

# Interstate 10 Corridor Project

SAN BERNARDINO AND LOS ANGELES COUNTIES, CALIFORNIA  
DISTRICT 7 – LA – 10 (PM 44.9/48.3)  
DISTRICT 8 – SBD – 10 (PM 0.0/R37.0)  
EA 0C2500 / PN 0800000040

## Final Environmental Impact Report/ Environmental Impact Statement Record of Decision: Response to Comments Administrative Record



Prepared by the  
**State of California Department of Transportation (Lead Agency)  
and San Bernardino County Transportation Authority**

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



July 2017

## **COMMENT AND RESPONSES ON FINAL EIS**

#	Commenter	Affiliation	Contact Info	Date Received	Comment Received By	Issues/Comments	Contacted?	Response
1	Catharine Markhort	General Public	(909) 238-4468	5/24/2017	Voice Mail: Robert Chevez, Public Outreach on Behalf of I-10 Corridor Project Team (SBCTA).	Commenter lives on Crestview Road in Redlands. She is concerned about additional noise that may result from the project. She and her neighbors have noticed more noise recently coming from the I-10 freeway.	Contacted on 5/24 by RC. Spoke with Ms. Markhort.	Informed her that there is no planned soundwall in this area according to the studies, but that she can certainly reach out to the environmental planner with her question (A. Burton) - provided the contact info in the notice. Also, let her know that if she had any further questions she could give us a call back and we'll try to help her.
				5/25/2017	Voice Mail: Aaron Burton (Caltrans)	Commenter lives on Crestview in Redlands on the north side of the I-10 freeway. She is concerned about traffic noise and wants to know what soundwalls are proposed that would benefit her.	Contacted on 6/6 by JS. Left VM and left contact info for further questions. Resident called back on 6/7 and discussed noise issues.	Informed resident of potential noise impacts (identified as R21.28) would increase by 1 decibel with the project. Future noise is 69 dB (No Build) and 70 dB with project. Explained the soundwall decision process and informed the resident that the soundwall was not reasonable and feasible to construct. Resident wanted information from Caltrans on how to propose a standalone project to construct a soundwall near Crestview and Ford Street.
2	Manny Martinez	General Public	(909) 395-0909	5/24/2017	Voice Mail: Aaron Burton (Caltrans)	Commenter wants to know the addresses of the four homes to be taken in the City of Montclair.	Contacted on 5/30 by JS. Spoke to Mr. Martinez.	The four properties are: 5554 Caroline Street, 5544 Caroline St, 9211 Vernon Avenue and 9222 Vernon Avenue. Informed that property acquisitions are based on preliminary project layout and subject to change. ROW requirements would be finalized when final design plans are developed. Mr. Martinez asked who the contact person for Caltrans during ROW acquisition process. He was informed that after the environmental phase, a ROW agent will be contacting affected property owners.
3	Mr. Ailes	General Public	(909) 528-8292	5/24/2017	Voice Mail: Aaron Burton (Caltrans)	Commenter wants to know where the money to build the project is coming from (funding source).	Contacted on 5/30 by JS. Left VM and answered questions on recording.	Funding of the project comes from a several federal, state and local funding sources: CMAQ (federal), Measure I, Surface Transportation Program (local), Regional Improvement Program (state), Local Advance Construction (local) and toll revenue.
4	Sam Sherman	General Public	(909) 559-3496	5/24/2017	Voice Mail: Aaron Burton (Caltrans)	Commenter has property at Valley and Beech and would like to know what will happen on Beech.	Contacted on 5/30 by JS. Spoke to Mr. Sherman.	There are no improvements proposed at the Valley Blvd/Beech Ave intersection. The project improvements are generally south of Washington Drive.
5	Mr. Hans Davidson	General Public	(951) 818-8743 Email: <a href="mailto:bertjd@gte.net">bertjd@gte.net</a>	5/24/2017	Voice Mail: Aaron Burton (Caltrans)	He lives at 1315 Crestview Drive in Redlands. He has concerns about the noise impacts in his area and believes the project is not in compliance with city ordinance. He was very hard to hear on the phone call. I informed him that he would be contacted soon to better answer his specific question. Commenter wanted to talk to Caltrans specifically about noise issues.	Contacted on 6/6 by JS. Left VM and left contact info for further questions. Resident called back on 6/6	Informed Mr. Davidson potential noise impacts (identified as R21.28) would increase by 1 decibel with the project. Future noise is 69 dB (No Build) and 70 dB with project. Explained the soundwall decision process and informed the resident that the soundwall was not reasonable and feasible to construct.

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							and discussed noise issues.	
6	Carol	General Public	(626) 824-3397	5/25/2017	Voice Mail: Aaron Burton (Caltrans)	Commenter has a question about a project. She simply said she had a question.	<p>Contacted on 6/6 by JS. Left VM and left my contact info for further questions.</p> <p>Contacted on 6/22 and 6/26 by EH. Left VM and left my contact info for further questions.</p>	Commenter could not be reached through several attempts.
7	Norma Salgado	General Public	(909) 242-0315	5/25/2017	Email: I-10 Corridor Project Email (SBCTA)	Commenter lives at 1000 E La Verne Ave in Pomona. Concerned project will "destroy" her house and be forced to move all her family.	<p>Contacted on 5/26 by R. Chevez, Public Outreach for I-10 Corridor Project via email.</p>	<p>Email response:</p> <p>Thank you for contacting us. A notice was mailed to all properties within a quarter-mile radius of the project corridor to make the public aware of the availability of the Final Environmental Document. This was also done during the Draft Environmental Document phase in April 2016.</p> <p>Receiving a letter does not necessarily mean your property will be directly impacted. In reviewing the environmental document, the address you provided of 1000 E La Verne Ave, Pomona, CA is not impacted. You can find details of all potentially impacted properties starting in section 3.1.4-45 Relocation and Real Property Acquisition of the Final Environmental Document that is available for download and review at <a href="http://www.gosbcta.com/plans-projects/projects-freeway-I-10Corridor.html">http://www.gosbcta.com/plans-projects/projects-freeway-I-10Corridor.html</a>. This is the same link that is included in the notice.</p> <p>If you have further questions about this specific document, you can reach out to the contact person in the notice: Aaron Burton, Senior Environmental Planner, Caltrans District 8 at 464 West 4th Street, San Bernardino, CA 92401 or via email at <a href="mailto:i10corridorproject@dot.ca.gov">i10corridorproject@dot.ca.gov</a> or phone at (909) 383-2841.</p> <p>Hope this information helps you.</p>

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8	Tra'a Bezdecny	General Public	<a href="https://www.facebook.com/traa.bezdecny?fref=ufi&amp;rc=p">https://www.facebook.com/traa.bezdecny?fref=ufi&amp;rc=p</a>	5/22/2017	Facebook: I-10 and I-15 Corridor Project Page	"I mean it does need it, but it's hard to avoid traffic at any time when they're working on improving it... As long as it ends up easing congestion we'll live..."	Response via Administrative Record; Final EIS	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.
9	Tressy Capps	General Public	<a href="https://www.facebook.com/tressy.capps.5?fref=ufi&amp;rc=p">https://www.facebook.com/tressy.capps.5?fref=ufi&amp;rc=p</a>	5/22/2017	Facebook: I-10 and I-15 Corridor Project Page	"Can anyone explain what they are proposing by reading this notice?"	Response via Administrative Record; Final EIS	The purpose of this public notice is to inform the public that the Final Environmental Document is available for review. As stated in the notice, for more information about the document, those interested can visit the Caltrans office, select libraries, and/or the project website.
10	Richard Sierra, Jr.	General Public	<a href="https://www.facebook.com/richard.sierrajr?fref=ufi&amp;rc=p">https://www.facebook.com/richard.sierrajr?fref=ufi&amp;rc=p</a>	5/22/2017	Facebook: I-10 and I-15 Corridor Project Page	"Three options 1. Build nothing, 2. Add two lanes one being HOV, Toll lane, four being for general use, 3. Add two toll lanes no HOV lane four lanes for general use.  Option 2.would cover a 25 mile area and option 3. a 33 mile."	Response via Administrative Record; Final EIS	The alternatives considered viable for the I-10 Corridor Project (I-10 CP) are Alternative 1 (No Build), Alternative 2 (One High-Occupancy Vehicle [HOV] Lane in Each Direction), and Alternative 3 (Two Express Lanes in Each Direction).  Alternative 2 would extend the existing 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, by adding a lane in each direction. Alternative 2 would add one HOV lane in each direction from Haven Avenue to Ford Street and construct a new WB auxiliary lane between Rancho Avenue and La Cadena Drive.  Alternative 3 would provide two Express Lanes in each direction of I-10 between 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. Transition areas would be provided on I-10 at the LA/SB county line and at Ford Street to transition the Express Lanes back to existing lane configuration.

