement mitigation measures. Noise abatement measures that were found to be both feasible and reasonable have been incorporated into the preliminary design plans. Feasibility of noise abatement is determined by completing an engineering analysis. Noise abatement measures must reduce the noise level at impacted receptors by at least 5 decibels (dB) 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 a minimum 7-dB reduction in the future noise level must be achieved for at least one receptor, cost of noise abatement, and the viewpoints of benefited receptors.
PC-31-2	Due to the constrained configuration and suburban location of the I-10 CP, abatement in the form of soundwalls is the primary abatement measured considered. Noise barrier analysis was conducted by placing soundwalls at the highway mainline shoulders, off-ramp shoulders, and right-of-way (ROW) lines. The maximum height of 24 feet was analyzed on the ROW line when feasible noise reduction plus achieving the design goal was not possible with lower soundwalls. In some cases, soundwalls located at the ROW line were analyzed up to 22 feet in height. However, it is demonstrated in the analysis that feasible noise abatement and achieving the design goal would not be possible even if the soundwall was raised to 24 feet in height. Due to ROW constraints, there are instances where walls would be moved closer to homes/businesses, however, it is not anticipated that the wall near your residence along Interstate 10 (I-10) westbound would be moved as part of this project.

Comment PC-32

From: Michael Schwartz | Requip <mschwartz@requipcorp.com>
Date: June 7, 2016 at 8:37:24 AM PDT
To: "ccostello@sanbag.ca.gov" <ccostello@sanbag.ca.gov>
Subject: I-10 Corridor Project - Sound Wall Concern/Opposition

Dear Mr. Burton / Mr. Costello,

I own the property located at 16516 Washington Drive and the adjacent property at 16538 Washington Drive in Fontana. These properties are located on the north side of the I-10 between Cypress Avenue and Juniper Avenue. I have some concerns about the proposed sound wall that is to be constructed as a result of the I-10 Corridor Project. My immediate neighbors and I, located between Cypress and Juniper, are opposed to the construction of the sound wall directly in front of our properties. I am not opposed to the freeway improvements just the sound wall construction in this area. I have already been impacted by the construction of the Cypress overpass and the sound wall would further negatively impact both my parcels. **PC-32-1**

I was unaware of this project until, Mr. Vollhart contacted me and informed me of the project and the proposed sound wall. He explained, he already had lengthy discussions with you about not constructing the sound wall between Cypress Avenue and Juniper Avenue. He recommended I contact you to voice my opposition. I am opposed to the sound wall and feel that it is an unnecessary expense, especially considering that all the property owners are opposed. I would also like to note that the type of property use from Cypress to Sierra on the north side of the freeway is commercial. It is Mr. Vollhart's, mine and the other neighbors hope that a developer would eventually obtain our parcels and develop a commercial center. **PC-32-2**

Please feel free to contact me with any questions.

Also, if you could please add me to the mailing list for this project, I would appreciate it. My mailing address is PO Box 79108 Corona, CA 92877

Best Regards,

Michael Schwartz | Requip Corporation | ***Asset Management***
mschwartz@requipcorp.com |www.requipcorp.com[requipcorp.com]
Tel (909) 429-3232 | **Fax** (909) 429-3222| **Mobile-Text** (909) 578-1272

Response to Comment PC-32

Comment Code	Response
PC-32-1	Thank you for your participation in the environmental review process for the I-10 Corridor Project (I-10 CP) and your overall support for the project. A thorough field investigation was conducted to identify frequent outdoor use areas that could be subject to traffic noise impacts and to consider the physical setting of the highway alignment relative to those areas. Pursuant to the procedures for abatement of highway traffic noise and construction noise under Title 23, Part 772 of the *Code of Federal Regulations* (CFR) (Title 23 CFR 772), activity categories and related traffic noise impacts are determined based on the actual land use in a given area. The properties at 16516 and 16538 Washington Drive were identified as outdoor activity areas and assessed under the Noise Abatement Criteria (NAC) as Activity Category B (Single-Family Residential) properties. The forecasted design year 2045 noise levels under Preferred Alternative 3 for the property in question is 74 A-weighted decibels (dBA), or 7 dBA above the NAC of 67 dBA. A traffic noise impact, as defined in Title 23 CFR 772.5, occurs when the predicted noise level in the design year approaches or exceeds the NAC specified in Title 23 CFR 772. Therefore, noise abatement was considered for properties between Cypress Avenue and Juniper Avenue.
PC-32-2	Following considerations of the feasibility and reasonableness of each proposed soundwall and identification of Alternative 3 as the Preferred Alternative, a soundwall survey was mailed to property owners that would benefit from construction of the soundwall. Properties that would receive a 1-dB or more noise reduction were also included in the soundwall survey. Soundwalls within California Department of Transportation (Caltrans) right-of-way (ROW) will be constructed if less than 50 percent of responding property owners and residents opposed the construction of the soundwall. Your input is important, and a soundwall survey was sent to your property. The results indicated that most respondents had objections to Soundwall S1833. As such, Soundwall S1833 will not be constructed.

Comment PC-33

Recvd 6.7.16 JMS

May 20, 2016

Mr. Tim Watkins
Chief of Legislative and Public Affairs for SANBAG/Caltrans
464 W. 4th Street, San Bernardino, CA 92401

Re: I-10 CP Draft EIR/EIS Comment Period.

Dear Mr. Burton:

We Paul and Chris Barajas as well as Pomona city council member Debra Martin, along with many Pomona and Claremont residents oppose Alternative-3 of the proposed I-10 corridor Project. Also enclosed with this letter is a petition opposing Alternative-3 for the following reasons:

PC-33-1

The U.S. Department of tansportation Act of 1966 section 4(f) of this legislation seeks to protect publicly owned parks and recreation areas, waterfowl and wildlife refuges, and historical sites considered to have a national, state, or local significance. Our city of Pomona and Claremont as well as the many cities along the proposed Alternative-3, of the proposed I-10 corridor project to Redlands have parks, churches, hospitals, businesses and wildlife with refuges of local significance that should be protected under the above trasportation act. This includes Claremont Ranch San Jose Park and Pomona Jaycee Park.

PC-33-2

Alternative 3 would have a negative impact on the environment, wildlife refuges and cause increased air and noise pollution as well as displace 42 residents. Several years ago, at a public presentation on the alternative 3 project. Mr. Barajas spoke with project representative David Speirs regarding Alternative 3. Mr. Barajas asked Mr. Speirs that " if he resided by the freeway and was to be affected by that alternative 3 projecct would he approve it". Mr. speirs with a stern look on his face responded "certainly not". Understandably, this is how we - and a majority of the people petitioned who also live alongside the I-10 feel, especially if it would have a negative impact on wildlife refuges and displace 42 residents who live on that projected path all the way on to Redlands. With such a shortage of affordable housing these days, this would not be a good situation.

PC-33-3

Alternative 3 would have a permanent impact on the burrowing owl as stated in the environmental report completed and listed on (SANBAG's) website as well as Caltrans' website. Additionally your reports listed on the above websites all state the following: Alternative 3 would have a permanent impact to potential Buow habitat through the loss of potential habitat. Nesting birds and swallows, raptors and migratory birds potentially using the shrubs within the BSA could be affected by their removal and/or proximity to construction activities. Alternative 3 would remove 1,148 euculytus trees that harbor a higher potential to support nesting bird species due to age and size. There would be 3,943 acres of permanent impacts to potenitial BUOW habitat and 312.41 acres of temporary impacts to potential BUOW habitat.

PC-33-4

1

Alternative 3 would cause an increase in regional pm-10 emissions in 2025 and 2045 of 5% and 4% respectively, pm-2 emissionss would grow by 1% in 2025. Alternative 3 would cause an increase in reginal Voc, Nox, and Co emissions by 9% to 12% in 2025 and 2045 from Alternative 2 conditions. There would also be a diesal particulate matter change of 8% in 2025 and 7% by 2045. **PC-33-5**

For all the above report reasons we oppose alternative 3 and support the no build option considering that Alternative-2 has its drawbacks as well. The respective noise level reports taken in addition are flawed and not accuately done. Most of the noise decibal level testing had been done indoors and not outdoors within peak hours of traffic and noise. Common sense would indicate that widening a freeway and adding lanes is going to cause increased noise levels along that freeway. To say otherwise would be **PC-33-6**

inaccurate. An independent noise, air and environmental report should be conducted from a outside agency with regard to alternative 3 and alternative 2 other than having ties to Cal-Trans and SANBAG in order to have a more accurate approach to impact issues. **PC-33-7**

While obtaining signatures on the enclosed opposition petition, it was found that many residents from Pomona including city public officials said that they were not informed or aware about aternatives 2 and 3 of this proposed I-10 interstate corridor project or even aware of this proposed project at all. **PC-33-8**

This calls into question whether Cal Trans and SANBAG followed proper procedures in notifying residents and City public officials on this proposed project. As we know, Southeren California is still in a serious drought. We did not get the expected high rainfall from El-Nino. To take down 1,148 eucalytus trees and hundreds of other plants and bushes along the proposed alternative 3 affected freeway would not help the drought as well as harm wildlife and take away their refuges. Some of the existing sound walls **PC-33-9**

along the proposed I-10 alternative 3 project would be taken down and would take up to five years to relocate and rebuild. This would expose hundreds of residents who live along and around the I-10 freeway to increased noise and air pollution, carbon monoxide **PC-33-10**

and many other pollution emissions from big trucks, possibly leading to and/or causing cancer in some individuals constantly exposed to it. In addition we feel that the proposed alternative 3 would only cause more vehicle congestion on the remaining freeway lanes on the I-10 freeway going east and westbound as well as increase the vehicle congestion on the on and off ramps and side streets along and adjacent to the proposed 10 freeway **PC-33-11**

project. Due to the fact that many individuals will not use the toll lanes because of the non-affordability and monthly expense and the remaining lanes being more congested, commuters will rather take side streets because of the toll lanes causing increased congestion on remaining freeway lanes going east and west bound at peak hours of traffic. The transponder alone costs $60 per month, not including the other costs to use toll lanes and a significant number of individuals cannot afford that high cost. **PC-33-12**

A perfect example of how toll lanes don't work and have caused increased vehicle congestion is the toll lanes built and added on the 10 freeway going westbound from El Monte to Los Angeles. Ever since toll lanes were put in from El Monte to LA, the remaining freeway lanes have bumper to bumper traffic and resultant vehicle congestion has increased tremendously. History has a tendency to repeat itself and this would be the **PC-33-13**

2

most likely result of alternative 3. Other alternatives not mentioned in the proposal would be to further fund the Goldline from Azusa to Redlands and fund other existing rail track projects. Additionally, have more car pooling options and turn existing I-10 and 210 freeway lanes into HOV lanes where none currently exist going east and west bound. Additional widening of transition roads where the 57 meets the 10 and so on. Another option if feasable is put solar powered monorail systems going East and West bound to Redlands with boarding stations along the existing rail tracks.

PC-33-14

In conclusion, for all the reasons above we oppose alternative 3 and for now support the no build option.

