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I-710 Corridor Project EIR/EIS

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Environmental Subject Working Group Recommendations to the Corridor Advisory Committee

October 15, 2009

ESWG Process

- **ESWG discussion since April, 2009 has primarily focused on:**
 - **Significance Thresholds**
 - **Construction Impacts**
 - **Near-Source Modeling**
- **The last two ESGW meetings were dedicated to developing recommendations for the CAC related to these topics**

Significance Thresholds - Background

- **ESWG members have advocated for the adoption of SCAQMD significance thresholds for the following reasons:**

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 - **The credibility of study conclusions is dependent on the pre-determination of significance thresholds.**

Significance Thresholds - Background

- **ESWG members have advocated for the adoption of SCAQMD significance thresholds for the following reasons:**
 - **The credibility of study conclusions is dependent on the pre-determination of significance thresholds.**
 - **The entire I-710 study area lies within the South Coast Air Basin, so SCAQMD standards are relevant to the project.**

Significance Thresholds - Recommendations

- **Adopt SCAQMD's air quality significance thresholds for the evaluation of alternatives in the I-710 Corridor Project EIR/EIS, or establish an alternative threshold based on CEQA Guidelines.**

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- **Adopt SCAQMD's air quality significance thresholds for the evaluation of alternatives in the I-710 Corridor Project EIR/EIS, or establish an alternative threshold based on CEQA Guidelines.**
- **Adopt significance thresholds before completion of draft AQ/HRA results.**

Significance Thresholds - Recommendations

- **Adopt SCAQMD's air quality significance thresholds for the evaluation of alternatives in the I-710 Corridor Project EIR/EIS, or establish an alternative threshold based on CEQA Guidelines.**
- **Adopt significance thresholds before completion of draft AQ/HRA results.**
- **As to significance thresholds:**
 - **Invite AQMD to present their position to the CAC.**
 - **Request a Caltrans joint headquarters/district presentation to the CAC on Caltrans' methodology and rationale (from a legal and scientific perspective—including representative(s) from UC Davis).**
 - **Have an open invitation for other stakeholders (e.g. NRDC) to come before the CAC with other opinions.**

Construction Impacts – Background

- **Because of the anticipated duration of construction, which spans up to two K-12 cycles of school children, the ESWG has expressed the utmost importance of analyzing construction impacts in the I-710 EIR/EIS.**

Construction Impacts – Background

- **In order to determine the extent of potential mitigation and the implementation of mitigation measures, the ESG believes air quality and health risk impacts should be quantified using a reasonable worst-case scenario and full dispersion modeling.**

Construction Impacts – Background

- **The community needs to feel confident that construction impacts will properly be analyzed and disclosed, including a Health Risk Assessment, in the selection of an alternative when adequate information becomes available.**

Construction Impacts - Recommendations

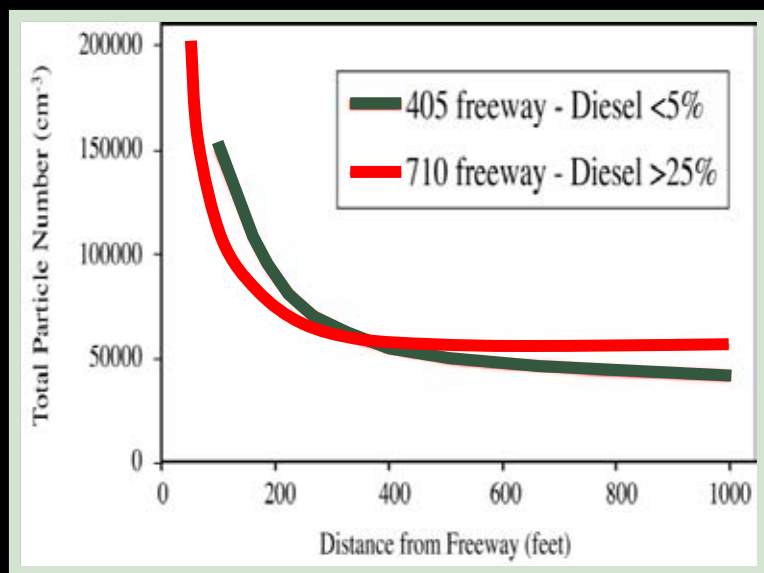
- **Develop a staging plan with adequate time to quantify construction impacts in the Health Risk Assessment.**

Construction Impacts - Recommendations

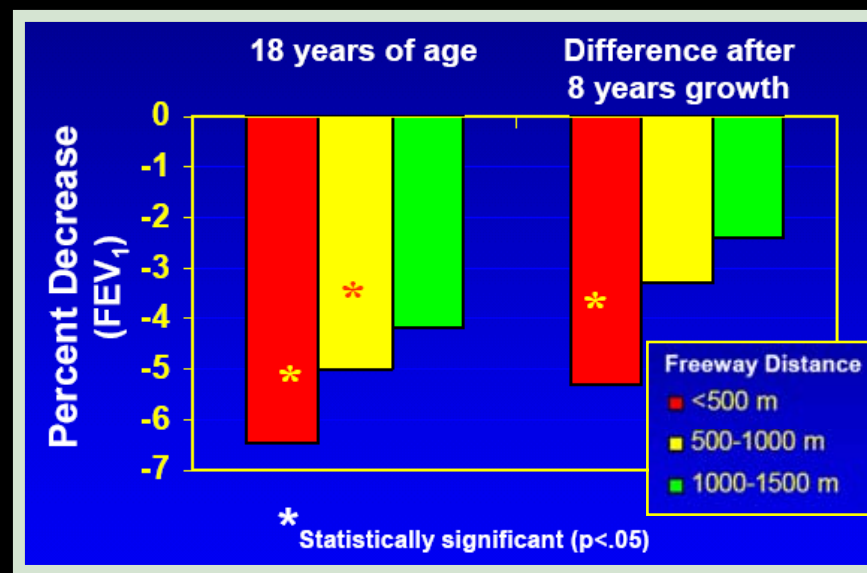
- **Develop a staging plan with adequate time to quantify construction impacts in the Health Risk Assessment.**
- **Address full construction impacts from a health perspective.**

Near-Source Modeling – Background

- The ESGW believes that health impacts at near-roadway receptors are of enough concern that near-roadway modeling should be done.



Ultrafine Particles



Children's Health Study

Sources:

- Gauderman WJ, et al., Lancet, Feb. 2007, 369 (9561): 571-7
- Health Effects Associated with Traffic Related Air Pollution, CARB Mar. 2007
- Zhu Y, et al., Atmospheric Environment, 2002, v. 36, 4323-35

Near-Source Modeling – Background

- **Specific suggestions and ideas by members have included:**
 - **Analyze units smaller than a TAZ to isolate areas that are very close to the freeway.**
 - **Consider receptors that will assume “near-freeway” status after expansion.**
 - **Include NO₂ in the air quality analysis, since ESWG members believe that NO₂ impacts generally parallel impacts of ultrafines.**

Near-Source Modeling – Recommendations

- **Near-roadway modeling should be done as part of the air quality impact analysis.**

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- **Near-roadway modeling should be done as part of the air quality impact analysis.**
- **For near-roadway analysis, consider ambient air quality data that reflect near-roadway concentrations.**

Near-Source Modeling – Recommendations

- **Near-roadway modeling should be done as part of the air quality impact analysis.**
- **For near-roadway analysis, consider ambient air quality data that reflect near-roadway concentrations.**
- **Continue to monitor current research on modeling ultrafines, and incorporate as appropriate.**

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