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11	Richard N Mirna Sandbrook	General Public	<a href="https://www.facebook.com/rsandbrook?fref=ufi&amp;rc=p">https://www.facebook.com/rsandbrook?fref=ufi&amp;rc=p</a>	5/23/2017	Facebook: I-10 and I-15 Corridor Project Page	<p>“So no carpool lane, only fastrack lanes that cost money, it won't be completed until 2025, and in the meantime Governor Brown wants to raise gas taxes and vehicle registration fees.</p> <p>Trying to see any upside, I'm not seeing it.”</p>	Response via Administrative Record; Final EIS	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.
12	Kachina Ellis Lopez	General Public	<a href="https://www.facebook.com/kachinalopez?fref=ufi&amp;rc=p">https://www.facebook.com/kachinalopez?fref=ufi&amp;rc=p</a>	5/23/2017	Facebook: I-10 and I-15 Corridor Project Page	“Please, no toll lanes! !!!”	Response via Administrative Record; Final EIS	Your opposition to the project is acknowledged.
				5/28/2017	Facebook: I-10 and I-15 Corridor Project Page	<p>“The Eastbound 10 between Cherry and Citrus wouldn't be experience as much back-up if they had extended the freeway entrance/exit lane the whole way between exits. In fact, doing this between every exit on the freeway would help traffic improve greatly.</p> <p>Oh, and the California Exit in Redlands from the Eastbound side of the freeway should be widened to two lanes, a left turn lane and a right turn lane.”</p>	Response via Administrative Record; Final EIS	The I-10 Corridor Project will widen the eastbound off-ramp and on-ramps at California Street in Redlands to two lanes and three lanes, respectively. Due to existing right-of-way constraints or the significant costs associated with acquisition of the necessary right-of-way to make highway improvements, it is not always geometrically or financially feasible to implement all changes. However, Caltrans is always looking for opportunities to improve the state transportation system and your input is appreciated.
13	Patti Jefchak	General Public	<a href="https://www.facebook.com/patti">https://www.facebook.com/patti</a>	5/23/2017	Facebook: I-10 and I-15	We already live super close to the 10 in Redlands. Worried about what that will mean for our home.	Response via Administrative	No residential relocations are anticipated in the city of Redlands at this time. Section 3.1.4.2, Relocations and Real

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			jefchak?fref=ufi&rc=p		Corridor Project Page		Record; Final EIS	<p>Property Acquisition, in the EIR/EIS addresses property acquisitions resulting from the proposed project.</p> <p>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.</p>
15	Kimberly Joy	General Public	https://www.facebook.com/kimberly.belvedere?fref=ufi&rc=p	5/25/2017	Facebook: I-10 and I-15 Corridor Project Page	<p>“The only acceptable option is adding multiple non HOV or toll lanes. All they do is create traffic.</p> <p>THE PEOPLE OF THIS STATE NEED TO GET A BALLOT MEASURE BANNING TOLL LANE CONSTRUCTION. That is the only way this stops.”</p>	Response via Administrative Record; Final EIS	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.
				6/2/2017	Facebook: I-10 and I-15 Corridor Project Page	<p>“This is ridiculous. We need more lanes...NOT toll lanes. NOT carpool lanes. Complete waste of money.”</p>	Response via Administrative Record; Final EIS	<p>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. By adding more general purpose lanes, thereby increasing highway capacity free of cost, more drivers would be encouraged to utilize I-10, minimizing congestion improvements.</p> <p>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</p>

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								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.
16	Ra Ochoa	General Public	<a href="https://www.facebook.com/ra.ochoa.9?fref=ufi&amp;rc=p">https://www.facebook.com/ra.ochoa.9?fref=ufi&amp;rc=p</a>	5/26/2017	Facebook: I-10 and I-15 Corridor Project Page	"How about going back to the drawing board and fix the underdesigned 210 FWY? That was the newest of them and they couldn't get that one right."	Response via Administrative Record; Final EIS	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.
17	Matt Korner	General Public	<a href="https://www.facebook.com/MattKorner2013?fref=ufi&amp;rc=p">https://www.facebook.com/MattKorner2013?fref=ufi&amp;rc=p</a>	5/27/2017	Facebook: I-10 and I-15 Corridor Project Page	"Why is rail/B.R.T. not among the alternatives in the analysis?"	Response via Administrative Record; Final EIS	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.  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 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

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								<p>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.</p> <p>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.</p> <p>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.</p>
18	Denny Cortez	General Public	<a href="https://www.facebook.com/denny.cortez.5?fref=ufi&amp;rc=p">https://www.facebook.com/denny.cortez.5?fref=ufi&amp;rc=p</a>	5/27/2017	Facebook: I-10 and I-15 Corridor Project Page	"The stupid HOV lane created MORE traffic on the 215. The people who use it most are single drivers in violation. It's a joke!!"	Response via Administrative Record; Final EIS	For other state highway matters, please contact the District 8 Public Affairs Office at (909) 383-4631.
19	Francesco Sinoso	General Public	<a href="https://www.facebook.com/fran">https://www.facebook.com/fran</a>	5/30/2017	Facebook: I-10 and I-15	"Are people ever going to learn that these projects never benefit the commuters. History	Response via Administrative	The implementation of Express Lanes helps to ensure travel time savings and trip reliability for eligible carpools, vanpools,

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			cesco.spinoso.94?fref=ufi&rc=p		Corridor Project Page	tells us of all the Caltrans failures where long term traffic was supposed to be made better ...the horrible traffic on the 91, 405, 210, 110. Especially after implementing "toll HOV lanes". When the 110 toll lane was evaluated, they found that on average, toll lane commuters pay a premium to save 5 minutes on their commute. What traffic needs is movable center barriers that shift during prime traffic hours...kind of like what they have on the Golden Gate Bridge.”	Record; Final EIS	<p>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.</p> <p>As discussed in Section 2.2.5 of the Final EIR/EIS, reversible lanes were considered as an alternative to the project. The Reversible Lanes Alternative is not considered an effective option in fulfilling the project purpose for the following reasons:</p> <ul style="list-style-type: none"> <li>• Does not reduce congestion because it is forecast to have demand in excess of capacity and therefore be congested in all segments by 2045 between the Los Angeles county line and Ford Street;</li> <li>• Negatively impacts off-peak direction of traffic without providing substantial traffic improvements to the peak-period direction;</li> <li>• Does not maximize an increase in throughput;</li> <li>• Does not enhance operations and improve trip reliability due to the extent of the corridor in which traffic demand exceeds capacity, as noted in the previous bullet; and</li> <li>• Requires substantial modifications to existing freeway mainline and interchange facilities, which would counter the main purpose of AB 2542 of reducing cost and environmental impacts.</li> </ul>
20	Charlie Edwards	General Public	https://www.facebook.com/charlie.edwards.71868?fref=ufi&rc=p	6/2/2017	Facebook: I-10 and I-15 Corridor Project Page	“Deport illegals and all city and county and state officials. That's including the FAA. Then start over. Every thing is about money. Not for the people but for a few selected. There is always the kick back rule. I'll make you money and you give	Response via Administrative Record; Final EIS	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.

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						me some. I am so fed up with these bad people. Thank our God, He will judge when He returns.”		
21	Ron Geary	General Public	<a href="https://www.facebook.com/profile.php?id=100008143090665&amp;fref=ufi&amp;rc=p">https://www.facebook.com/profile.php?id=100008143090665&amp;fref=ufi&amp;rc=p</a>	6/2/2017	Facebook: I-10 and I-15 Corridor Project Page	“People...People....When are you all going to realize, government could give a rat's behind about us sitting in traffic...I for one, am surprised with the Carbon Tax on Diesel in 2015, which placed an \$.80/g increase on Diesel and SB 1, which will increase gasoline by \$.12/g and diesel another \$.20/g...Moonbeam and the Communistic Legislature haven't implemented a "Sitting-In-Traffic-While-Idling" tax...”	Response via Administrative Record; Final EIS	Caltrans is committed to making long-lasting, smart mobility decisions that improve the environment, support a vibrant economy, and build communities. 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.
22	Matthew Munson	General Public	<a href="https://www.facebook.com/munson79?fref=ufi&amp;rc=p">https://www.facebook.com/munson79?fref=ufi&amp;rc=p</a>	6/3/2017	Facebook: I-10 and I-15 Corridor Project Page	“Problem is time is ticking and we are blowing our best opportunity for a a county ballot measure to ban county transportation tax money to be used for toll roads.”	Response via Administrative Record; Final EIS	Your opposition to toll roads is acknowledged
23	Joe Conver	General Public	<a href="https://www.facebook.com/joe.conver?fref=ufi&amp;rc=p">https://www.facebook.com/joe.conver?fref=ufi&amp;rc=p</a>	6/4/2017	Facebook: I-10 and I-15 Corridor Project Page	“WHAT A JOKE TOLL LANES DO NOT REDUCE TRAFFIC.”	Response via Administrative Record; Final EIS	As discussed in Section 3.1.6, Traffic and Transportation/ Pedestrian and Bicycle Facilities, 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.  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.