Respecfully Submited,

Citizens of Pomona/Claremont

3

Page 1 of 2

PETITION

Petition Summary: WE THE UNDERSIGNED RESIDENTS OF POMONA AND CLAREMONT OPPOSE ALTERNATIVE 3 OF THE PROPOSED INTERSTATE IO CORRIDOR PROJECT. WE OPPOSE THE EXPANSION OF THE I-10 FREEWAY WITH DOUBLE EXPRESS LANES EAST AND WEST BOUND, DUE TO INCREASED AIR AND NOISE POLLUTION AND NEGATIVE ENVIRONMENTAL ~~IMPACT IT~~ WOULD CAUSE. THEREFORE WE ARE IN FAVOR OF NO BUILD ALTERNATIVE ~~1~~

Contact Phone Number: (626)-731-4788

Contact Address: See below line one

Contact Name: Paul & Chris Barajas

PRINT NAME	SIGNATURE	ADDRESS
Paul Barajas	PB	1005 E LA Verne Ave Pomona 91767
CHRISTINA BARAJAS	Christina Barajas	1005 E La Verne Ave Pomona 91767
Alicia Fernandez	AFernandez	989 E. La Verne Ave 91767
ANDRES CORREA	Andres Correa	905 E LA VERNE AVE 91767
[illegible]	[illegible]	[illegible]
ROSAURA DEL CID.	Rosaura del C.	905. E. LA VERNE AVE. POMONA 91767
Roger Salazar	Roger Salazar	869. E. LA VERNE Ave
Vivian Felix	Vivian Felix	869 E LA VERNE Ave
CASIMIRA GONZALEZ	casimira Gonzalez	876 E LA VERNE Ave
~~Osvaldo Valdivia~~	&	
Irma Valdivia	Irma Valdivia	898 L Verne 91767
LOUIS Valdivia	Louis Valdivia	898 E. LA VERNE 91767
Norma Salgado	Norma Salgado	1000 E. La Verne Ave 91767
Jose Salgado	Jose Salgado	1000 E La Verne Ave 91767
Victoria Ramirez	Victoria Ramirez	1000 E La Verne Ave 91767
Rodney Harvey	~~Rodney~~ Rodney Harvey	1019 E. La Jimenez 91767
Lupe Felix	Felix	DIGE La Verne Ave 91767

Page 2 of 2

PRINT NAME	SIGNATURE	ADDRESS
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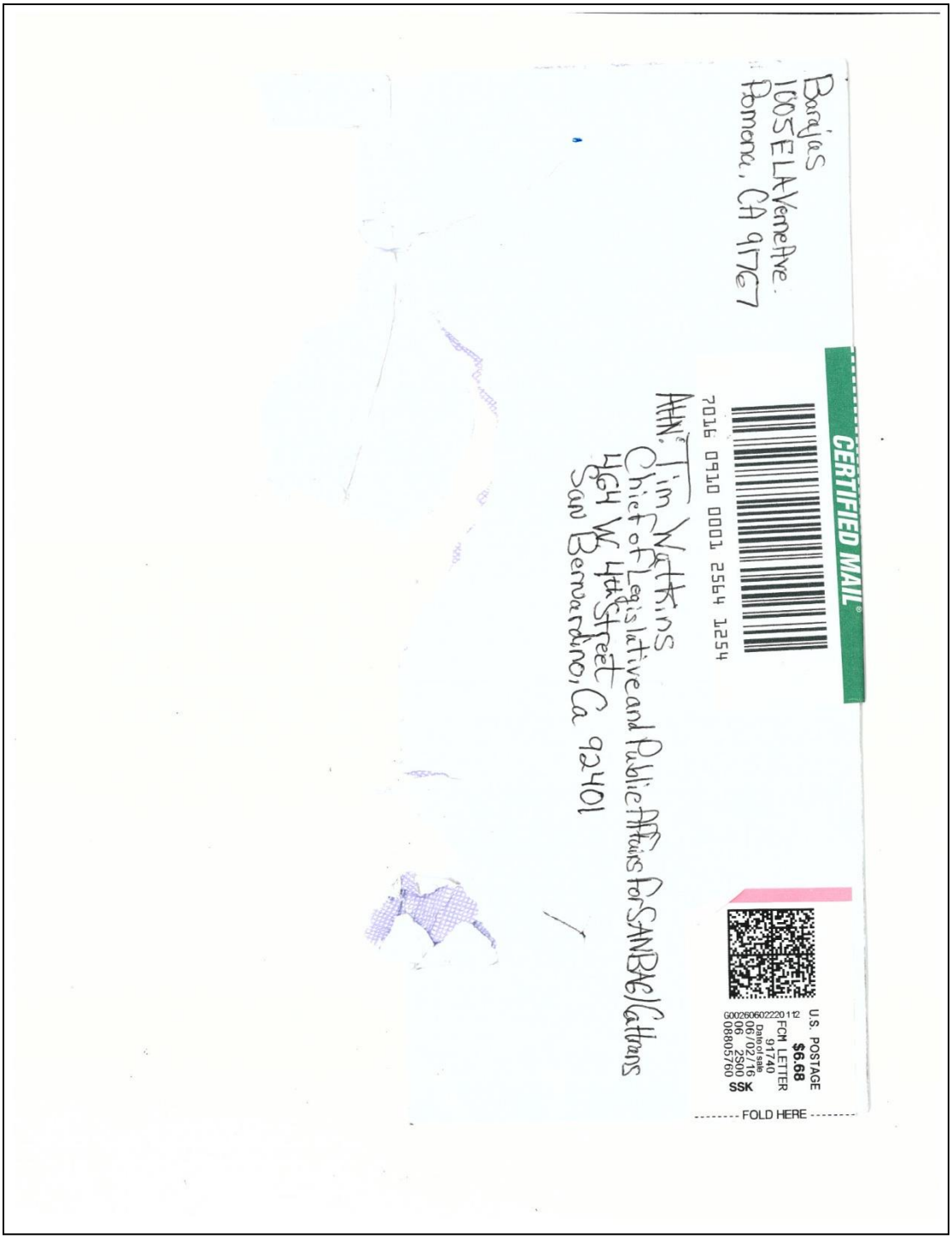
PONJONES		984 E LA Verne Av Pomona
HORACIO LOPEZ		1076 E LA VERNE AVE Pomona
Amelia Lopez		1076 E. La Verne Ave Pomona
Araceli Gonzales		1171 E La Verne Ave Pomona Ca 91767
Daniela gonzales		1171 E La Verne Ave Pomona Ca 91767
ESTHELA CLARKE		2205 MOUNTAIN AVE. Pomona 91767
Giorgia Bardini		2131 mountain Ave 91767
Albert Sanchez		2123 mountain Ave Pomona 91767
Kennisha Baker		1155E La Verne Pomona 91767
DENNIS KUNKEL		1133 E LA VERNE AVE Pomona
RACHEL KUNKEL		1133 E. LA VERNE AVE Pomona
DENNIS AKEY		2071 Ramsey Ln Pomona 91767
Lonely Cortez		730 E. La Verne Pomona
Fraian Garcia		6918 E. La Verne Ave Pomona
Jerry D. Orsborn		676 E La Verne Ave, Pomona
Damen Viramontes		731 E. La Verne Ave. Pomona, CA
~~ISMAEL VILLALOBOS~~		~~543 W. JOSE AVE CLAREMONT~~
Armando Magallon		795 Briarwood Ln Pomona, CA
Anthony Lucero		351 San bernardino Pomona
Rosalyn Sejelstad		1879 Shirley St Pomona CA


Barajas
1005 E LA Verne Ave.
Pomona, CA 91767
CERTIFIED MAIL
7016 0910 0001 2564 1254
ATTN: Tim Watkins
Chief of Legislative and Public Affairs for SANBAG/Caltrans
464 W. 4th Street
San Bernardino, Ca 92401
U.S. POSTAGE
$6.68
FCM LETTER
91740
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Response to Comment PC-33

Comment Code	Response
PC-33-1	Thank you for your participation in the environmental process for the I-10 Corridor Project (I-10 CP). Your opposition to Alternative 3 and accompanying petition are noted. However, after the end of the public review period of the Draft Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) and consideration of public comments, the California Department of Transportation (Caltrans) and the Project Development Team (PDT) compared and weighed the benefits and impacts of all three alternatives and identified Alternative 3 (Express Lanes) as the Preferred Alternative.
PC-33-2	The Section 4(f) evaluation for the proposed project is included in Appendix B, Section 4(f), Resources Evaluated Relative to the Requirements of Section 4(f), of the EIR/EIS Jaycee Park in Pomona and Rancho San Jose Park in Claremont are both evaluated as part of the Section 4(f) evaluation in Appendix B. No impacts would result to Jaycee Park or Rancho San Jose Park as a result of the proposed project. The parks are also included in the analysis for Section 3.1.4, Community Impacts, and Section 3.1.1, Land Use, of the EIR/EIS.
PC-33-3	The EIR/EIS presents impacts and related mitigation measures to reduce those impacts to wildlife, air quality, and noise in Sections 3.3.4, 3.2.6, and 3.2.7, respectively. Section 3.1.4.2, Relocations and Real Property Acquisition, in the EIR/EIS addresses property acquisitions resulting from the proposed project. The engineering team designed the build alternatives to minimize impacts to properties by utilizing the existing right-of-way (ROW), removing any roadway features not required by Caltrans, shifting the centerline of the freeway, and coordinating with current and ongoing I-10 projects to make sure they accommodate the future I-10 CP. Additional adjustments to minimize the needed ROW will be considered during the upcoming environmental and preliminary engineering phase. All relocation services and benefits would be administered without regard to race, color, national origin, or sex in compliance with Title VI of the Civil Rights Act (42 United States Code [U.S.C.] 2000d, *et seq.).* Property owners of affected parcels would be entitled to compensation to the extent provided by law in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act, as amended. Final determination of which properties would be acquired would be done during the final design phase, after approval of the Final EIR/EIS. An appraisal of the affected property will be obtained, and an offer for the full appraisal will be made by an ROW agent. Adequate resources appear to currently exist within the city or area vicinity to relocate affected residents and businesses.
PC-33-4	Section 3.3.4 of the EIR/EIS and the Natural Environment Study (NES) identified the project is not expected to directly affect any burrowing owls (BUOWs) due to the low probability of this species occurring in the Biological Study Area (BSA); however, there would be a permanent impact to non-native grassland and disturbed areas, which is habitat suitable to BUOWs. The NES identified there would be 39.43 acres of permanent impact and 312.47 acres of temporary impact to potential BUOW habitat under Alternative 3. Most areas with suitable habitat are distant from the Interstate 10 (I-10) corridor and would not likely be affected by the proposed highway improvements. In addition, no BUOW were observed within the study area during the general biological surveys. Mitigation measure AS-3 will be implemented to minimize impacts to BUOW habitat. Impacts associated with ornamental trees, such as eucalyptus, will be minimized through the implementation of mitigation measureVA-16. These ornamental trees harbor a higher potential to support nesting bird species due to their age and size. Mitigation measure AS-1 will be implemented to offset effects to nesting birds.

Comment Code	Response
PC-33-5	Estimated daily operational emissions for 2025 and 2045 are identified in Tables 3.2.6-6 and 3.2.6-7, respectively, of Section 3.2.6 of the EIR/EIS. When compared to the 2025 No Build Alternative, Alternative 3 would increase volatile organic compounds (VOC) by 10 percent, nitrogen oxides (NO_X) by 9 percent, carbon monoxide (CO) by 9 percent, particulate matter less than 2.5 microns in diameter ($PM_{2.5}$) by 1 percent, and particulate matter less than 10 microns in diameter (PM_{10}) by 5 percent. When compared to the 2045 No Build Alternative for Alternative 3, VOC would increase by 12 percent, NO_X by 8 percent, CO by 10 percent, $PM_{2.5}$ by 1 percent, and PM_{10} by 4 percent. For Alternative 3, diesel particulate matter (DPM) would result in an increase of 8 percent compared to 2025 No Build Conditions and 7 percent compared to 2045 No Build Conditions, as shown in Table 3.2.6-9. The increase in emissions is largely due to the high percentage of trucks along the corridor, increase in truck speeds of the build scenarios, and added capacity. Mitigation strategies for Alternative 3 include commuter incentives, congestion pricing, and Intelligent Transportation System (ITS) programs, such as traffic management centers or incident management systems.
PC-33-6	The noise analysis for the proposed project is provided in Section 3.2.7 of the EIR/EIS; it describes the protocol and methodology used for the noise analysis. In addition, Appendix L provides the noise analysis data resulting from the proposed project analysis. Indoor noise levels were typically considered when there were no outdoor areas. The interior criterion was used for hotels and motels because, per the Protocol, in situations where no exterior activities are to be affected by the traffic noise, or where the exterior activities are far from or physically shielded from the roadway in a manner that prevents an impact on exterior activities, Activity Category D is used as the basis of determining noise impacts. Long-term noise monitoring was conducted at 40 exterior locations in October through December 2013 and October 2014. The long-term sound-level data was collected for at least a 24-hour period to observe variations in sound levels throughout the day and identify the peak noise hours.
PC-33-7	All technical studies for the proposed project were conducted in compliance with the appropriate California Environmental Quality Act (CEQA)/National Environmental Policy Act (NEPA) guidance. Regulatory requirements of the studies are identified within each technical study. Results of the technical studies are included in each respective section of the EIR/EIS.
PC-33-8	Chapter 5, Comments and Coordination, of the EIR/EIS provides a description of outreach activities in compliance with 23 U.S.C. for the proposed project. The outreach included sending letters to the cities of Pomona and Claremont to invite them to be participating or cooperating agencies, as well as notifying them of the various stages of the project, from the Notice of Preparation (NOP) through public meetings through circulation of the Draft EIR/EIS. Property owners within 0.25 mile of the project were also notified by mail of the various stages of the project.
PC-33-9	Mitigation measures are in place to minimize the impact to vegetation removal, as identified in Section 3.1.7, Visual/Aesthetics, and Section 3.3.3, Plant Species, of the EIR/EIS. When avoidance is not possible, mitigation measure VA-15 ensures the provision of replacement plants at a minimum replacement ratio of 2:1, unless a higher ratio is required by the District Landscape Architect. Limiting water usage is a good way to help minimize the effects of the drought in southern California.