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24	Cal Waller	General Public	<a href="https://www.facebook.com/cal.freytag?fref=ufi&amp;rc=p">https://www.facebook.com/cal.freytag?fref=ufi&amp;rc=p</a>	6/4/2017	Facebook: I-10 and I-15 Corridor Project Page	“They should make entrance on 10 fwy westbound between Riverside Ave. and Cedar and between Cedar and Sierra (on Lilac and on Alder) that will relieve lots of traffic.”	Response via Administrative Record; Final EIS	<p>Caltrans is always looking for opportunities to improve the state transportation system and your input is appreciated.</p> <p>SBCTA is currently considering the construction of a new interchange at Alder Avenue between Cedar Avenue and Sierra Avenue. The project is currently in the early planning stages.</p> <p>Per Section 501.3 of the Caltrans’ Highway Design Manual, the standard for spacing between interchanges is 1 mile. The current spacing between the Riverside Avenue and Cedar Avenue is 1.5 miles. Introducing another interchange would lead to interchanges being spaced too closely. Closely spaced interchanges interrupt traffic flow; vehicles seeking to exit/enter the freeway need to cross travel lanes within a short distance, which could result in weaving movements that negatively impact freeway mainline operations and safety. Proper interchange spacing would enhance safety by providing vehicles adequate distance to accelerate and safely merge into the freeway, while also providing mainline vehicles adequate distance to merge and decelerate at the next exit off-ramp interchange.</p>
25	Jim O’Keefe	General Public	<a href="https://www.facebook.com/jim.okeefe.923?fref=ufi&amp;rc=p">https://www.facebook.com/jim.okeefe.923?fref=ufi&amp;rc=p</a>	6/4/2017	Facebook: I-10 and I-15 Corridor Project Page	“Trump supports selling existing infrastructure to private corporations and using the proceeds to balance the budget. Makes sense in that alternate reality, because tolls are not taxes.”	Response via Administrative Record; Final EIS	<p>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.</p> <p>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.</p>

#	Commenter	Affiliation	Contact Info	Date Received	Comment Received By	Issues/Comments	Contacted?	Response
26	Robert Hunt	General Public	<a href="https://www.facebook.com/robert.hunt.3726?ref=ufi&amp;rc=p">https://www.facebook.com/robert.hunt.3726?ref=ufi&amp;rc=p</a>	6/9/2017	Facebook: I-10 and I-15 Corridor Project Page	“According to the picture it says that Alternative 3 was selected but it doesn't state what that entails. Where can I find that info?”	Response via Administrative Record; Final EIS	Hi Robert, you can find all of the information here: <a href="http://www.gosbcta.com/plans-projects/projects-freeway-I-10Corridor.html">http://www.gosbcta.com/plans-projects/projects-freeway-I-10Corridor.html</a>
27	Melissa Aguilera	Business (Jack in the Box)	(858) 571-2401	5/30/2017	Voice Mail: Aaron Burton (Caltrans)	Commenter wants more information on how this project impacts Jack in the Box locations.	Contacted on 6/6 and discussed potential impacts to Jack in the Box restaurants.	<p>Concerned about potential acquisition and construction related impacts such as access restrictions, road/lane closures and interchange ramp closures that may affect operations of Jack in the Box restaurants near the I-10. Informed her that at this stage of the project Caltrans/SBCTA has limited information on specific construction related effects and that project staff will contact her in the future as the project progresses. Caltrans and SBCTA will send notices to inform the general public of potential road/lane closures. Added contact info to the project's contact list being managed by SBCTA (via Westbound Communications). Also, directed her to SBCTA's website for download of FEIR/EIS:</p> <p><a href="http://www.gosbcta.com/plans-projects/projects-freeway-I-10Corridor.html">http://www.gosbcta.com/plans-projects/projects-freeway-I-10Corridor.html</a>.</p> <p>Directed her to the “Project Environmental Reports” tab and the list of documents are available for review. The “I-10 Corridor Project Final EIR-EIS Document,” provides a list of properties to be acquired (full and/or partial acquisition) and/or require easements (permanent and/or temporary) in Section 3.1.4.2 of the document. Project Plans and maps are also available in Appendix N of the downloadable file, “I-10 Corridor Project Final EIR-EIS Appendices.”</p> <p>Potential interchange ramp closures along the I-10, which may affect access to businesses adjacent to the project are listed in Chapter 2 of the “I-10 Corridor Project Final EIR-EIS Document,” summarized in Table 2-11, (Under Alternative 3).</p>
28	Roslyn Ross	General Public	(909) 621-7115	5/30 and 6/8/2017	Voice Mail: Aaron Burton (Caltrans)	She lives in Pomona and has questions about Alternative three and how it impacts her property	<p>Contacted on 6/6 by JS. Left VM and left my contact info for further questions.</p> <p>Contacted on 6/22 by EH. Left VM and</p>	<p>Lives on 1000 block of East La Verne. Wanted to confirm her house would not be directly impacted. She is also concerned about a small street called Crystal Place, as it is the access point to an alley leading to her and her neighbors' garages.</p> <p>Confirmed with latest design files that widening activities will occur starting east of Mountain Avenue. Roslyn was relieved and had no further questions.</p>

#	Commenter	Affiliation	Contact Info	Date Received	Comment Received By	Issues/Comments	Contacted?	Response
							my contact info for further questions. Roslyn Ross called back by phone.	
29	Eric Ni	General Public	Email: <a href="mailto:erichni@gmail.com">erichni@gmail.com</a>	6/7/2017	Email: Aaron Burton (Caltrans)	<p>“Can you please tell me if the highway 10 lane addition will impact 202 E Valley Blvd. in Colton.”</p> <p>Mr. Ni also called and expressed concerns. He is concerned about not being “ready” if his property is acquired since design plans may change in the future</p>	<p>Contacted on 6/6 and left VM and sent email. Mr. Ni sent a follow-up email on 6/12 about the distance of construction. Parsons responded same day. Mr. Ni called later in the day on 6/12.</p>	<p>Response sent via email:</p> <p>I am responding to your inquiry regarding potential impacts of the I-10 Corridor Project to your property at 202 East Valley Boulevard, Colton, CA. Based on preliminary design plans, your property is not proposed for acquisition. However, we have limited design plans and information at this stage of the project and right-of-way requirements to construct the project may change as final design plans are developed in the near future.</p> <p>During construction, road and lane closures may occur near your property, which may affect access to nearby residences and businesses within the general area of the closure. Exact locations, dates and times of potential road and/or lane closures will be determined when final design plans are developed. Prior to any road/lane closures, Caltrans and SBCTA will notify property owners, residents and businesses within the general area where the closures would occur.</p> <p>Due to the proximity of your property to the project area, intermittent construction related noise may occur; however, measures will be implemented by the construction contractor to minimize construction noise.</p> <p>Mr. Ni also called and inquired about not being “ready” if ROW requirements change and his property is required by Caltrans. He was informed that if his property is required in the future, Caltrans and/or SBCTA will contact him as early as possible to give him time to assess the situation.</p>
30	Victor Vollhardt	General Public	(909) 322-0432	6/8/2017	Voice Mail: Aaron Burton (Caltrans)	Commenter did not provide specific questions. Requested a call back.	Phone conversation on 6/22 with Emily Hoyt	Commenter voted no on the construction of Soundwall S1833 and wanted to make sure it would not be built. Per phone conversation and latest results of the NADR, it was confirmed that Soundwall S1833 will not be constructed.
31	Lyle Laven	General Public	(909) 283-2234	6/8/2017	Voice Mail: Aaron Burton (Caltrans)	Commenter has a home in Redlands and has unspecified questions.	Phone conversation on 6/22 with EH	<p>Commenter asked the following questions, “Are there any project impacts to my house located in Redlands on Cypress Avenue north of I-10? Will I need to sell my house?”</p> <p>Response: “Based on the FED and latest project design, no partial or full take are anticipated. Explained that there is</p>