Comment Code	Response
PC-33-10	There is only one soundwall proposed for construction in Claremont, along the Indian Hill Boulevard westbound (WB) on-ramp, adjacent to Knight Inn, which will be a new soundwall. The existing soundwall along WB I-10 between Indian Hill Boulevard and Mills Avenue (at the Los Angeles/San Bernardino [LA/SB] county line) will be maintained. There is no soundwall construction or reconstruction proposed in Pomona. Within San Bernardino County, the project will be constructed under two contracts; Contract 1 will cover the westerly project limits to Interstate 15 (I-15), and Contract 2 will cover the remainder of the alignment from I-15 to Ford Street. Contract 1 will be under construction for approximately 3 years, and Contract 2 will be under construction for approximately 3 years, with 1 year of overlap; hence, a total anticipated construction period of 5 years. As such, 3 years would be the maximum length of time any property may be subject to exposure. Efforts are being made to limit the length of exposure as the project team continues to analyze and design the project; however, this will be determined during the final design phase.
PC-33-11	As described in Chapter 2, Project Alternatives, and in other sections throughout the EIR/EIS, the I-10 roadway would be widened for both build alternatives for the proposed project and would not result in decreased capacity; the number of general purpose lanes would remain the same, while an additional high-occupancy vehicle (HOV) lane would be constructed for Alternative 2 and additional Express Lanes for Alternative 3. Neither of the build alternatives would result in fewer lanes.
PC-33-12	An Equity Assessment was conducted to analyze the impact of Express Lanes on populations with lower incomes, and the results are included in Section 3.1.4.3, Environmental Justice, of the EIR/EIS. The Equity Assessment identified several benefits, including improved travel times in general purpose lanes, and potential disadvantages, including account maintenance fees. However, mitigation measures COM-16 and COM-17 would be implemented to minimize potential impacts to all travelers, including low-income populations. Automobiles and public transportation vehicles would have access to the Express Lanes, with no additional cost to those using public transportation; the proposed lanes provide an additional choice that is currently not offered for motorists or those who utilize public transportation.
PC-33-13	As discussed in Chapter 1, Proposed Project, of the EIR/EIS, the efficient movement of traffic through San Bernardino County is limited by the existing capacity of I-10. I-10 is continuing to experience increased congestion as a result of population growth, particularly in San Bernardino County. Without any improvements in the I-10 corridor, additional traffic congestion resulting from regional growth will further degrade traffic level of service (LOS) and worsen operational deficiencies in the future. Alternative 3 is expected to provide greater capacity than Alternative 2, which will result in greater transportation benefits to commuters, transit, and goods movement.
PC-33-14	Chapter 2, Project Alternatives, of the EIR/EIS discusses the build alternatives identified for the proposed project, as well as additional alternatives that were considered but eliminated from further discussion. Funding for the proposed project has been specifically earmarked for roadway improvements, which would preclude using this funding for rail projects. The proposed project aims to provide a more comprehensive carpool system on I-10 in Los Angeles and San Bernardino counties.

Comment PC-34

TO: i10corridorproject@dot.ca.gov.

Objections to Interstate 10 Corridor Project

TIME RESTRAINTS PLACED UPON THE PUBLIC REGARDING THIS PROJECT:

1. Highway Project Information Reports released to the Public April 25th.
2. Aproximately - 12,600 pages of information.
3. Public Hearings – scheduled May 17-18-19.
4. Public Hearings – scheduled – only on Weekdays 4:30 – 7:30
   Precluding many from being able to attend.

RESULT: Assuming – Regularly employed individuals – working 5 days/week. This leaves a vast majority of the public with only **6 off days** (especially with other responsibilities during weekend hours as well) to begin reviewing the vast pages of information, individual research, and preparation for coherent and relevant questions.

OPINION: *This does not reflect a respectful time to the public for proper review of released information.*

DATE OF LAST POSSIBILITY TO COMMENT: "Until" June 8th.

1. Does that mean June 8th, is included or not?
2. Aproximate time from release = 6 weeks (includes a National Holiday.)
3. For a worker this meant a total of 12 off days – counting what should be a National Holiday Weekend).

OPINION: Neither of these deadlines – in my opinion represent anything other than a "perfunctory" action on the part of this project to include the publics opinions by denying them a proper amount of time to a) review the reports b) contact those involved with questions c) prepare effective responses.

PC-34-1

PLEASE ADDRESS THE ABOVE AS WELL AS FURTHER CONCERNS REGARDING THE PROJECT ARE LISTED BELOW:

1. THOUGH LEAD IS NOT A PART OF THE REGULAR GEOGRAPHICAL MAKE-UP OF THE AREA. PLEASE ADDRESS THE PROBLEM OF SOIL DISTURBANCE DURING CONSTRUCTION WHICH MAY BE LADEN WITH LEAD FROM PAST DECADES OF LEADED GASOLINE AND WOULD BE FURTHER DISBURSED TO SURROUND AREAS.

PC-34-2

2. PLEASE ADDRESS THE ADDED RELEASE OF ASBESTOS FROM BRAKE PADS – AND THEIR EFFECT ON THE PUBLIC HEALTH AND SAFETY.

PC-34-3

3. PLEASE RESPOND TO THE CONCERNS – AS LAYED OUT IN 2004 SIERRA CLUB – HIGHWAY HEALTH HAZARDS - © 2004
http://vault.sierraclub.org/sprawl/report04_highwayhealth/report.pdf

• A Johns Hopkins study shows association between traffic and curbside concentrations of cancer causing pollutants.

• The Journal of the American Medical Association study links soot in diesel exhaust to lung cancer, car- diopulmonary disease and other causes of death. • A Denver study shows children living near busy roads are six to eight times more likely to develop leukemia and other forms of cancer.

•A Journal of the American Medical Association study finds that increasing public transportation along with other traffic control measures during the 1996 Atlanta Olympics reduced acute asthma.

• The California South Coast Air Quality Manage- ment District did a Multiple Air Toxics Exposure Study-II, the most comprehensive study of urban toxic air pollution, showing that vehicle exhaust is the source of cancer-causing air pollutants in Southern California.

A significant body of scientific evidence is emerg- ing that links pollution from motor vehicles to a range of human health problems including asthma, lung cancer and premature death.

A Denver study shows that children who live within 250 yards of a road with 20,000 or more vehicles per day are eight times more likely to get leukemia and six times more likely to get other cancers. The authors of the studyattribute most of this risk to the VOCs in motor vehicle exhaust.

PLEASE ADDRESS THESE HEALTH CONCERNS AS RELATED IN ABOVE MENTIONED SIERRA CLUB REPORT.

1. Children Living Near Busy Roads More Likely to Develop Leukemia, Cancer

2. Road Traffic Contributes to the Origin of Childhood Leukemia

PC-34-4

4. Soot Particulate Matter Linked to Lung Cancer, Cardiopulmonary Mortality

5. Truck Traffic Linked to Childhood Asthma Hospitalizations

6. Pregnant Women Who Live Near High Traffic Areas More Likely to Have Premature and Low Birth Weight Babies

9. People Who Live Near Freeways Exposed to 25 Times More Soot Particulate Pollution

10. Motor Vehicle Pollution Dominate Cancer Risk

11. Lung Function Reduced Among Children Living Near Truck Traffic

12. Traffic-Related Air Pollution Associated with Respiratory Symptoms in Two Year Old Children

13. Asthma Symptoms Caused by Truck Exhaust

14. Proximity of a Child's Residence to Major Roads Linked to Hospital Admissions for Asthma

15. Exposure to Cancer-Causing Benzene Higher for Children Living Near High Traffic Areas

16. Air Pollution from Busy Roads Linked to Shorter Life Spans for Nearby Residents

17. Asthma More Common for Children Living Near Highways

18. Exposure to Nitrogen Dioxide (NO_2) from Vehicles Exacerbates Asthma Attacks

19. A School's Proximity to Highways Associated with Asthma Prevalence

20. Five Times More Deaths Due to Air Pollution than Traffic Accidents

PC-34-4

21. Cancer Risk Higher Near Major Sources of Air Pollution, Including Highways

22. Diesel Exhaust Linked to Asthma

23. Low Levels of Air Pollution Cause Asthma Attacks

24. MotorVehicleAirToxinsCause High Pollution Levels Inside Homes

PC-34-4

4. PLEASE ADDRESS WHAT HOW YOU PLAN TO PROTECT THE PUBLIC FROM THIS INCREASE IN HIGHWAY BUILDING SIZE TO THIS ALLOWED INCREASE FROM 8 – 12 LANES OF TRAFFICE – WHICH REPRESENTS A 50 PERCENT INCREASE OF HIGHWAY POLLUTION AND SERVICE HEAT AREA AND VEHICLES.

PC-34-5

5. PLEASE ADRESS CORRIDOR DRAFT EIR-EIS CHAPTER 3 PAGE 3.2.6-7 / 502 HOW YOU CAN SEEMINGLY NEGATE THE EFFECT ON THE SURROUNDING RESIDENTS WHEN YOU HAVE ALREADY REPORTED –

the 1-hour State standards for O_3 were exceeded 9 to 66 times as recorded by the Pomona and Redlands air monitoring stations.

The 24-hour State standard for PM_{10} was exceeded 1 to 15 times between 2010 and 2014 at the Ontario Fire Station, Fontana Arrow Highway, San Bernardino, and Redlands air monitoring stations. The State annual standard for $PM_{2.5}$ has been exceeded every year at the Fontana Arrow Highway and Ontario Fire Station (except in 2012) air monitoring stations,

EXCERPT FROM: From: Smithsonian National Museum of Natural History http://forces.si.edu/atmosphere/02_05_04.html

O3 is unstable and even more reactive than O2.

Ozone will react with living tissue. In plants, ozone can hamper photosynthesis and lower crop yield. In people, ozone can inflame delicate tissues in the lungs, leaving them open to asthma and infections. Children and elderly people are especially at risk from ozone exposure.

IN 2014 ACCORDING DRAFT EIR-EIS CHAPTER 3- TABLE 3.2.6-1 2010-2014 AMBIENT AIR QUALITY DATA IN PROJECT VICINITY – SHOW THAT WITH THE EXISTING TRAFFIC ALREADY – THAT THE O3 maximum 1 hr concentration (ppm) already exceeded that Pollutant Concentration Standards – days in 2014 and yet you want to promote an increase in freeway and traffic volume.

PC-34-6

5. PLEASE ADDRESS HOW YOUR PROMOTING THIS INCREASE OF FREEWAY SIZE AND TRAFFIC SIZE WHEN

BY CALENVIROSCREEN-POLLUTION BURDEN IN TRACT 6037402600 ALONE SHOWS THAT AREA IS ALREADY LISTED AS IN THE 97 PERCENTILE OF POLLUTION BURDEN: DATA FROM 2009-2011 CHARTS

OZONE 86% BURDEN
PARTICULATE MATTER 94% BURDEN
DIESEL 77% BURDEN

PC-34-7

6. PLEASE ADDRESS HEAT ISLAND EFFECT CONCERNS – AS EXPECTED INCREASE – ESTIMATIONS

PC-34-8

7. PLEASE ADDRESS THE ADDED HEALTH STRESS ON NEARBY RESIDENTS FOR THE INCREASES HEAT ISLAND EFFECT.

PC-34-9

8. PLEASE ADDRESS THE ADDED ECONOMIC BURDEN FOR RESIDENTS WITH RISING COOLING PRICES – TO HAVE TO PAY FOR THE ADDED COOLING BURDEN DUE TO INCREASED HEAT ISLAND EFFECTS. ESPECIALLY WITH SINCE THESE WOULD PUSH RESIDENTS INTO THE HIGHER TIER COSTS RANGES.

PC-34-10

9. PLEASE ADDRESS THE POSSIBLE DEATH RATES FOR THOSE NEARBY RESIDENTS UNABLE TO ECONOMICALLY OFFSET THE ADDED HEAT ISLAND COOLING DEMANDS WHICH WOULD PUT ADDITIONAL HEALTH ISSUES – UP TO AND INCLUDING DEATH FROM HEAT EXPOSURE INSIDE AND OUTSIDE THEIR HOMES – ESPECIALLY THE ELDERY AND VERY YOUNG WHO ARE LESS ABLE TO PHYSICALLY HANDLE EXCESSIVE HEAT.

PC-34-11

10. PLEASE ADDRESS DEVALUATION OF NEARBY RESIDENTS PLEASE QUANTIFY THE EXPECTED DEVALUATION.

PC-34-12

11. PLEASE ADDRESS THE TRUCK-DIESEL FUEL HEALTH IMPACT.

PC-34-13

12. PLEASE ADDRESS THE NEGATIE HEALTH IMPACT AND HIGHER NOISE AND VIBRATION.

PC-34-14

13. PLEASE ADDRESS THE REPORT BY NATIONAL CENTER FOR SUSTAINABLE TRANSPORTATION: INCREASING HIGHWAY CAPACITY UNLIKELY TO RELIEVE TRAFFIC CONGESTION. http://www.dot.ca.gov/newtech/researchreports/reports/2015/10-12-2015-NCST_Brief_InducedTravel_CS6_v3.pdf

PC-34-15

14. PLEASE ADDRESS UCLA ARTICLE – AIR POLLUTION FROM FREEWAY EXTENDS FURTHER THAN PREVIOUSLY THOUGHT. http://newsroom.ucla.edu/releases/air-pollution-from-freeway-extends-93857 **PC-34-16**

15. PLEASE ADDRESS: ARTICLE- BIG ROAD BLUES http://now.tufts.edu/articles/big-road-blues-pollution-highways **PC-34-17**

16. PLEASE ADDRESS: ARTICLES: CALIFORNIA'S DOT ADMITS THAT MORE ROADS MEAN MORE TRAFFIC - http://www.citylab.com/commute/2015/11/californias-dot-admits-that-more-roads-mean-more-traffic/415245/ **PC-34-18**

17. PLEASE ADDRESS: ARTICLE: SCIENTISTS FIND A NEW WAY FREEWAYS ARE TRYING TO KILL YOU: http://la.curbed.com/2010/2/16/10521088/science-has-found-a-new-way-freeways-are-trying-to-kill-you **PC-34-19**

18. Please Address Article: Rethinking the Urban Freeway http://www.ssti.us/wp/wp-content/uploads/2013/12/SURDNA_freeway-brief.pdf **PC-34-20**

19. PLEASE ADDDRESS ARTICLE; LA GETS MORE ADDED WARMTH FROM HEAT ISLANDS THAN ANYWHERE IN THE STATE http://la.curbed.com/2015/9/21/9919366/los-angeles-heat-island-effect **PC-34-21**

20. LA AREA HAS HIGHEST URBAN HEAT ISLAND EFFECT IN CALIFORNIA http://www.scpr.org/news/2015/09/21/54511/la-area-has-highest-urban-heat-island-effect-in-ca/ **PC-34-22**

21. CA.GOV – UNDERSTANDING THE URBAN HEAT ISLAND. http://www.calepa.ca.gov/UrbanHeat/Index.htm **PC-34-23**

22. Please quantify the estimated additional heat island impact. **PC-34-24**

23. HOW CAN YOU CONDONE A PROJECT THAT PUTS SUCH A TRAGIC – BURDEN OF HEALTH LOSS – ENERGY CONSERVATION LOSS - ECONOMIC LOSS UP TO AND INCLUDING DEATH ON THOUSANDS OF RESIDENTS WITHIN CLOSE PROXIMITY TO THIS EXPANSION. DO YOU VIEW CONVENIENCE FOR SOME COMMUTERS WORTH THE TRADE OFF OF DEATH? **PC-34-25**

Resident: K Guthrie – Pomona – Bachback@aol.com

Response to Comment PC-34

Comment Code	Response
PC-34-1	Thank you for participating in the environmental review process for the I-10 Corridor Project (I-10 CP). Pursuant to Article 8, Section 15105 of the California Code of Regulations (CCR), "the public review period for a draft EIR [Environmental Impact Report] shall not be less than 30 days nor should it be longer than 60 days except under unusual circumstances. When a draft EIR is submitted to the State Clearinghouse for review by state agencies, the public review period shall not be less than 45 days, unless a shorter period, not less than 30 days, is approved by the State Clearinghouse." The initial review period extending from April 25 to June 8, 2016 (close of business) meets the minimum criteria for a 45-day public review period. In addition, the San Bernardino County Transportation Authority (SBCTA) elected to extend the public review period by an additional 5 days to June 13, 2016. In total, the public review period lasted for 50 days, more than what is mandated by California regulations. During this period, the California Department of Transportation (Caltrans) and SBCTA commenced a robust public outreach. To notify the public regarding the public review period, a total of 19,105 notices were mailed via United States Postal Service (USPS) to all residents and businesses within 0.25 mile of the project corridor. Mailers were also sent to cooperating agencies, participating agencies, State and federal agencies, and other various agencies. In addition, notices were published in English in the *Redlands Daily Facts, San Bernardino Sun, San Gabriel Tribune, Inland Valley Daily Bulletin, Colton Courier, Rialto Record, Inland Empire Weekly,* and *Fontana Herald News*. Notices in Spanish were published in *La Prensa* and *El Chicano*. Announcements were made in the *Federal Register*, at the Los Angeles and San Bernardino County Clerk's offices, on *Time Warner Cable* Television, on access television channels for corridor cities, via social media, and at city council meetings as part of extended efforts to inform the public. In addition, Caltrans and SBCTA voluntarily held three public hearings between the dates of April 17-19, 2016, to inform the public and encourage them to submit their comments about the project. Article 7, Section 15087(i) states that "public hearings may be conducted on the environmental documents, either in separate proceedings or in conjunction with other proceedings of the public agency. Public hearings are encouraged, but not required as an element of the CEQA [California Environmental Quality Act] process." As such, it was out of Caltrans' and SBCTA's own volition, to promote transparency and encourage public involvement, that resources were invested into better informing the public, not merely a perfunctory action.
PC-34-2	Effective January 1, 1996, the Federal Clean Air Act (CAA) banned the sale of leaded gasoline. As such, lead is not currently required by the Federal CAA to be covered in transportation conformity analysis. With regards to soil laden with lead, otherwise known as aerially deposited lead (ADL), an ADL site investigation was conducted by SBCTA for the I-10 CP. Under the Caltrans Guidance and federal and state hazardous waste classifications, soil can be categorized into specific ADL soil management types. Based on the analytical results of the ADL study, excavated soil along the project corridor is generally classified as nonhazardous for onsite use based on the *Department of Toxic Substances Control Soil Management Agreement for Aerially Deposited Lead-Contaminated Soils* (June 2016). See Section 3.2.5, Hazardous Waste, of the Final EIR/Environmental Impact Statement (EIS) for more information about ADL soils in the project area.
PC-34-3	Those most at risk of exposure to asbestos fibers from brake pads are professional automotive technicians and home mechanics that repair and replace brakes. Regulations from the Occupational Safety and Health Administration (OSHA) set mandatory measures that employers must implement for automotive brake inspection, disassembly, repair, and assembly operations. By following OSHA work practices, mechanics can minimize potential exposure to asbestos if it is present and thereby reduce their risk of developing asbestos-related diseases.

Comment Code	Response
	Because exposure risks are primarily associated with working closely with maintenance of brakes, with regards to the general population, the exposure to brake pad asbestos is not considered substantial and is not relevant within the context of the I-10 CP.
PC-34-4	On February 23, 2016, the I-10 CP underwent interagency consultation regarding the U.S Environmental Protection Agency's (EPA) Transportation Conformity rule for Projects of Air Quality Concern (POAQCs). Participants concurred that the project is not considered a POAQC because it does not meet the definition as defined in EPA's Transportation Conformity Guidance. In addition, with the exception of increases in emissions for the criteria pollutant particulate matter (PM), emissions for all other criteria pollutants would be less than existing conditions. As such, the project would not result in a substantial impact to air quality. A detailed discussion of mobile source air toxic (MSAT) emissions is included in Section 3.2.6, Air Quality. Table 3.2.6-9 shows that MSAT emissions would decrease when comparing 2025 and 2045 Build Alternatives to existing conditions. Therefore, MSAT concentrations would result in a less than substantial impact. The Federal Highway Administration's (FHWA) MSAT guidance document includes mitigation for countering the effects of MSAT emissions. One such mitigation strategy suggests the creation of a buffer zone between new or expanded highway alignments and populated areas to avoid much of the air quality concerns listed in the Sierra Club's report. However, it was determined that buffer zones are not reasonably feasible because Interstate 10 (I-10) is an existing alignment with pre-existing land uses that border the right-of-way (ROW). Establishing a modified buffer zone would require the displacement of additional residents and businesses.
PC-34-5	As discussed in Section 3.2.6, Air Quality, criteria pollutants other than PM would decrease in comparison to no build conditions, contrary to the commenter's statement that the project would lead to a "50 PERCENT INCREASE OF HIGHWAY POLLUTION." In addition, the project would decrease congestion along the I-10 corridor. Congested highways result in worse air quality because of the smog produced by stopped and idling vehicles. With the improvements of the I-10 corridor and more free-flowing conditions, less air pollution would occur, serving as a benefit for the public.
PC-34-6	The pollutant levels along the alignment are admittedly currently nonconforming, according to National Ambient Air Quality Standards (NAAQS). The conformity requirement, as based on Federal CAA Section 176(c), prohibits the U.S. Department of Transportation (USDOT) and other federal agencies from funding, authorizing, or approving plans, programs, or projects that do not conform to the State Implementation Plan (SIP) for attaining the NAAQS. "Transportation Conformity" applies to highway and transit projects and takes place on two levels: the regional – or planning and programming – level and the project level. The I-10 CP must conform at both levels to be approved. Conformity requirements apply only in nonattainment and "maintenance" (former nonattainment) areas for the NAAQS, and only for the specific NAAQS that are or were violated. Regional conformity is concerned with how well the regional transportation system supports plans for attaining the NAAQS for carbon monoxide (CO), nitrogen dioxide (NO_2), ozone (O_3), PM (particulate matter less than 10 microns in diameter [PM_{10}] and particulate matter less than 2.5 microns in diameter [$PM_{2.5}$]). Conformity is based on emission analysis of Regional Transportation Plans (RTPs) and Federal Transportation Improvement Programs (FTIPs) that include all transportation projects planned for a region over a period of at least 20 years for the RTP and 4 years for the FTIP. RTP and FTIP conformity uses travel demand and emission models to determine whether implementation of those projects would conform to emission budgets or other tests at various analysis years showing that requirements of the CAA and SIP are met. If the conformity analysis is successful, the Metropolitan Planning Organization (MPO), FHWA, and Federal Transit Administration (FTA) make determinations that the RTP and FTIP,

Comment Code	Response
	along with the SIP, for achieving the goals of the CAA. In general, projects must not cause the "hot-spot"-related standard to be violated and must not cause any increase in the number or severity of violations in nonattainment areas. If a known CO or PM violation is located in the project vicinity, the project must include measures to reduce or eliminate the existing violation(s) as well. As you pointed out, the project area is indeed nonconforming for a variety of criteria pollutants in the NAAQS. However, Preferred Alternative 3 is listed in the 2016-2040 RTP (Amendment #2), which was found to conform by the Southern California Association of Governments (SCAG) on April 7, 2016, and FHWA and FTA made a regional conformity determination finding on June 1, 2016. Alternative 3 is also included in Consistency Amendment #15-12 of SCAG's) 2015 Regional Transportation Improvement Program (RTIP), page 20 of the San Bernardino County Comparison Report for the Amendment. The SCAG 2015 RTIP was determined to conform by FHWA and FTA on December 15, 2014, and Consistency Amendment #15-12 was determined to conform by FHWA and FTA on June 2, 2016. The South Coast Air Quality Management District's (SCAQMD) 2012 Air Quality Management Plan (AQMP) fulfills CEQA's goal of fully informing local agency decision makers of the environmental costs of the project so that air quality concerns may be fully addressed. Because the AQMP is based on projections from local General Plans, projects that are consistent with the local General Plan are generally considered consistent with the AQMP. The overall control strategy for the 2012 AQMP is designed to meet applicable federal and State requirements, including attainment of NAAQS. The focus of the 2012 AQMP is to demonstrate attainment of the federal 2006 24-hour $PM_{2.5}$ ambient air quality standard, as well as an update to further define measures to meet the federal and State 8-hour O_3 standards. The 2012 AQMP provides base year emissions and future baseline emission projections. In doing so, the 2012 AQMP relies on the most recent zoning and land use designations and the best available information, including SCAG's forecast growth assumptions based on its recent 2012-2035 RTP/Sustainable Communities Strategy (SCS). Because Preferred Alternative 3 is included in the 2012-2035 RTP/SCS, the proposed project is consistent with the 2012 AQMP. As such, as explained above, though the project area may exceed current NAAQS, the project has demonstrated that it is in conformance with regional plans and efforts to reach NAAQS attainment levels, while serving its primary purpose of improving traffic operations along the I-10 corridor without a substantial impact on regional air quality.
PC-34-7	Please see response to Comment PC-34-6.
PC-34-8	As defined by EPA, urban heat islands are "an umbrella of air, often over a city or built-up area, that is warmer than the air surrounding it" (EPA, 2015) https://www.epa.gov/heat-islands/learn-about-heat-islands). This is caused primarily through the eventual conversion of surfaces that were once permeable and moist into surfaces that are impermeable and dry. Preferred Alternative 3 would increase impervious surface area by 14.4 percent. One of the primary strategies of reducing urban heat island effects is to increase tree and vegetative cover. According to EPA, "increasing tree and vegetation cover lowers surface and air temperatures by providing shade and cooling through evapotranspiration. (EPA, 2015). As stated in avoidance, minimization, and/or mitigation measure VA-2, as much existing vegetation in the corridor will be saved and protected, as feasible. When avoidance is not possible, mitigation measure VA-15 ensures the provision of replacement plants at a minimum replacement ratio of 2:1, unless a higher ratio is required by the District Landscape Architect. Where feasible, other plantings will be included to bring down the scale of freeway elements. As such, the urban heat island effect as a result of the project can be considered less than substantial.
PC-34-9	Please see response to Comment PC-34-8.
PC-34-10	Please see response to Comment PC-34-8. In addition, urban heat island effects are difficult to quantify and harder still to statistically