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								minimal construction work in that area along I-10 – mainly the reconstruction of the median on the I-10 bridge crossing Cypress Avenue.”
32	Tressy Capps	General Public	<a href="mailto:Tlc36c@hotmail.com">Tlc36c@hotmail.com</a>	6/8; 6/12; 6/13/2017	Email: Aaron Burton and Chad Costello (SBCTA)	<p>Commenter left several emails and voice mails regarding the project and the Final EIR/EIS. The following is a summary of comments received: 6/8: “Reviewing the FEIR (thank you for the hard copy) and do not see where this letter is included- only see the first page? Please respond.”</p> <p>6/9: “Considering there were less than 40 public comments submitted, it is a serious concern that one comment would be missing. Are there more comments missing?”</p> <p>“What is the direct way to contact the I-10 CP Project Development Team? Who comprises this team?”</p> <p>The FEIR refers to various studies. How do I get a copy of the studies that the report refers to?</p> <p>6/13: (Chad C): “Got your voicemail yesterday but it did not clarify specifically what will be done to address the missing comment. Page O-196 of Appendix O Response to Comments is missing the attachment pages where I propose re-striping the 210 as an economically feasible alternative that was not considered.</p> <p>What happened to those pages? When will you address this? Will the time be extended?</p> <p>I need answers now. Please reply to this email. Do not leave a voicemail.”</p>	Contacted on 6/19 by Chad C via email response.	<p>SBCTA responded to the comment via email:</p> <p>I apologize for the delayed response as your email from 6/14/17 was not directly sent to my email address at <a href="mailto:ccostello@gosbcta.com">ccostello@gosbcta.com</a> – there is no period in between my first initial and last name. However, it was later forwarded to me and I wanted to provide feedback as requested.</p> <p>Upon receipt of your email, I met with and reviewed your concern with the Project Development Team (PDT). This email is intended to help clear up the concern you have regarding the attachment to one of your emails not being included in the Final Environmental Document (FED) currently in circulation. First, let me confirm with you that your email dated June 8, 2016 (among others) was received and included in the FED along with a corresponding response from the PDT (Appendix O). Unfortunately, the specific attachment to your email was inadvertently left off.</p> <p>However, due to your diligence in bringing it to our attention (one of the benefits of public circulation), we have since reviewed the contents of the attachment and the previous FED response to your email still holds true. While there is no substantive change to the FED, Caltrans has assured me that they will include your letter, attached drawings, and the corresponding responses in the Record of Decision (ROD) that results from this process. The ROD is part of the administrative record for the project and made available to the general public.</p> <p>Please accept our apologies for this oversight. We sincerely appreciate your input throughout the process of developing this transportation project. Let us know if you have any other questions or concerns.</p>
33	Morgan Keith	General Public	(951) 961-4927 or mkeith07@charter.net	6/15/2017	Voice Mail: Aaron Burton (Caltrans)	<p>Commenter would like to know about review times and the NOD. Seems to have concern about the 30-day review period.</p>	Contacted on 6/22 by EH. Left VM, emailed, and left my contact	<p><b>EH 6/22 email:</b> I’m contacting you on behalf of SBCTA and Caltrans, and wanted to follow up on a voicemail I left for you earlier this afternoon. In your voicemail for Aaron Burton on June 15, you requested additional information on environmental document review periods and the Notice of Determination (NOD). To respond to your inquiry, a NOD</p>

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							<p>info for further questions.</p>	<p>filed with the State Clearinghouse is required to be available for public review for at least 30 days. Under California Environmental Quality Act (CEQA), the filing of the NOD and notice of availability trigger a 30-day statute of limitations for court challenges to Caltrans' determination. In addition, the 30-day review period is required prior to publishing the Record of Decision (ROD), pursuant to the National Environmental Quality Act (NEPA). The ROD may not be published sooner than 30 days after the notice of Final EIS is published in the Federal Register.</p> <p>For more information about the Final EIR/EIS process, please visit:</p> <ul style="list-style-type: none"> <li>• Preparation of the Notice of Determination and Submittal to the State Clearinghouse: <a href="http://www.dot.ca.gov/ser/vol1/sec5/ch36eir/chap36.htm#processingfinaleir">http://www.dot.ca.gov/ser/vol1/sec5/ch36eir/chap36.htm#processingfinaleir</a></li> <li>• District Approval of the Record of Decision for Public Circulation/Notification: <a href="http://www.dot.ca.gov/ser/vol1/sec6/ch38nepa/chap38.htm">http://www.dot.ca.gov/ser/vol1/sec6/ch38nepa/chap38.htm</a></li> </ul> <p>Please let me know if you have any further questions.</p> <p><b>6/27 phone call with MK, EH, and JS – questions and answers.</b></p> <ul style="list-style-type: none"> <li>- Were surveys conducted for DSF per USFWS protocol? Yes, protocol level surveys were conducted in 2015 and 2016 by Ken Osborne.</li> <li>- Has this issue been resolved with USFWS? Yes, the amendment to the Biological Opinion concluded that the project “is not likely to jeopardize the continued existence of DSF.”</li> <li>- If flies are found prior to construction, would it stop the project from being built? It may halt construction temporarily, but it would not prevent construction of the project as a whole.</li> <li>- Expressed concern regarding mitigation banks; asked if contributions are essentially buying suitable habitat, which would not offset impacts. JS explained that financial contribution to mitigation banks enables land to be restored to suitable habitat, which would allow for DSF to have additional area to recover.</li> </ul>

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								<p><b>MK 6/27 email:</b> References to the DSFLF and other documentation are found on this link:  <a href="https://www.fws.gov/carlsbad/TEspecies/Recovery/SurveyMontInfo/DSFLF/Guidelines%20for%20Presence_Absence%20Surveys%202004.pdf">https://www.fws.gov/carlsbad/TEspecies/Recovery/SurveyMontInfo/DSFLF/Guidelines%20for%20Presence_Absence%20Surveys%202004.pdf</a>[fws.gov]  <a href="https://www.fws.gov/carlsbad/TEspecies/Recovery/SurveyMontInfo/DSFLF/Changes%20to%20Survey%20Guidelines%20004.pdf">https://www.fws.gov/carlsbad/TEspecies/Recovery/SurveyMontInfo/DSFLF/Changes%20to%20Survey%20Guidelines%20004.pdf</a>[fws.gov]  <a href="https://www.fws.gov/carlsbad/TEspecies/Recovery/SurveyMontInfo/DSFLF/Survey%20Guidelines%20Dec_30_1996.pdf">https://www.fws.gov/carlsbad/TEspecies/Recovery/SurveyMontInfo/DSFLF/Survey%20Guidelines%20Dec_30_1996.pdf</a>[fws.gov]  <a href="https://www.fws.gov/carlsbad/SpeciesStatusList/5YR/20080331_5YR_DSF.pdf">https://www.fws.gov/carlsbad/SpeciesStatusList/5YR/20080331_5YR_DSF.pdf</a>[fws.gov]</p> <p><b>MK 6/27 e-mail – MK sent a word document containing extracted text from I-10 FEIR/EIS and other environmental resource agency documents relating to DSF. His questions were:</b></p> <ol style="list-style-type: none"> <li>1. Did Caltrans’ biologist perform any surveys for any consecutive year? Did the biologist follow the FWS 2004 recommendations as to the time for and frequency of performing the DSF surveys?</li> <li>2. How does this loss of permanent and temporary DSF soils (habitat) affect the conservation and recovery of the DSF? What is the amount tentative budgeted for estimated costs associated with the purchase of the 3.94 mitigation credits?</li> <li>3. Were any recent Caltrans DFS Surveys performed in the Ontario Recovery Unit? If so, when? What were the results?</li> <li>4. Has Caltrans considered or made any plans or measures for encouraging the DSF mating across the I-10 Corridor to assist in the expansion of the gene pool? If so, what measures?</li> </ol> <p><b>After the phone call, EH emailed FEIR/EIS Appendix M to Morgan Keith (6/27):</b></p> <p>In addition to our phone conversation today with James Santos, Appendix M Biological Resources of the Final EIR/EIS describes the DSF surveys, impacts, and mitigation, which should answer your questions regarding the Delhi Sands Flower-loving Fly (DSF) within the I-10 CP study area.</p>

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								<p>Specifically, Appendix M3 USFWS Amendment to the biological opinion (March 24, 2017), and Appendix M2 USFWS Biological Opinion and the Addendum to the biological opinion, may be of use.</p> <p>You can download Appendix M here:  <a href="https://parsons.sharefile.com/d-s1de309a485548faa">https://parsons.sharefile.com/d-s1de309a485548faa</a></p> <p><b>MK 6/27 e-mail:</b>  Emily,  I received Appendix M. I downloaded the appendix and skimmed the content. I believe that it will be helpful once I read the content.</p> <p>I was anxious to send my comments to you, so I did not include any comments concerning Appendix M at this time.</p> <p>Thank you for confirming receipt of my comments and thanks for calling me about the comment period status.  I appreciate your assistance.</p> <p>Morgan Keith</p>
34	Steve Rogers	General Public	(909) 556-1988	6/15/2017	Voice Mail: Aaron Burton	<p>Commenter would like to know more about the timeline of the project.</p> <p>Commenter would like to review FED with PDT and/or staff.</p>	<p>Contacted on 6/22 by EH.  Left VM and left my contact info for further questions.</p>	<p>The project is anticipated to be constructed in two project contracts over a period of 60 months (5 years). Contract 1 covers the proposed improvements from the LA/SB county line to I-15 and is anticipated to be constructed within 36 months (3 years) between 2019 and 2022. Contract 2 covers the improvements from I-15 to Ford Street and is anticipated to be constructed within 36 months (3 years) between 2021 and 2024. Construction would intermittently move along the length of the alignment.</p> <p>Additional information regarding the timeline of the project can be found on the project website:  <a href="http://www.1015projects.com/app_pages/view/24">http://www.1015projects.com/app_pages/view/24</a></p>
35	Anonymous	General Public		6/16/2017	Voice Mail: Aaron Burton	<p>Commenter left a telephone message from a gentleman who did not leave his name or contact information and the telephone number he called from was "withheld."</p> <p>In his phone message he said "We the people of Pomona object to the project." He indicated that</p>	<p>Response via Administrative Record; Final EIS</p>	<p>Based on preliminary design, there are no full property acquisitions resulting from the Selected Alternative (Alternative 3) in the City of Pomona; hence, no relocations of low-income population (also considered as Environmental Justice communities) are anticipated.</p>