Comment Code	Response
	correlate to any one particular project like the I-10 CP. Rather, the effects are compounded cumulatively from a variety of different regional sources. As stated in Section 3.6, the project is not expected to contribute a cumulative impact to regional air quality due to its regional conformity with existing plans.
PC-34-11	Please see responses to Comments PC-34-8 and PC-34-10.
PC-34-12	Impacts are anticipated to have little or no impact on property values in the proposed project area because the project would be constructed along an existing ROW, business access would be maintained throughout construction, and temporary impacts would end when construction of the proposed project is finalized.
PC-34-13	Diesel particulate matter (DPM) is responsible for most of California's estimated cancer risk attributable to air pollution. The California Air Resources Board (ARB) has found that DPM contributes more than 70 percent of the known risk from air toxics and poses the greatest cancer risks among all identified air toxics. Diesel trucks contribute more than half of the total diesel combustion sources; however, ARB has adopted a Diesel Risk Reduction Plan with control measures that would reduce the overall DPM emissions by approximately 85 percent from 2000 to 2020. Furthermore, DPM is only one of many environmental toxics, and those of other toxics and other pollutants in various environmental media may overshadow its cancer risks; therefore, while diesel exhaust may pose potential cancer risks to receptors spending time on or near high-risk DPM facilities, most receptors' short-term exposure would only cause minimal harm, and these risks would also greatly diminish in the future operating years of the proposed project due to planned emission control regulations. According to MSAT emissions analysis, DPM emissions will increase by 5 percent and 8 percent for years 2025 and 2045, respectively, under Preferred Alternative 3 compared to No Build scenarios. As such, DPM emissions would result in a less than substantial impact. Appendix E of the MSAT guidance document includes mitigation for countering the effects of MSAT emissions. These mitigation strategies include commuter incentives, congestion pricing, and Intelligent Transportation System (ITS) programs, such as traffic management centers or incident management systems, all of which are included with Preferred Alternative 3. Temporary impacts related to construction impacts would be reduced through the implementation of avoidance, minimization, and/or mitigation measures AQ-1 through AQ-21. Specifically, AQ-14, AQ-16, and AQ-18 all seek to reduce potential impacts related to DPM.
PC-34-14	As shown in Tables 4-2 and 4-3 in Chapter 4, CEQA Evaluation, without the proposed project, traffic noise levels are not anticipated to substantially increase in the project vicinity above existing levels. While auto and truck traffic may result in an increase of ambient noise levels by design year 2045, existing soundwalls within the project area would adequately maintain or reduce rising noise levels. With the project, most receivers would experience an increase of 1 to 4 decibels (dB) from existing noise levels. Typically, noise increases of 3 dB or less are inaudible to the human ear. With implementation of measures N-1 through N-4, temporary construction noise and vibration impacts would be minimized. As such, the project will not present a noise and vibration impact of such severity that would cause a health concern.
PC-34-15	As described in the report conducted by the National Center for Sustainable Transportation, induced travel can be explained using basic economic principles of supply and demand. By increasing supply, or more highway lanes, the "price" of driving goes down temporarily, thereby encouraging more drivers to utilize the highway facilities. Induced travel counteracts the effectiveness of capacity expansion as a strategy for alleviating traffic congestion and offsets in part or in whole reductions in greenhouse gas (GHG) emissions that would result from reduced congestion. The phenomenon of induced demand is particularly apparent in proposed projects such as Alternative 2, which would increase highway capacity free of cost, encouraging more

Comment Code	Response
	drivers to utilize I-10, minimizing congestion improvements. The same can be said of simply adding general purpose lanes, which would not solve the congestion problem. This is one of the primary reasons why Alternative 3 was identified as the Preferred Alternative. Rather than inducing demand, Express Lanes more effectively manage demand. Managed lanes maximize highway productivity by moving the most vehicles and people along the roadway, while not allowing lanes to get congested. By applying a toll, or congestion pricing, the Express Lanes will provide the opportunity to maximize traffic throughput by not allowing volumes to increase to the point of becoming unstable and congested. Express Lanes also free up capacity in general purpose lanes. Because tolls on Express Lanes are based on real-time traffic conditions, they will vary according to the level of congestion on the freeway. The toll is higher when there is a high level of congestion on the freeway and lower when traffic is lighter to facilitate congestion management. As such, Express Lanes will continue to move people and vehicles in an efficient manner, while implementing constraints that will prevent the traffic deterioration to congested levels.
PC-34-16	Air quality impacts are regional in nature. Accordingly, the resource study area conducted for the I-10 CP encompasses the South Coast Air Basin (SCAB), an area bound by the Pacific Ocean to the west and high mountains around the rest of its perimeter. Because Preferred Alternative 3 was found to conform to SCAG, and FHWA and FTA made a regional conformity determination, despite the regional increase in emissions for certain pollutants, Preferred Alternative 3 would not contribute to a cumulative impact.
PC-34-17	$PM_{2.5}$ and PM_{10} pose a greater health risk than large-size particles, as described in the "Big Road Blues" article. Caltrans and SBCTA are well aware of the risks posed by these particulate matters. A PM hot-spot analysis is required under the EPA Transportation Conformity rule for POAQCs. The proposed project has undergone Interagency Consultation regarding POAQC determination. Interagency Consultation participants concurred that the project is not a POAQC on February 23, 2016. The proposed project is not considered a POAQC because it does not meet the definition as defined in EPA's Transportation Conformity Guidance; therefore, PM hot-spot analysis was not required. This coordination can be viewed in Appendix K of the Final EIR/EIS. In addition, because the project is consistent with the regional AQMP and included in the 2012-2035 RTP/SCS attainment demonstration, despite increase in emissions for the criteria pollutant PM, Preferred Alternative 3 would not result in a substantial impact. PM emissions are composed of exhaust, brake- and tire-wear, and re-entrained road dust emissions. Exhaust emissions will decrease in the future due to improvements in engine and emission control technologies. As exhaust emissions decrease due to more advanced technologies, re-entrained road dust emissions make up a higher fraction of PM. PM emissions become a stronger function of vehicle miles traveled (VMT) and vehicle distribution. The vehicle distribution can change the average vehicle weight and subsequently the re-entrained road dust emissions factors. Overall, the build alternatives would reduce PM emissions on I-10 due to the diversion of heavy and medium trucks to other corridors. By diverting more heavy-duty trucks and attracting more light- and medium-duty trucks to the I-10 corridor, the build alternatives would have a lighter vehicle weight compared to the No Build Alternative. Less re-entrained road dust emissions would be generated per unit mile traveled for the build alternatives compared to the No Build Alternative; however, the build alternatives would add capacity and more mobility and result in increased VMT. The combination of the two effects results in the decreases or increases in regional PM emissions In addition, truck engines and their emission control technologies are optimized to emit the least amount of PM emissions at a much lower speed compared to the average speed of the proposed project. The least amount of PM emissions per unit distance traveled in 2025 for trucks is released at a speed of 30 miles per hour (mph), while for non-truck vehicles, optimum speed in terms of emissions is 50 mph. Increasing the speed of trucks by only 5 mph would result in an associated increase of 13 percent to truck

Comment Code	Response
	emissions; therefore, the total emissions due to operation of the proposed project quickly increases as speeds deviate from an optimum speed.
PC-34-18	See response to Comment PC-34-15.
PC-34-19	See responses to Comments PC-34-16 and PC-34-17.
PC-34-20	Caltrans is committed to making long-lasting, smart mobility decisions that improve the environment, support a vibrant economy, and build communities, not sprawl. We are constantly looking to new alternative modes of transportation that will move people and goods across this state in a safe, efficient, and sustainable manner. That said, the State's highway system currently serves as the best means of accomplishing the goals of Caltrans. As we look into alternatives, such as those presented in "Rethinking the Urban Freeway," we are able to take some of those ideas to envision what our transportation system may look like years down the road. However, the fact of the matter is that commuters across the state rely on an aging highway system that is in desperate need of improvement, as the core backbone of our transportation system. To protect the existing economy, Caltrans must determine the most prudent use of our limited funds to meet the critical needs of the State. As such, transportation investments must first prioritize the preservation and operation of existing systems. Caltrans also understands that our transportation system must include solutions beyond only single-occupancy vehicle options. Caltrans is committed to continual innovation in mobility, and we are working with our partners to find those solutions.
PC-34-21	Please see response to Comment PC-34-8.
PC-34-22	Please see response to Comment PC-34-8.
PC-34-23	Please see response to Comment PC-34-8.
PC-34-24	Please see response to Comment PC-34-8.
PC-34-25	As discussed above, all things considered, this project would work cumulatively with other regionally and locally planned projects to improve upon the existing transportation system without compromising the health and well-being of nearby residents. Caltrans has been and remains committed to providing a safe, sustainable, integrated, and efficient transportation system that enhances California's economy and livability. We feel that this project accomplishes those goals and would not serve as a detriment to the public good.

Comment PC-35

From: Stephen Rogers [mailto:swr.engineer@gmail.com]
Sent: Wednesday, June 08, 2016 3:03 PM
To: I-10 Corridor Project@DOT <i10corridorproject@dot.ca.gov>
Cc: Tressy Capps <tlc36c@hotmail.com>; Angie De La Rosa <GabeandAngie@aol.com>; Anthony Serrano <anthonyaserrano@gmail.com>
Subject: Public Comments RE: EIR-EIS for the I-10 Freeway Widening project

To whom it may concern:

On behalf of the Mentone Area Community Association (MACA), I object to SanBAG being the lead agency for processing and approval of the Interstate 10 Widening project under the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA), as follows:

1). The proposed work to be undertaken to widen the mainline I-10 Freeway between Ontario and Redlands is entirely located within the jurisdiction of the State of California Department of Transportation (CalTrans). **PC-35-1**

2). The San Bernardino Association of Governments (SanBAG) lacks the resources and expertise of the State agency and must rely heavily on private consultants and contract employees, such as for the project management oversight services provided to SanBAG under the Program Management contract held by Parsons Transportation Group (PTG). **PC-35-2**

3). Parsons Transportation Group (PTG) utilizes unlisted sub-consultant Local Agency Engineering, Inc. (LAE) owned by Farhad "Fred" Alamolhoda to provide these services to SanBAG and including the augmentation of staff by providing services directly to CalTrans Local Assistance under the $35M contract. **PC-35-3**

4). Parsons Transportation Group (PTG) simultaneously was selected to provide the I-10 Freeway Widening project Preliminary Alternatives/ Environmental Documentation (PA-ED) design project management efforts, an apparent and admitted conflict with their role as SanBAG's Program Management consultants. **PC-35-4**

5). The development of the SR-210 Foothill Freeway under Measure I has amounted to piecemeal construction and the delay associated with the ultimate improvement completion is now being used as justification by SanBAG/SCAG for needing to additionally widen the parallel I-10 corridor with Express "Toll" Lanes. **PC-35-5**

6). The former CalTrans District 8 Director and ex-officio member of SanBAG Basem Muallem retired from CalTrans and went directly into private employment with Parsons Transportation Group (PTG) without any "cool down period", in violation of PTG's published corporate executive ethics standards requiring a three year waiting period before making such a transition. **PC-35-6**

7). The ultimate lane configuration for the I-10 corridor being considered by Alternative #3 Express "Toll" Lanes is not consistent with LA County's planned future I-10 facilities to the west, is therefore incompatible, and should be rejected outright as such. **PC-35-7**

I want to thank you for this opportunity to provide public comments for this important public works project and involving pubic policy matters effecting the health, safety, welfare and overall quality of life for San Bernardino County residents and businesspeople living, working and playing in Southern California.

If there are any questions about this correspondence, please call me at (909)556-1988 for clarification.

Sincerely,
Steve Rogers, VP/ Treasurer MACA
Stephen W. Rogers, PE Consulting

From: Stephen Rogers [mailto:swr.engineer@gmail.com]
Sent: Wednesday, December 14, 2016 4:23 PM
To: Bulinski, John C@DOT <john.bulinski@dot.ca.gov>
Cc: Tressy Capps <tlc36c@hotmail.com>; Angie De La Rosa <GabeandAngie@aol.com>
Subject: Re: Additional Public Comments RE: EIR-EIS for I-10 Freeway Widening project

Fyi

On Jun 9, 2016 5:17 PM, "Stephen Rogers" <swr.engineer@gmail.com> wrote:

> To whom it may concern:
>
> On behalf of the Mentone Area Community Association (MACA), I am hereby submitting the following additional public comments in opposition to the subject EIR-EIS document as prepared by the San Bernardino Association of Governments (SanBAG):
>
> 1). CalTrans District 8 should be the lead agency for the I-10 Freeway Widening project and the EIR-EIS should be re-noticed and redistributed appropriately. The current documentation and process being utilized by SanBAG is entirely inadequate, significantly biased and apparent predetermination has been made by staff, SanBAG's consultants and some of the Board of Directors favoring Alternative #3 Express "Toll" Lanes. **PC-35-8**
> 2). At the June 9, 2016 I-10 & I-15 Joint Sub-Committee meeting Chaired by Ontario City Councilman Alan Wapner and during the Public Comment portion of the meeting, Mr. Wapner attempted to deny me the opportunity and asked SanBAG's General Legal Counsel to intervene, during my commenting on the progress of the I-10 Freeway Widening project, a violation of the Brown Act public meeting law. **PC-35-9**
> 3). That segment of the I-10 Freeway Widening project Alternative #3 Express "Toll" Lanes lying west of the I-15 Freeway is not included in the voter approved Measure I State Gas Tax program and is therefore not eligible to be funded by Measure I monies. Measure I funds have already been misappropriated by SanBAG to fund preliminary development costs for this segment due to staff's premature and preconceived adoption of the "Locally Preferred Alternative" ahead of considering the final outcome of the EIR-EIS document. **PC-35-10**
> 4). Qualifying for the special funding from the State and Federal government necessary to implement the most expensive plan otherwise known as Alternative #3 Express "Toll" Lanes for the I-10 Freeway Widening project will be especially difficult due to one of SanBAG's member local agencies, the City of San Bernardino, having entered Federal Bankruptcy court in 2012. **PC-35-11**
>
> Thank you for this opportunity to make additional comments on this important project in San Bernardino County, CA and we look forward to your responses to these concerns to be contained in the Final EIR-EIS document once published. If there are any questions regarding this correspondence, I can be reached at cell(909-556-1988).
>
> Sincerely,
> Steve Rogers, VP/ Treasurer MACA
> Stephen W. Rogers, PE Consulting

1

Response to Comment PC-35

Comment Code	Response
PC-35-1	Thank you for participating in the environmental review process for the I-10 Corridor Project (I-10 CP). The California Department of Transportation (Caltrans) is the lead agency for the I-10 CP because as the commenter has correctly stated, Interstate 10 (I-10) is located within Caltrans right-of-way (ROW). As the agency responsible for transportation planning and cooperative regional planning in San Bernardino County, it is appropriate for the San Bernardino County Transportation Authority (SBCTA) to be the agency sponsoring the project.
PC-35-2	SBCTA may, from time to time, enter into agreements with private firms or other agencies to perform ongoing services. Such contracts are geared toward the performance of specific functions on a continuing or as-needed basis. SBCTA awarded Parsons Transportation Group (PTG) with a program management contract after PTG demonstrated that it possessed the competence and professional qualifications necessary for the satisfactory performance of the services requested.
PC-35-3	SBCTA is aware that LAE Associates, Inc. provides services for PTG as a subcontractor.
PC-35-4	As the program manager, PTG assists SBCTA in oversight of consultants and engineering firms responsible for the development of various road and highway projects. The responsibilities that PTG holds in its management and implementation of the I-10 CP do not conflict with its role as Program Manager for SBCTA. The current SBCTA project manager assigned to the I-10 CP is not a PTG employee. SBCTA holds all contractors/ subcontractors to its Conflict of Interest Code, which ensures the alignment of all economic and financial interests with SBCTA's. PTG is in compliance with this code and, as such, there are no conflicting economic interests or disclosures.
PC-35-5	Both I-10 and State Route (SR) 210 are included in SBCTA's Measure I Expenditure Plan, which includes all six San Bernardino Valley freeway corridors. Improvements on both corridors are included in SBCTA's Ten-Year Delivery Plan. As stated in SBCTA's Countywide Transportation Plan, the completion of projects on SR-210 has demonstrably reduced congestion on I-10. Despite these improvements, as discussed in the Final Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) for the I-10 CP, existing and forecasted traffic deficiencies on I-10 necessitate improvements for the corridor, particularly Preferred Alternative 3.
PC-35-6	PTG and Mr. Muallem complied with all California laws applicable to employees of public agencies leaving public service. Furthermore, Mr. Muallem did not participate in any matters pertaining to the I-10 CP or any other Caltrans project while at PTG.
PC-35-7	The proposed I-10 CP is included in the 2012 Regional Transportation Plan (RTP) and 2015 Federal Transportation Improvement Program (FTIP). As such, the project is consistent with the regional Metropolitan Planning Organization's (MPO), more specifically the Southern California Association of Government's (SCAG), transportation plan for the southern California region, which includes San Bernardino and Los Angeles counties. SCAG is responsible for ensuring that existing and future expenditures of governmental funds for transportation projects are done so in a comprehensive and appropriate manner for achieving the transportation vision and goals of the region. Preferred Alternative 3 is consistent with those goals; therefore, it is not incompatible with future planned I-10 improvements in Los Angeles County.
PC-35-8	Caltrans is the lead agency under the National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA) for the I-10 CP, and SBCTA is the project sponsor. All of the build alternatives evaluated in the I-10 Final EIR/EIS are evaluated on criteria that would achieve the objectives of the project to reduce congestion, increase throughput, enhance trip reliability, and accommodate long-term congestion management

Comment Code	Response
	of the corridor. Two build options were proposed (Alternatives 2 and 3), as well as a No Build Alternative 1. The potential effectiveness of each alternative was rigorously explored and objectively evaluated to achieve the project purpose and address the project need based on informed decision making by the Project Development Team (PDT); input garnered from various State, federal, and local agencies; and comments received from the public during the public scoping meetings. More information regarding the development and descriptions of project alternatives is included in Chapter 2, Project Alternatives, of the Final EIR/EIS. Prior to circulation of the Draft EIR/EIS, Alternative 3 was identified as the Locally Preferred Alternative (LPA) on July 2, 2014. NEPA regulations §1502.14(e) allow the lead agency to identify the "preferred alternative or alternatives, if one or more exists, in the draft statement and identify such alternative in the final statement." In accordance to standard Caltrans practices, if a local government or organization has a preference for a particular alternative, this can be stated in a Caltrans document if the alternative is labeled the "Locally Preferred Alternative," which is consistent with what was done prior to circulation of the Draft EIR/EIS. Though a Locally Preferred Alternative was identified, meaningful evaluation, analysis, and comparison of each project alternative was conducted to a comparable level of detail, and no prejudices were exhibited. A table displaying the major characteristics and substantial environmental effects of each alternative to summarize the comparison, as recommended in §15126.6(d) of the CEQA guidelines, is included in Table 2-11 of the Final EIR/EIS. Environmental impacts resulting from implementation of Alternative 3 would be minimal with incorporation of mitigation measures. In addition, Alternative 3 more fully addresses the purpose and need compared to Alternative 2 because it provides greater congestion reduction, greater throughput capacity, better trip reliability for single-occupant and high-occupancy vehicle (HOV) users, and long-term congestion management. As such, after consideration of comments received on the Draft EIR/EIS and public input, Caltrans identified Alternative 3 as the Preferred Alternative on June 22, 2016.
PC-35-9	According to SBCTA's *Meeting Procedures and Rules of Conduct*, an opportunity is provided for members of the public to speak on any subject within SBCTA's authority, consistent with the Ralph M. Brown Act, which guarantees the public's right to attend and reserves time for the public to comment at meetings of local legislative bodies. However, SBCTA also reserves the right and discretion to intervene if a person, group, or groups of persons is willfully disrupting the meeting. Disruptive or prohibited conduct includes, without limitation, addressing SBCTA without first being recognized, not addressing the subject matter at hand, repetitiously addressing the same subject, failing to relinquish the podium when requested to do so, or preventing SBCTA from conducting the meeting in an orderly manner.
PC-35-10	You are correct in noting that the segment of the I-10 CP west of Interstate 15 (I-15) is not included in the original Measure I 2010-2040 Strategic Plan, as approved by the SBCTA Board of Directors on April 1, 2009. However, one of the key requirements of the Strategic Plan is the preparation of a Ten-Year Delivery Plan. The purpose of the Ten-Year Delivery Plan is to provide a transparent list of projects that will be developed during the next 10 years and provides the basis for the preparation of SBCTA's annual budgets for capital projects. The Ten-Year Delivery Plan is a living document that is updated every 2 years to capture revisions and updates and to stay current. The latest approved 2014 update of the Ten-Year Delivery Plan includes the entirety of the I-10 CP alignment as described in the Final EIR/EIS for allocation of Measure I funds, including the segment of the alignment west of I-15. As such, this project does not represent an inappropriate distribution of Measure I funds. Refer to response to Comment PC-35-8 regarding the supposed "premature and preconceived adoption of the "Locally Preferred Alternative."

Comment Code	Response
PC-35-11	This project is a major element in the SBCTA Ten-Year Delivery Plan, which outlines funding for the proposed project with a combination of Measure I, State, and federal funds and potential toll revenues. The bankruptcy status of the City of San Bernardino is not anticipated to detrimentally affect the funding status of the proposed I-10 CP. In addition, the City of San Bernardino has started the final steps on the path to exit bankruptcy, including approval of the City's Plan of Adjustment of Debts by a U.S. Bankruptcy Court Judge on December 6, 2016.[6]

[6] City of San Bernardino. Chapter 9 Bankruptcy.
Retrieved from http://www.ci.san-bernardino.ca.us/home_nav/chapter_9_bankruptcy/

Comment PC-36

From: Morgan Keith [mailto:mkeith07@charter.net]
Sent: Thursday, June 09, 2016 9:53 AM
To: I-10 Corridor Project@DOT <i10corridorproject@dot.ca.gov>
Subject: Interstate 10 Corridor Project

Interstate 10 Corridor Project

June 9, 2016

Comments:

Considering the two alternatives deemed acceptable for the Interstate 10 Corridor Project and discussed by the California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA), I would support Alternative 3 only if it were a private enterprise funded by private investment dollars. I reject Alternative 2 and the idea that it along with Alternative 3 would be financed by taxes derived from any public source because funding the addition lanes would provide **free** be

Interstate 10 Corridor Project

June 9, 2016

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Considering the two alternatives deemed acceptable for the Interstate 10 Corridor Project and discussed by the California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA), I would support Alternative 3 only if it were a private enterprise funded by private investment dollars. I reject Alternative 2 and the idea that it along with Alternative 3 would be financed by taxes derived from any public source because funding the addition lanes would provide **free** benefits only those drivers who meet the current HOV and Express Lanes criteria.

Scanning many of the pages referring to this EIR for this project in this website failed to produce any reference to funding sources, so it is assumed that the prospective projects will receive public funding.