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						<p>he “deeply disapproves” of this project and finds it “disgusting” how we are going to remove so many “poor people’s homes.” He believes this project will not alleviate traffic at all. He chooses the “No approve alternative” as he put it.</p> <p>I’m not sure if he realized his message was cut off eventually. Ultimately there’s no way for us to reach out to this gentleman as he never called back. Please keep this email for record as to why we did not reach out to him. The only way for us to reach out to him is if anyone at SBCTA or the PDT for the I-10 is familiar with the speech patterns in the quotes above; otherwise, we’ve done all we can do to reach out.</p>		
36	Christine Roque	General Public	<a href="mailto:roque.christine@gmail.com">&lt;roque.christine@gmail.com&gt;</a>	6/21/2017	Email: Aaron Burton and SBCTA	<p>Commenter provided the following email to Caltrans and SBCTA:</p> <p>Dear Caltrans/SBCTA,</p> <p>I have a few questions, a suggestion, and a thought.</p> <p>On page 105 of 1142 (Alt. 2) and on page 122 of 1142 (Alt. 3), it says that the Texas Street UC located in Redlands is to be widened. What does this mean? Does this mean the width of the freeway would be widened and/or the width of the street would be widened? I cannot seem to find any details in any of the reports. What's the rational for the widening this undercrossing when the other adjacent ones will remain the same?</p> <p>Also, I think there may be a typo on page 466 of 1142 where it says, "Viewpoint #86, Redlands Landscape Unit: This photo looks east from the EB lanes, near Texas Street in Loma Linda. This view was selected to show the potential impacts on corridor impacts within this unit." Texas Street is located in Redlands.</p> <p>Maybe I missed it in the tens of thousands of pages, but I am disappointed that my formal</p>	Response sent by RC on 6/26 via email.	<p><u>Response to Texas Street UC:</u> The width of the I-10 freeway would be widened within the general area of Texas Street to accommodate the additional freeway lanes. Texas Street runs below the I-10 freeway and would not be widened. As currently constructed, there is a slight curve along the I-10 freeway, west Texas Street. The undercrossing bridge needs to be widened to ensure that motorists travelling on the eastbound direction could see beyond the curve. Essentially, at this location, the widening is needed to provide more of a straight line for motorists to see beyond the existing curve. Other adjacent undercrossing and/or overcrossing near Texas Street would not be required to be widened because they are located on a segment of the freeway that is relatively straight and motorists could see further down the freeway.</p> <p><u>Response to “typo:”</u> Noted. The location of Texas Street was incorrectly stated and should indicate Redlands.</p> <p><u>Response to inclusion of NOP/NOI comments:</u> SBCTA and Caltrans appreciates your participation in the NOP/NOI process and continued involvement as a member of the CAG. The NOP/NOI efforts conducted in 2012 was to invite the participation of affected federal, state, and local agencies, affected Indian tribes, and other interested persons about the project. As a result of this process, Caltrans and SBCTA were able to garner public support to form CAGs and</p>

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						comments for the NOP/I and that of others (comment cards and such) were not included with the comment letters from the government agencies. People/residents, especially in my opinion those of us who live within a half mile, should be a part of the formal written DEIR and FEIR.		solicit agencies to become a part of the environmental process as participating and cooperating agencies. Your comment about general public comments not being included in Appendix G, Public and Agency Coordination of the document is correct. This section of the document is meant to include information and coordination efforts made by Caltrans and SBCTA to invite resource agencies that have jurisdictional authority over a specific environmental resource that may be affected by the project. It is meant to document the acceptance of agencies as either a participating or cooperating agency from initial outreach efforts made by Caltrans and SBCTA. Albeit, some of the agencies submitted comments and recommendations on the environmental document and were included in the environmental document. Public comments received from individuals during the NOP/NOI process were reviewed by Caltrans and SBCTA; they were taken into consideration in determining the scope of the DEIR. Written comments received from the public during the NOP/NOI process provided important insights about people's perception about the project, which eventually was the basis in the formation of the CAGs.
37	Fabricio Bautista	General Public	909-429-1143 or <a href="mailto:fbflys@hotmail.com">fbflys@hotmail.com</a>	6/22/17	Email: I-10 Corridor Project Email (SBCTA)	Comment: "I just learned that there is a project to modify/alter the I-10 San Bernardino corridor. In my personal opinion, the first thing that needs to be adapted is the increase of freeway exists in the area. Some of the exists are over one mile in between. In the Rialto area, there is a two-mile gap between Sierra avenue and Alder Ave. This forces area residents to -sometimes- wait for over five minutes to get off the freeway exit. The same problem is present to take the freeway in the mentioned area; specially at the Alder on-ramp. Thank you for your time. I can be reached at 909-429-1143 if you have any questions, or simply reply to this email. Sincerely; Fabricio Samuel Bautista"	Contacted by JS on 6/28 and discussed comments over the phone. An email response was also sent on 6/28.	Email Response:  "It was nice speaking with you regarding the I-10 Corridor Project. Caltrans is always looking for opportunities to improve the state transportation system and your input about interchange improvements along the I-10 is appreciated. Caltrans and SBCTA are currently considering the construction of a new interchange at Alder Avenue (located between Cedar Avenue and Sierra Avenue interchanges). The project is currently in the early planning stages. The construction of a new interchange at Alder Avenue is anticipated to alleviate traffic congestion at these two interchanges. Please let us know if you have any questions."
38	Fran	Business: Colton Truck Terminal	(909) 825-4080	6/27/2017	VM: Aaron Burton	Representative from Colton Truck Terminal Garage at 863 E. Valley Blvd, Colton. Requested a call back.	Contacted on 6/27 by JS. Discussed questions about the	Fran represents Colton Truck Terminal. She wanted to know impacts related to the operations of the business. Following are questions and responses provided during the conversation: Q: What are the proposed improvements near the property?

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							project over the phone	<p>R: The I-10 freeway will be widened near Valley Blvd and Mount Vernon. The westbound off-ramp to Valley Blvd/Sperry Drive would be improved.</p> <p>Q: When is the project going to begin construction?</p> <p>R: The project will be constructed in two phases. Your area is part of the Contract 2 improvements, which is anticipated to begin in 4 years (2021) and completed by 2024.</p> <p>Q: Is the property going to be acquired?</p> <p>R: Based on the preliminary design plans, the property at 863 E. Valley Blvd. will not be acquired. However, design plans are subject to change which may result in changes to the project's right-of-way requirement in the future.</p> <p>Q: How is construction and access going to affect the property? We have large trucks turning in and out of the property.</p> <p>R: During construction of the project, road/lane closures would occur throughout the area. Caltrans will maintain access to businesses during construction per project's environmental commitment COM-2.</p>

**MS. TRESSY CAPPS COMMENT AND RESPONSES ON  
FINAL EIS**

## 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.

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.oregister.com/articles/angeles-595111-city-hollywood.html>

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-29-1

PC-29-2

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](mailto:tlc36c@hotmail.com)  
To: [aaron.burton@dot.ca.gov](mailto:aaron.burton@dot.ca.gov)  
CC: [david.bricker@dot.ca.gov](mailto: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.

Please reply to this email today.

Sincerely,

Tressy Capps (951)333-2000

PC-29-5

**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](mailto:i10corridorproject@dot.ca.gov)>  
**Cc:** Tressy Capps <[tlc36c@hotmail.com](mailto: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  
#TollFreeE

PC-29-6

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

To: Whom it May Concern Letter 3

6-8-16

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

Please consider and respond to my comments.

I am a member of Toll Free IE a grassroots group of 1,192 members  
[https://www.facebook.com/tollfreeie/?ref=aymt\\_homepage\\_panel](https://www.facebook.com/tollfreeie/?ref=aymt_homepage_panel)

In the Executive Summary S-3 not all viable alternatives are being addressed.

PC-29-7

Prior to resorting to Express Lanes, **the 210 freeway from the LA county line to the 215 interchange should be restriped to four general purpose lanes and one HOV lane in both directions** as per the "as built" plans, so traffic can divert to the 210 and reduce congestion on the 10. (See 5 pages attached for verification that this is an alternative).

Once the restriping is completed, then the traffic study on the 10 can be redone.

PC-29-8

**This alternative cannot be overlooked. To do so is a disservice to taxpayers.**

Page S-2 of the executive summary states: "Provide a cost-effective project solution"  
Express Lanes are NOT cost-effective. The Express lanes will cost billions.  
Restriping the 210 is a cost-effective alternative.