PC-36-1

http://www.sanbag.ca.gov/projects/mi_fwy_I-10-corridor.html[sanbag.ca.gov]

Based upon research, I believe that such a project could find funding from as many as 20 or more public funding sources such as taxes and fees collected by the various governmental agencies. I believe that the idea of funding HOV and Express lanes with public monies that only benefit certain classifications of drivers is discriminatory against drivers that drive alone or cannot afford to pay the toll to use lanes paid for by themselves through taxes collected. Why do we allow drivers whose taxes paid for the HOV and Express lanes sit stalled in GP traffic lanes when those who receive free use of these HOV and Express lanes move along at a faster pace?

1

Providing free use of the HOV and express lanes to those that meet the current HOV and Express criteria is an unlawful gifting of public money. One argument proposes that the free use of drivers driving electric vehicles do not pay gas tax so why should they be subsidized by those that do. PC-36-1

The reduction of LOS appears to only reduce the traffic rating for the users of the HOV and Express lanes. Typically, any LOS less than C is considered unacceptable. However, the projected LOS for Alternatives 2 and 3 rarely meets the LOS C or above criteria for all lanes. PC-36-2

Alternative 3 should find funding from private sources. I would endorse construction and ownership by as a private enterprise project of all express lanes. The remaining lanes would be free GP lanes with only those willing to pay a toll allowed to use the express lanes. I would include public transportation, motorcycles, commuter vans, and ride-share vehicles as candidates for paying tolls. I recommend that only emergency vehicles qualify for toll exemption. PC-36-3

I have had enough of gifting of public funds as a social engineering mechanism!

(Alternatives 2 and 3).

Alternative 2

Alternative 2 would extend the existing HOV lane in each direction of I-10 from Haven Avenue in Ontario to Ford Street in Redlands. Preliminary cost estimates for this alternative are $567 million (approximately $659 million in future dollars), including $446 million in construction, $14 million in ROW and utility relocation, and $100 million in support costs. Construction Duration 42 months.

Alternative 2 daily vehicle miles traveled (VMT) in the study corridor is forecast to be 8,451,000 in 2025 and 10,013,000 in 2045, compared to 8,195,000 in 2025 and 9,746,000 in 2045 under Alternative 1 (No Build).

Operations for general purpose (GP) lanes under Alternative 2 in year 2025:

- Level of service (LOS) F during both the AM and PM peak hours in both directions between the Los Angeles/San Bernardino (LA/SB) county line and California Street
- LOS C in the eastbound (EB) direction during the AM peak hour and LOS C in the westbound (WB) direction during the PM peak hour between California Street and Ford Street

Operations for high-occupancy vehicle (HOV) lanes under Alternative 2 in year 2025:

- Between the LA/SB county line and Haven Avenue, operations are anticipated to be LOS F in the WB direction during both the AM and PM peak hour, LOS F in the EB direction during the PM peak hour, and LOS C in the EB direction during the AM peak hour
- LOS B to F during the AM peak hour in both directions and LOS D to F during the PM peak hour in both directions between Haven Avenue and Ford Street

Operations for GP lanes under Alternative 2 in year 2045:

- LOS F during both the AM and PM peak hours in both directions between the LA/SB county line and California Street
- LOS D during the AM peak hour in the EB direction and LOS C during the PM peak hour in the WB direction between California Street and Ford Street

Operations for HOV lanes under Alternative 2 in year 2045:

- LOS F during both the AM and PM peak hour in both directions between the LA/SB county line and Haven Avenue
- LOS F during both the AM and PM peak hour in both directions between Haven Avenue and Ford Street
- LOS D in the EB direction during the AM peak hour between Haven Avenue and Ford Street
- LOS E in the WB direction during the PM peak hour between California Street and Ford Street

Alternative 3

Alternative 3 would provide two Express Lanes in each direction of I-10 from the LA/SB County line to California Street in Redlands and one Express Lane in each direction from California Street to Ford Street in Redlands. Implementation of the build alternatives would reduce congestion, increase throughput, enhance trip reliability, and accommodate long-term congestion management of the corridor. Preliminary cost estimates for this alternative are $1.489 billion (approximately $1.726 billion in future dollars), including $1.176 billion in construction, $82 million in ROW and utility relocation, and $220 million in support costs. The term Express Lanes refers to managed lanes, which would operate as high occupancy toll (HOT) lanes, free for motorcycle/bus/emergency vehicles/some HOVs. The lanes would be managed to optimize free-flow conditions, so that a journey through the corridor would be possible as free-flow, even when congestion on I-10 is severe with gridlock. Construction Duration 60 months.

Alternative 3 daily VMT in the study corridor is forecast to be 8,937,000 in 2025 and 10,736,000 in 2045, compared to 8,195,000 in 2025 and 9,746,000 in 2045 under Alternative 1 (No Build).

Operations for GP lanes under Alternative 3 in year 2025:

- LOS F during both the AM and PM peak hours in both directions between the LA/SB county line and California Street in Redlands
- LOS C during the AM peak hour in the EB direction and LOS C during the PM peak hour in WB direction between California Street to Ford Street

Operations for HOV lanes under Alternative 3 in year 2025:

- LOS D or better during both the AM and PM peak hours in both directions between the LA/SB county line and Ford Street Operations for GP lanes under

Alternative 3 in year 2045:

- LOS F during both the AM and PM peak hours in both directions between the LA/SB county line and California Street
- LOS D during both the AM and PM peak hours in both directions between California Street to Ford Street

Operations for HOV lanes under Alternative 3 in year 2045:

- LOS D or better during both the AM and PM peak hours in both directions between the LA/SB county line and Ford Street

3

Future Lanes:

Passenger and local delivery vehicles would surely move along the I-10 corridor if long-haul trucks had other means to move from the seaports and out of the greater LA basin other than the State and Federal highways. How quickly will SCAG, SANBAG, RCTC and other transportation JPAs invest in design and environmental studies concerning rail-lines for trucks or independent Toll Lanes for long-haul trucks only? **PC-36-4**

Morgan Keith

951-961-4924

4

Response to Comment PC-36

Comment Code	Response
PC-36-1	Thank you for your participation in the public review process for the I-10 Corridor Project (I-10 CP) Draft Environmental Impact Report (EIR)/Environmental Impact Statement (EIS). The project is included in the Southern California Association of Government's (SCAG) 2012-2035 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) and programmed for federal and State funds in the 2015 Federal Transportation Improvement Program (FTIP). Building and maintaining highway infrastructure is not free. The funds must come from somewhere, and the only options are taxes and tolls, especially because the gasoline tax is no longer a viable source of funding for freeway projects. The federal gas tax has not changed since 1993, and the California gas tax has not changed since 1994. Gas taxes have eroded due to inflation, and vehicles have become more fuel efficient, meaning less revenue for transportation improvements. To continue to provide a quality transportation system, taxes and tolls have become necessary for funding. A study conducted by the University of Southern California (USC) and the University of California, Los Angeles (UCLA) found that charging a toll to fund improvements is less regressive than increasing the gasoline tax or sales tax to cover the cost because a toll is paid only when using the facility (i.e., user fee), while the gasoline and sales tax are paid by all members of the public. The San Bernardino County Transportation Authority (SBCTA) has prepared an Equity Assessment for Interstate 10 (I-10) to address concerns that the Preferred Alternative 3 would create an access barrier and be unfair for individuals with lower incomes. The assessment found that the Express Lanes are projected to have several benefits for low-income drivers. Notably, the traffic study models indicated that travel times in the general purpose lanes would improve on both I-10 and Interstate 15 (I-15) if Express Lanes are implemented compared with other project alternatives, which would also benefit those utilizing the existing general purpose lanes by improving the overall corridor flow of traffic. Analysis of potential toll prices indicated that there could be times when a low-income driver would find the Express Lanes time savings attractive. Express Lanes are already operating throughout many cities across the country, and surveys show that people of all income levels use them. The average customer may not use them every day, but they will use the Express Lanes when fast and reliable travel is needed. In addition, Express Lanes help public transportation vehicles provide more reliable service and serve as a benefit for all public transit users. As such, the Express Lanes would not benefit only a certain classification of drivers.
PC-36-2	Pursuant to the Highway Capacity Manual (HCM) 2000, Level of Service (LOS) F is the threshold at which there are noticeable breakdowns in vehicular flow. At LOS F, there are a greater number of vehicles arriving than the number of vehicles discharged; therefore, the projected peak-hour flow rate exceeds the estimated capacity of the location. In contrast, LOS E, one tier above, describes operation at capacity. Under California Department of Transportation (Caltrans) and SBCTA traffic analysis criteria, only LOS F is defined as unacceptable traffic flow conditions. Under Preferred Alternative 3 in year 2025 and 2045, the freeway mainline is anticipated to operate at LOS F during both the AM and PM peak hours in both directions, except for the eastbound (EB) direction during the AM peak hour and westbound (WB) segment during the PM peak hour from California Street to Ford Street when LOS C or D is anticipated. The Express Lanes are expected to operate at LOS D or better during both the AM and PM peak hours in both directions. Under the No Build Alternative, LOS F is anticipated in the high-occupancy vehicle (HOV) lanes between the Los Angeles/San Bernardino (LA/SB) county line and Haven Avenue. A more detailed link-by-link presentation of the freeway mainline LOS under Alternative 3 Opening Year (2025) and Design Year (2045) traffic conditions for HOV lanes is in Table 3.1.6-5 of the Final EIR/EIS.

Comment Code	Response
	However, when forecasting Preferred Alternative 3 traffic speeds for 2025 and 2045 during peak hours in each direction by lane type, noticeable improvements to travel speeds are anticipated, as discussed further in Section 3.1.6, Traffic and Transportation/ Pedestrian and Bicycle Facilities. In addition, Table 3.1.6-7 in Section 3.1.6 forecasts Preferred Alternative 3 corridor travel time for 2045 along I-10 between the LA/SB county line and Ford Street during peak hours in each direction by lane type (general purpose and Express). For both lane types combined, average travel time under Alternative 3 in year 2045, weighted for the volumes using each lane type, ranges from 38 to 61 minutes, compared to 57 to 83 minutes under the no-build conditions. Under Preferred Alternative 3 in 2045, approximately 24,165 daily and 6.0 million annual vehicle hours of delay (VHD) are anticipated, compared to 31,871 daily and 8.0 million annual VHD under no-build conditions. As such, even though traffic operation along the general purpose lanes under Preferred Alternative 3 would operate at LOS F in future conditions, performance would still be improved when compared to the No Build Alternative.
PC-36-3	Caltrans appreciates your suggestions; however, as discussed in responses to Comments PC-36-1 and PC-36-2, Preferred Alternative 3 would provide travel benefits to all users of I-10 as a public good and serves as an alternative source of funding for freeway projects. As such, it is an appropriate use of public funds.
PC-36-4	Truck lanes are currently being studied as a separate project along State Route (SR) 60, which is a parallel east-west corridor located south of I-10. While considerable growth in truck traffic is anticipated on I-10, overall growth on SR-60 is forecast to be the highest of all the east-west corridors. SCAG's 2012 RTP/SCS indicates that construction of the SR-60 east-west truck lanes and other east-west freight corridor projects are projected to draw substantial volumes of truck traffic away from parallel routes, easing congestion and creating capacity of other vehicles on GP lanes. The I-10 corridor is one of those parallel facilities anticipated to benefit through reduction of daily truck traffic on portions of the freeway mainline. Without construction of parallel east-west freight corridors, traffic congestion is expected to worsen into the future. However, even with these projects in consideration, with the increased freight tonnages and vehicle miles traveled (VMT) on the freeway system, the Express Lanes still need to be considered because right-of-way (ROW) constraints on I-10 mean that any new lanes need to operate at an optimum level. Express Lanes achieve this optimization by maximizing usage and managing the demand.

Comment PC-37

THE I-10 CORRIDOR PROJECT

Thank you for your interest in The I-10 Corridor Project.

San Bernardino Associated Governments (SANBAG) and Caltrans would like to accurately and personally address your questions and concerns. Please complete the contact information to the right and indicate the best way to reach you.

The purpose of the proposed project is to facilitate the movement of people and goods through the I-10 corridor by managing traffic demand, improving travel times and increasing the use of carpooling and transit.

CONTACT INFORMATION

Name: Jess ANDA

Street Address: 16592 Washington Dr.

City: Fontana State: CA Zip Code: 92335

Phone: (—) — Cell: (909) 900-8942

Email: — FAX: (—) —

Are you a local business owner? Yes: No: X

If so, please name the business: —

Preferred Contact Method: (Please check one)

By Phone: X Email: FAX: In Writing:

YOUR COMMENTS/QUESTIONS

Thank you for your input on The I-10 Corridor Project. Please submit comment(s) by June 8, 2016

To provide comments or questions, send an email to i10corridorproject@dot.ca.gov or call the project helpline at (909) 884-8276.