**Please respond to my comments.**

Page S-2 of the executive summary states another objective as:  
"Relieve congestion and improve traffic flow on the regional transportation system"

These lanes would be an extension of the Los Angeles County Metro Express Lanes which as this article states "are not living up to their name" and "causing speeds to drop to levels that could result in federal highway funds being withheld" <http://www.sgvtribune.com/general-news/20160207/110-10-freeway-expresslanes-are-slowing-down-and-officials-arent-sure-of-the-fix>

PC-29-9

**Moving forward with a project which is modeled after an existing project that is failing to the point of losing federal funding is a gross disservice to taxpayers.**

**Please respond to my comments.**

Sincerely,



Tressy Capps (951)333-2000

#TOLLFreeIE

DIST	COUNTY	ROUTE	DATE	SHEET NO.	TOTAL SHEETS
08	SBG	210	6.23/10.39	2	382

**Caltrans**  
**REGISTERED CIVIL ENGINEER**  
 J.A. KRAMER  
 No. 44500  
 CIVIL  
 STATE OF CALIFORNIA

**STRUCTURAL SECTION TYPE**

A 190 mm PCC (TYPE A)  
 75 mm AC (TYPE 1)  
 125 mm LCB (5)

B 100 mm AC (TYPE A)

C 100 mm AC (TYPE A)

D 165 mm AC (TYPE A)

E 150 mm PCC CLASS 2 AB

F 135 mm AC (TYPE 1)

G 150 mm AC (TYPE 1)

**DESIGNATION (ROUTE 30)**

1990 ADT = NOT APPLICABLE  
 2015 ADT = 7,700  
 V = 120 km/h  
 T1 = 8 (CARMELIAN STREET)  
 T2 = 9 (ARCHIBALD AVENUE)  
 T3 = 10 (RAMPS)

**NOTES:**

1. DIMENSIONS OF THE STRUCTURAL SECTIONS ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.

2. SUPERELEVATIONS AS SHOWN OR AS DIRECTED BY ENGINEER.

3. FOR LOCATIONS AND TYPE OF AC DIKE AND CURB, SEE LAYOUT SHEETS.

4. FOR LOCATIONS OF EDGE DRAINS, SEE EDGE DRAIN SHEETS.

5. PLAN 13.5B AND 13.5C FOR DETAIL PLACEMENT DETAILS, SEE STANDARD SPECIFICATIONS.

6. JOINTS WILL NOT BE PLACED IN THE TRANSVERSE REMEMERD PLANE WITHIN THE PCC SHOULDERS.

7. FOR TYPICAL CROSS SECTION OF THE CHAPEL DRIVEWAY, SEE CONSTRUCTION DETAIL SHEETS.

8. FOR LIMITS OF UNSUITABLE MATERIAL, SEE LAYOUT SHEETS.

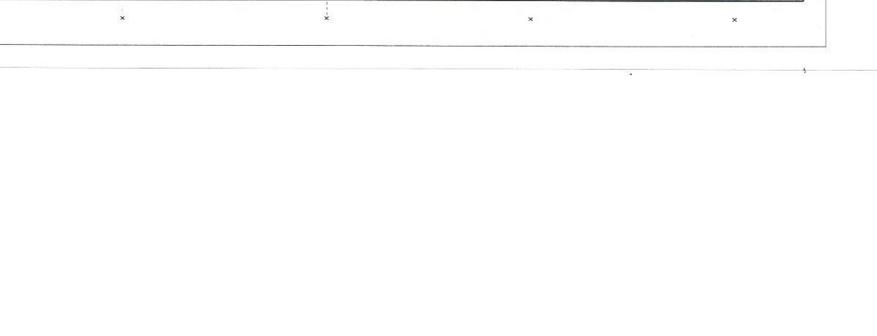
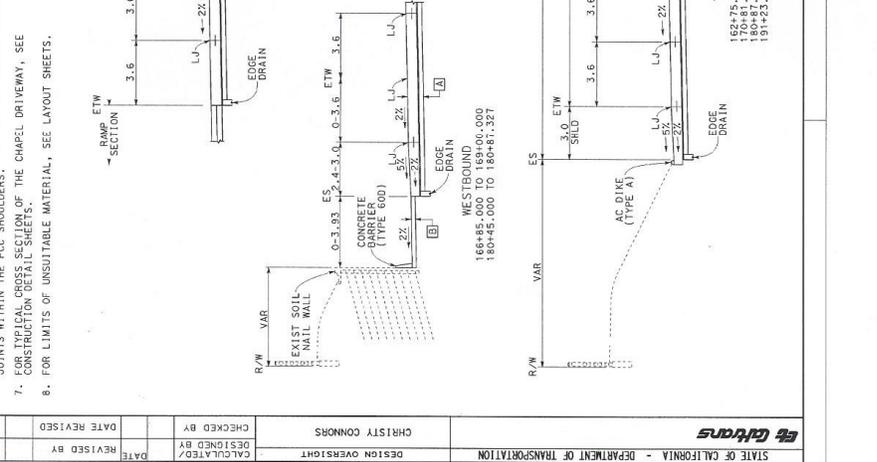
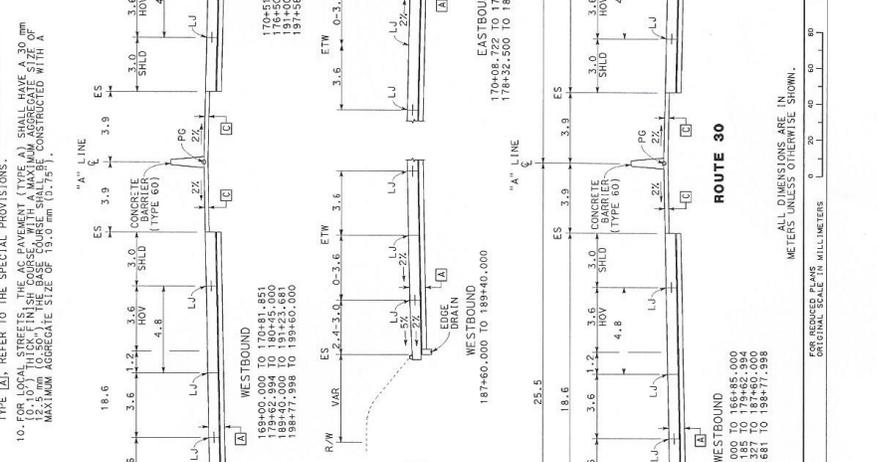
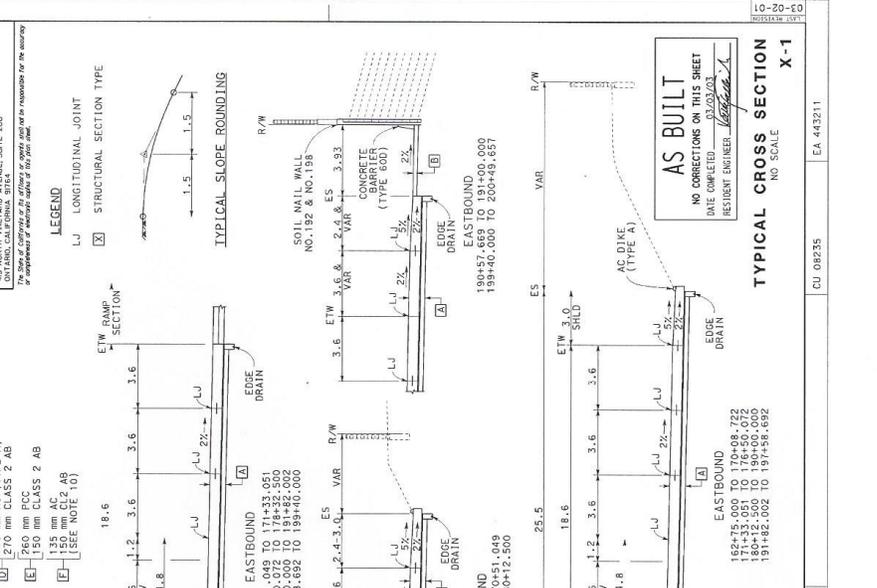
**DESIGNATION (ROUTE 30)**

1990 ADT = NOT APPLICABLE  
 2015 ADT = 7,700  
 V = 120 km/h  
 T1 = 8 (CARMELIAN STREET)  
 T2 = 9 (ARCHIBALD AVENUE)  
 T3 = 10 (RAMPS)

**NOTES:**

9. FOR SPECIAL REQUIREMENTS OF THE AGGREGATE, GRADATION AND ASPHALT TYPE, REFER TO THE SPECIAL PROVISIONS.

10. FOR LOCAL STREETS, THE AC PAVEMENT (TYPE A) SHALL HAVE A 30 mm (1.18") HOT-CRACK-FILL COURSE WITH A MAXIMUM AGGREGATE SIZE OF 7.5 mm (0.295") CONSTRUCTED WITH A MAXIMUM AGGREGATE SIZE OF 19.0 mm (0.75")



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

DESIGN OVERSIGHT: CHRISY CONNORS

DATE CHECKED: [ ]

DATE DESIGNED: [ ]

DATE REVISED: [ ]

DATE REVISOR: [ ]