My name is Jess Anda. I live at 16592 Washington Ave. in Fontana, Ca.91730 (between Cypress & Juniper) I have lived here for over 14 years. I am a tenant - and the property owners are Victor and Diane Vollhardt. The building of the Cypress street overpass with its "unusual" entrance to Washington Drive and the locked gate at the Eastern end of Washington Drive has made our neighborhood a isolated spot. As such we are now bothered by transients and homeless people. There is a homeless man living under the Cypress underpass 24/7 right now. Breakins - trash dumping and taggers are a problem. I oppose a sound wall as it would only accent those problems making it easier for bad guys to "hide" themselves and their activities. We are already insolated - A wall would only make it worse. I do not want a sound wall. Signed Jess Anda

PC-37-1

PC-37-2

Response to Comment PC-37

Comment Code	Response
PC-37-1	Thank you for participating in the environmental process for the I-10 Corridor Project (I-10 CP). It is acknowledged that, like many cities across California, there are homeless and transient people in various locations in Fontana. There is no way to restrict access by homeless and transit people in certain areas; however, if they are breaking the law or municipal code, such as this particular case of an individual sleeping in a public place, the police department may remove them from the area or restrict their access to the area. It is advisable to coordinate such actions with the local police department. With regards to trash dumping and taggers on California Department of Transportation's (Caltrans) right-of-way (ROW), Caltrans encourages residents to submit a maintenance service request using the following link: http://www.dot.ca.gov/hq/maint/msrsubmit/. Proper care and upkeep of State facilities are of utmost importance to Caltrans, as it conserves the public's investment in the highway system and ensures that the system will continue to provide maximum benefits to the traveling public.
PC-37-2	Proposed Soundwall S1833 at the location of your property was found to be both reasonable and feasible, as discussed in Section 3.2.7 of the Final Environmental Impact Report (EIR)/Environmental Impact Statement (EIS). Properties that would benefit from each feasible and reasonable soundwall were identified for a soundwall survey following the identification of Alternative 3 as the Preferred Alternative. Properties that would receive a 1-decibel (dB) or more noise reduction were also included in the soundwall survey. Soundwalls within Caltrans ROW will not be constructed if 50 percent or more of responding property owners and residents oppose construction of the soundwall. Your input is important and a soundwall survey was sent to your property. After the initial and follow-up survey efforts were completed, the survey responses were collected and tabulated for each feasible and reasonable noise barrier. The results of the soundwall survey near your property indicate more than 50 percent of the respondents opposed construction of Soundwall S1833. As such, Soundwall S1833 will not be constructed.

Comment PC-38

From: Brent Merideth <meridethbl@gmail.com>
Date: May 28, 2016 at 6:43:24 AM PDT
To: lmccallon@cityofhighland.org
Subject: Interstate 10 Widening EIR mobility concerns

Brent Merideth

29733 Southwood Ln

Highland, CA 92346

909-725-4884

28 May 2016

Honorable Larry McCallon,

Mayor, City of Highland

27215 Base Line

Highland, CA 92346

Re: Interstate 10 widening

Dear Mr. McCallon,

First, I'd like to thank you for your service as Mayor, which looks like may be a thankless job even in the best of times. Thank you also for your continued support of new bike infrastructure throughout the city of Highland. I think I've mentioned in previous emails that during my daily commute to work I don't generally feel safe until I return within the city's borders. I sometimes call the city the Island of Highland. Additionally, I'm grateful because I've been told that the city council

and planning commission are both supportive of Ernie Wong and Dave Kinzle's efforts to pursue funding for additional bike infrastructure.

As a member of the SANBAG board, I request that you reconsider some aspects of the I-10 widening project currently in Environmental Review. While it is expected that there are no allowances for bikes or pedestrians in the direction of I-10, it is surprising that provisions for the enhancement of bicycle/pedestrian crossings of I-10 are absent nearly the entire stretch and outright prevented in the pathways that matter the most in each of the studied alternatives. Specifically provisions for the San Timoteo and San Sevaine underpasses look to be eliminated with this project.

Over the more than 30 mile length of the project there are currently 6 out of 54 road crossings where bike lanes exist, including Tippecanoe, whose bike lanes are only a month old but connect to nothing north of Harriman. Half of those six crossings are within 2 miles of each other in Fontana leaving multiple gaps of more than 5 miles between crossings with any bike infrastructure. Even as a confident cyclist and walker some of the scariest places I must travel are through freeway crossings. Many, if not most people consider freeways such as I-10 as impenetrable borders to cycling or walking. In conversations I've had with other residents, it is the fear of being hit by a car that people cite most as their biggest barrier to cycling and that fear is multiplied at freeway crossings. Drivers entering and exiting the freeway are prepared for very fast speeds. Sometimes they don't seem to be looking out for anything but cars.

PC-38-1

While the Santa Ana River Trail is a (the only) dedicated bike crossing of I-10, it currently connects to no more than one meandering disconnected bike lane within all of San Bernardino County.

People need *options* for travel, but the I-10 widening project makes travel for non-car options even more difficult. It plans to eliminate future opportunities for safer bike travel crossing the interstate. The San Bernardino County Non-Motorized Transportation Plan shows that a direct non-motorized link is a planned dedicated pathway along San Timoteo Creek northwesterly from Loma Linda to the SART. The I-10 EIR; however, says the freeway will be widened but not raised the few feet necessary to allow bikes and pedestrians to cross underneath. The EIR also says that the existing San Sevaine under-crossing, which is a planned bike/pedestrian thoroughfare, will be abandoned. If this project continues as planned, the cost of a bike/pedestrian crossing at either location will escalate tremendously making future crossings virtually unobtainable.

Added cost will inevitably be cited as a deterrent to saving these crossings. I would counter that at $22 million per mile for one option or $51 million per mile

for the other option, the cost of adding a lane in each direction when there are already two other freeways running parallel, will A) not significantly improve conditions, which is ironically supported by the statistics in the EIR and B) could be better spent on mobility projects that have shown to be statistically better at employing and moving more people. The 405 freeway through the Sepulveda pass is just one perfect example of an extraordinary amount of money spent for very little gain. Measure I, which is funding the vast majority of this project is paid for by everyone, whether they drive or not, so it should be spent on projects that benefit people over cars. It should be used to encourage development around Metrolink and Redlands Rail and make existing communities more walk-able. It should be used to give sbX signal priority instead of stops every 100 feet. It should promote community and encourage local recreation and shopping. It should be used to build a car-less option to our tourist attractions in the mountains (A tram would seem to cost far less than cog rail). It should encourage goods and freight movement without forcing it to directly compete with Single Occupancy Vehicles. Finally, it should be used to provide dedicated pedestrian and bicycle links across freeways.

PC-38-2

Please do not allow SANBAG to set conditions that force people to use cars on our very dangerous roadways for all travel for the rest of our lives. On average, someone in the IE is killed at the hands of drivers every day. Everyone knows someone who has been killed or seriously injured in a car crash. Please provide future provisions for safe travel away from cars for recreation and fitness, yes, but also for safer, more efficient, cheaper, and healthier access to homes, jobs and shopping. Please do not allow the county to ignore the NMTP. If San Bernardino County ever hopes to reduce its obesity epidemic, its high rates of asthma, its currently inescapable traffic, and its high vehicle fatality rates, we must provide the capability to improve quality of life, if not now, then some time in the near future. For these two pathways, San Timoteo and San Sevaine this may be the most reasonable opportunity to make it work, let's use it. Thanks for your consideration on this matter and for helping to move forward on multiple projects to begin improving mobility for all IE citizens.

Thank you,

Brent Merideth

Response to Comment PC-38

Comment Code	Response
PC-38-1	Thank you for participating in the environmental process for the I-10 Corridor Project (I-10 CP). The purpose of the I-10 CP is to enhance mobility options and ease congestion along the Interstate 10 (I-10) corridor, which is a backbone of the San Bernardino County transportation network. As such, the project primarily focuses on improvements to I-10 while providing limited improvements on local cross streets only to those that are impacted by the project, which include Monte Vista Avenue, San Antonio Avenue, Euclid Avenue, Sultana Avenue, Campus Avenue, 6th Street, Vineyard Avenue, Richardson Street, and Tennessee Street. Nonmotorized transportation infrastructure, including bike lanes and pedestrian facilities along the affected cross streets, has been considered in the development of the preliminary project design. As part of the project, new bike lanes (Class II or Class III) will be integrated into the roadway improvements along Monte Vista Avenue, Euclid Avenue, Vineyard Avenue, and Tennessee Avenue, consistent with their respective local circulation plans and California Department of Transportation (Caltrans) design standards. All existing sidewalks, bike lanes, and trails within the project limits will also be maintained. In addition, the project will improve pedestrian access to transit within the limit of the project improvements by adding bus stops at the on-ramps of the Mountain Avenue and Sierra Avenue interchanges and incorporate associated intersection, pedestrian access, and traffic signal improvements to accommodate Omnitrans express bus service that currently travels along I-10. Under both build alternatives considered, the San Timoteo Creek bridge in the city of San Bernardino and the Etiwanda-San Sevaine Flood Control Channel bridge in Fontana are proposed to be widened to accommodate the proposed freeway improvements. The bridge widening portions will need to conform to the elevations of the existing bridges to provide uniform pavement surface for traffic use. Raising the bridge elevations would require complete replacement of the existing structures, as well as adjusting the I-10 pavement on either side of the bridges for several hundred feet to match the bridge elevations, which is not financially feasible as part of the I-10 CP. In addition, bridge replacements would result in substantially more traffic impacts during construction than a bridge widening. Replacement of a bridge would necessitate extensive lane closures and detours of I-10, resulting in major disruption to the traveling public for 24 to 36 months compared to bridge widening, which can be accomplished with minor disruption to the traveling public in less than 12 months. While the project does not specifically provide enhancement for nonmotorized transportation facilities beyond the defined improvement scope and limits, the project does not preclude future implementation of planned bike facilities. The proposed widening of the San Timoteo Creek bridge and the Etiwanda-San Sevaine bridge will be supported by extension of existing abutments and pier walls, similar to the existing configuration, and will not block the potential pathways for a bike facility. The reference to abandonment of the existing San Sevaine Creek in Chapter 2, Project Alternatives, of the Final Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) is related to an existing reinforced concrete box underneath I-10, which is no longer in service and is a different location from the Etiwanda-San Sevaine Creek bridge in which a future Class I bike path is planned.
PC-38-2	Caltrans and the San Bernardino County Transportation Authority (SBCTA) recognize the importance of nonmotorized transportation mobility and are committed to providing safe nonmotorized facilities for San Bernardino County. Caltrans' commitment to nonmotorized transportation improvements is evident through the design guidance and criteria to integrate nonmotorized facilities into the highway system, which are incorporated in this project as discussed above. In addition, Caltrans established a Bicycle Transportation Account (BTA), which is an important program that annually provides State funds for city and county projects that improve safety and convenience for bicycle commuters. Additionally, SBCTA has developed the San Bernardino County Non-Motorized Transportation Plan (NMTP), dated March 2011 and revised May 6, 2015, outlining the plan to deliver a comprehensive, interconnected cycling and walking

Comment Code	Response
	system for San Bernardino County communities. SBCTA is continuing ongoing efforts to identify funding sources and allocate State, federal, and local funds to implement these nonmotorized transportation improvements. Both Caltrans and SBCTA are committed to guiding the maintenance and development of a sustainable transportation system. This includes laying out long-term strategies that best utilize limited funds to provide congestion relief and economic competitiveness, while moving towards a sustainable system that emphasizes a more balanced multimodal system. The I-10 CP is a key component in preserving the efficient operation of an existing transportation facility, but it also furthers these other priorities simultaneously. More frequent and new commuter rail and Express bus services are included as critical components of future transportation plans in San Bernardino County. The Express Lanes offer reliability and efficiency improvements that are expected to be essential in the success of some proposed Express bus services. Further evaluation of the Express Lanes will explore how the synergy between Express bus service and Express Lanes can provide new premium transit opportunities in San Bernardino County. With regards to safety, Preferred Alternative 3 would add lanes in each direction, increasing the capacity of the freeway mainline, as well as providing additional auxiliary lanes where warranted to improve lane continuity and traffic flow. These operational improvements are anticipated to provide countermeasures and may lead to a decrease in the accident rates on the freeway mainline. None of the proposed improvements are anticipated to result in an increase in accident potential, nor compromise safety along the corridor.