EA 443211

CU 08235

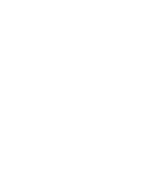
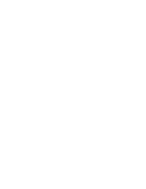
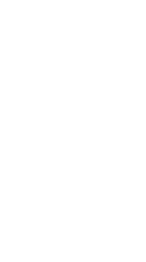
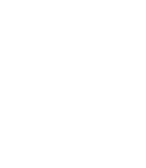
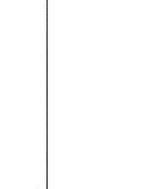
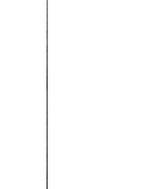
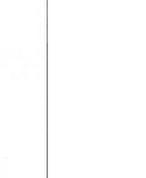
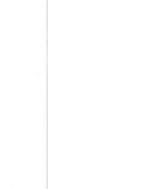
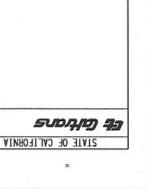
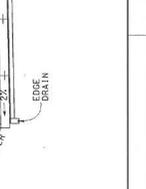
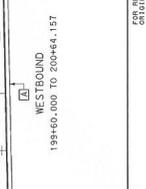
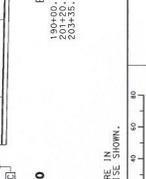
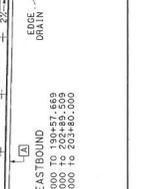
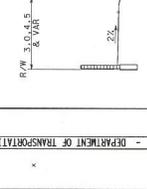
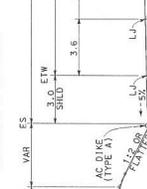
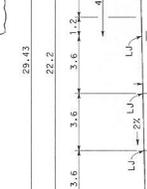
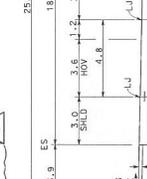
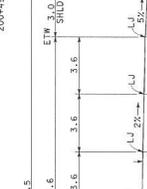
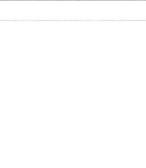
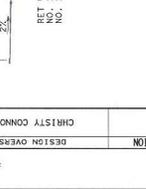
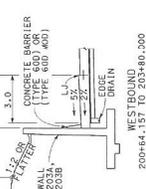
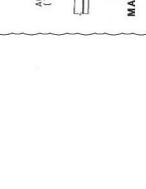
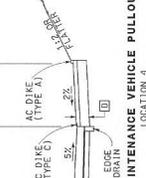
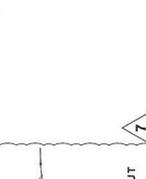
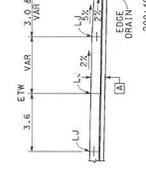
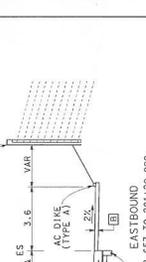
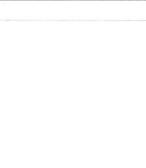
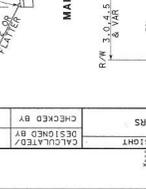
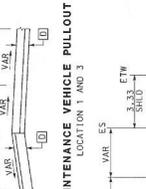
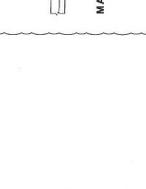
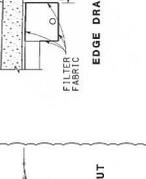
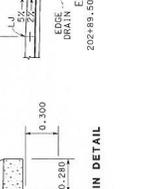
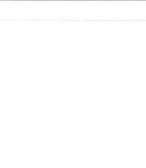
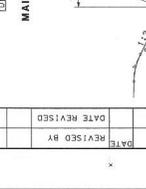
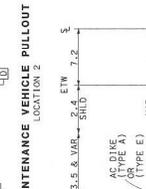
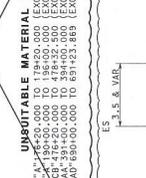
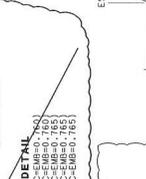
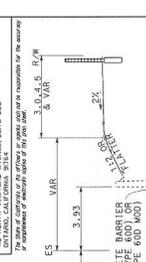
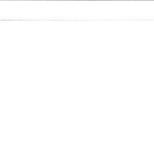
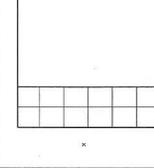
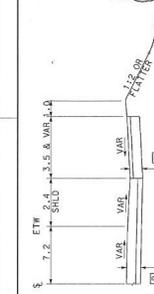
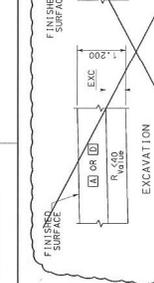
FOR REDUCED PLANS: 1" = 20' HORIZONTAL SCALE, 1" = 4' VERTICAL SCALE

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN.

DIST	COUNTY	ROUTE	ALTERNATE SHEET	SHEET TOTAL
08	580	210	B.29/10.38	3 382

REGISTERED PROFESSIONAL ENGINEER  
 CIVIL ENGINEER  
 No. 46328  
 3000 S. MARIPOSA AVENUE, SUITE 200  
 SAN MATEO, CALIFORNIA 94403  
 (415) 947-8800  
 FAX (415) 947-8801  
 WWW.CALTRANS.COM

**AS BUILT**  
 DATE COMPLETED: 3/10/23  
 REVISIONS BY: [Signature]  
 DELINEATED BY: [Signature]



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

DESIGN OVERSIGHT

CHRISTY CONNORS

CHECKED BY

DATE REVISION

DATE

DATE

DATE

DATE

DATE

ROUTE 30

WESTBOUND

EASTBOUND

ROUTE 30



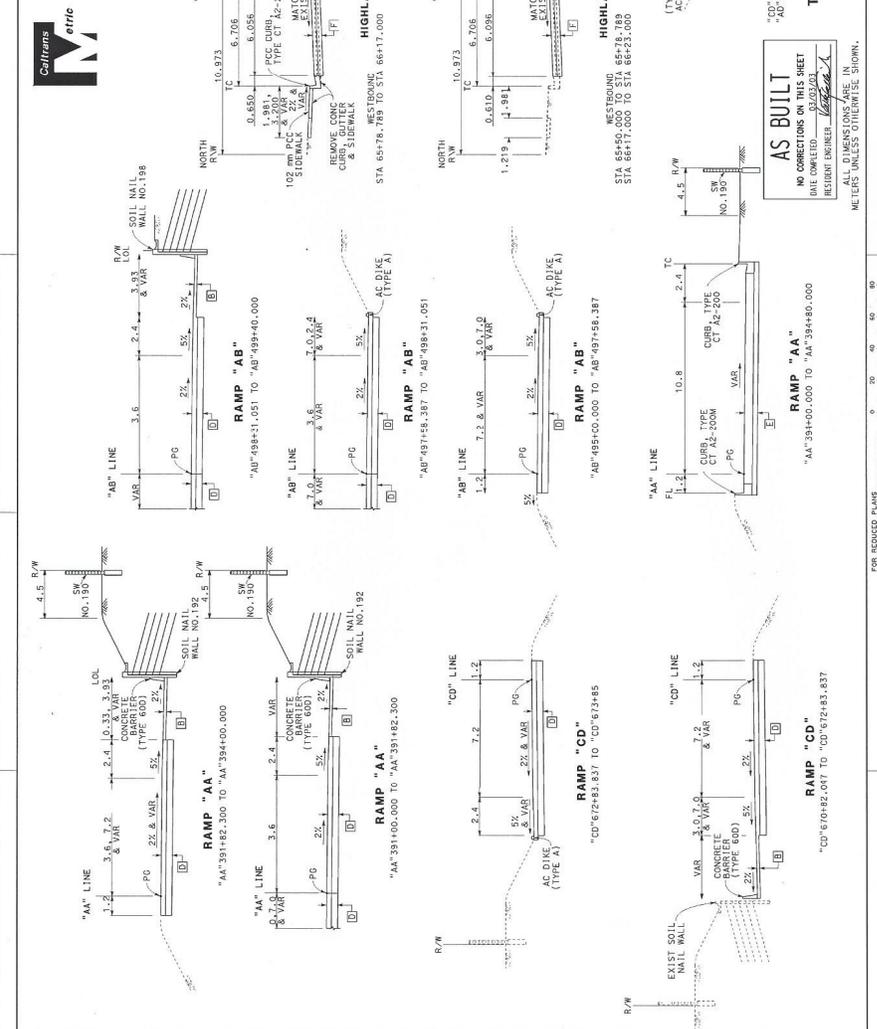
DIST	COUNTY	ROUTE	SECTION	SHEET NO.	TOTAL SHEETS
08	586	210	8.29/10.39	5	382

**Caltrans**  
**Metric**

REGISTERED PROFESSIONAL ENGINEER  
 A.A. KRANAK  
 No. 45326  
 State of California  
 3-25-20

EXISTS EXISTING 3.5'-0" (1)  
 SAN JOAQUIN ASSOCIATED ENGINEERS  
 344 BELLFLOWER, CALIFORNIA 94604  
 916-734-1100  
 400 EAST P. AVENUE, SUITE 200  
 OAKLAND, CALIFORNIA 94612

IN PREPARATION FOR THE STATE OF CALIFORNIA  
 BY CONTRACT NO. 07-0000000000000000



DATE	DESIGNED BY	DATE	DESIGNED BY
DATE	CHECKED BY	DATE	CHECKED BY
DATE	DATE	DATE	DATE

DESIGN OVERSIGHT  
 CHRISTY CONNORS

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans**

**AS BUILT**  
 NO CORRECTIONS ON THIS SHEET  
 DATE COMPLETED: 07/20/2007  
 RESIDENT ENGINEER: [Signature]

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN.

CU 08235 EA 443211

**TYPICAL CROSS SECTION**  
 NO SCALE

**X-4**

HIGHLAND AVENUE WESTBOUND 65+71.000 TO STA 66+17.000  
 HIGHLAND AVENUE EASTBOUND 66+25.000 TO STA 67+74.242

HIGHLAND AVENUE WESTBOUND 66+25.000 TO STA 66+41.000  
 HIGHLAND AVENUE EASTBOUND 66+41.000 TO STA 66+56.000

HIGHLAND AVENUE WESTBOUND 66+56.000 TO STA 66+71.000  
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HIGHLAND AVENUE WESTBOUND 66+86.000 TO STA 67+01.000  
 HIGHLAND AVENUE EASTBOUND 67+01.000 TO STA 67+16.000

HIGHLAND AVENUE WESTBOUND 67+16.000 TO STA 67+31.000  
 HIGHLAND AVENUE EASTBOUND 67+31.000 TO STA 67+46.000

HIGHLAND AVENUE WESTBOUND 67+46.000 TO STA 67+61.000  
 HIGHLAND AVENUE EASTBOUND 67+61.000 TO STA 67+76.000



---

**From:** Tressy Capps [<mailto:tlc36c@hotmail.com>]  
**Sent:** Wednesday, June 08, 2016 6:27 PM  
**To:** I-10 Corridor Project@DOT <[10corridorproject@dot.ca.gov](mailto:10corridorproject@dot.ca.gov)>  
**Cc:** Tressy Capps <[tlc36c@hotmail.com](mailto: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](http://www.tollfreeinterstates.com/sites/default/files/Studying%20Proposed%20Tolls%20Does%20Not%20Work_cover_0.pdf)[\[tollfreeinterstates.com\]](http://www.tollfreeinterstates.com)

I do not see anywhere in the EIR/EIS where this study is referenced.

**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  
#TollFreeE

PC-29-10

**From:** Tressy Capps [<mailto:tlc36c@hotmail.com>]  
**Sent:** Wednesday, June 08, 2016 7:59 PM  
**To:** I-10 Corridor Project@DOT <[10corridorproject@dot.ca.gov](mailto:10corridorproject@dot.ca.gov)>  
**Cc:** Tressy Capps <[tlc36c@hotmail.com](mailto:tlc36c@hotmail.com)>  
**Subject:** I-10 Corridor Project Draft EIR/EIS Public Review and Comment Letter 5  
**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)**.

Please acknowledge receipt of this email and the attachment.

Sincerely,

Tressy Capps (951)333-2000  
#TollFreeE

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

To: Whom it May Concern Letter 5

6-8-16

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

Please consider and respond to my comments.

I am a member of Toll Free IE a grassroots group of 1,192 members  
[https://www.facebook.com/tollfreeie/?ref=aymt\\_homepage\\_panel](https://www.facebook.com/tollfreeie/?ref=aymt_homepage_panel)

**We are opposed to Alternative 3- Two Express Lanes in Each Direction.**

This letter is to address Chapter 6 Public Involvement. There has been a void of public awareness and involvement due to the covert nature of Sanbag.

**By naming this the "Interstate 10 Corridor Project" the public has been left in the dark as to the true nature of this project.** The board selecting Express Lanes as the preferred alternative without the public's knowledge amounts to fraud against the taxpayers who approved Measure I. I was only able to discover this scheme because I have a background in legal work and investigations.

**This is so egregious it demands court intervention and possibly criminal prosecution.**

Sanbag should never have been granted the authority to oversee the outreach on this project. The only oversight SANBAG has is the ITOC and that is comprised of people SANBAG staff selects to oversee their audits. I have filmed and witnessed the ITOC in action and can provide proof that they are no deterrent to malfeasance whatsoever.

I attended a CAG meeting initially where I was told I could not film. This was documented on film. I later became a CAG member. I have been filming the meetings for over a year and documenting SANBAG's many Brown Act violations and suspicious behavior that demands further investigation. The link to the 105 videos documenting this pattern of behavior is  
[https://www.youtube.com/playlist?list=PL\\_U\\_ffZFj\\_m1wY7H3UpXWczVmVUMwprag](https://www.youtube.com/playlist?list=PL_U_ffZFj_m1wY7H3UpXWczVmVUMwprag)

Since I started attending the meetings Ray Wolfe has erected a physical barrier to keep the public away, hired officers and closed their offices to the public. Why is this being allowed to occur?

I demand an investigation into SANBAG's actions.

This project cannot be entrusted with the current administration in place.

Sincerely,

Tressy Capps (951)333-2000

#TOLLFreeIE

PC-29-11

**From:** Tressy Capps [<mailto:tlc36@hotmail.com>]  
**Sent:** Wednesday, June 08, 2016 11:46 PM  
**To:** I-10 Corridor Project@DOT <[i10corridorproject@dot.ca.gov](mailto:i10corridorproject@dot.ca.gov)>  
**Cc:** Tressy Capps <[tlc36@hotmail.com](mailto:tlc36@hotmail.com)>  
**Subject:** I-10 Corridor Project Draft EIR/EIS Public Review and Comment Letter 6  
**Importance:** High

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**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

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-29-12**
- 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-29-13**
- 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-29-14**
- 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-29-15**
- 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-29-16**
- 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-29-17**
- 7) Provide a Table for each alternative, provide a description if impacts are greater lesser, similar. **PC-29-18**

8) Summarize the overall conclusions of each alternative and discuss ability to feasibly attain project objectives. **PC-29-19**

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-29-20**

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-29-21**

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 than 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-lane 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-29-22**

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-29-22**

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).

**PC-29-23**

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,.

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-29-24**

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## Response to Comment PC-29

Comment Code	Response
<b>PC-29-1</b>	<p>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).</p>
<b>PC-29-2</b>	<p>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.</p> <p>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.</p> <p>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 <i>Code of Federal Regulations</i> [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 <i>are estimates of anticipated future trends</i> – 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.</p> <p>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.</p>
<b>PC-29-3</b>	<p>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' <i>potential future actions</i> 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.</p> <p>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 future. In addition, both agencies have conducted public outreach activities beyond what is typically required for a transportation project and <i>have taken additional time to ensure</i> 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.</p>

Comment Code	Response
	<p>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.</p>
<p><b>PC-29-4</b></p>	<p>As stated in the cover contents for the Draft EIR/EIS, the Draft EIR/EIS was made available at the Fontana Lewis Library &amp; 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 &amp; 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:</p> <ul style="list-style-type: none"> <li>• Caltrans District 8, 464 W. 4<sup>th</sup> Street, San Bernardino, CA 92401</li> <li>• A.K. Smiley Public Library, 125 West Vine Street, Redlands, CA 92373</li> <li>• Loma Linda Branch Library, 25581 Barton Road, Loma Linda, CA 92354</li> <li>• Norman F. Feldheym Central Library, 555 West 6<sup>th</sup> Street, San Bernardino, CA 92410</li> <li>• Colton Public Library, 656 North 9<sup>th</sup> Street, Colton, CA 92324</li> <li>• Rialto Branch Library, 251 West 1<sup>st</sup> Street, Rialto, CA 92376</li> <li>• Paul A. Biane Library, 12505 Cultural Center Drive, Rancho Cucamonga, CA 91739</li> <li>• Upland Public Library, 450 North Euclid Avenue, Upland, CA 91786</li> <li>• Ovitt Family Community Library, 215 East "C" Street, Ontario, CA 91764</li> <li>• Montclair Branch Library, 9955 Fremont Avenue, Montclair, CA 91763</li> </ul> <p>The report was also made available and accessible any time from the Caltrans website at: <a href="http://www.dot.ca.gov/d8/index.html">http://www.dot.ca.gov/d8/index.html</a> and from the SBCTA website at <a href="http://www.gosbcta.com/plans-projects/projects-freeway-I-10Corridor.html">http://www.gosbcta.com/plans-projects/projects-freeway-I-10Corridor.html</a>.</p>
<p><b>PC-29-5</b></p>	<p>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.</p>
<p><b>PC-29-6</b></p>	<p>Your opposition to Alternative 3 is acknowledged.</p>
<p><b>PC-29-7</b></p>	<p>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. Screening of viable alternatives require the alternative to meet the criteria provided in the "Purpose" and "Need" of the project provided in Section 1.2.1 and Section 1.2.2 of the Final EIR/EIS. A discussion of viable alternatives considered for the I-10 Corridor Project is provided in Chapter 2 of the Final EIR/EIS.</p>
<p><b>PC-29-8</b></p>	<p>The "Purpose and Need" identified for this project is specifically identified for the I-10 freeway. State Routes 60 and 210 are parallel routes that serve different areas of the region and travel purposes compared to the I-10 freeway. Restriping the SR-210 to four general purpose lanes and one HOV lane in both directions would not provide immediate traffic congestion and trip reliability improvements to the more heavily traveled I-10. Hence, this proposed alternative is not considered as a viable alternative for the I-10 CP; 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.</p> <p>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</p>

Comment Code	Response
	<p>alternatives presented to the public are viable alternatives that would provide relief to current traffic congestion and address traffic deficiencies in the 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.</p> <p>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.</p>
<b>PC-29-9</b>	<p>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.</p> <p>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). 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.</p> <p>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 and alleviate traffic on general purpose lanes. Based on the results of the traffic study conducted, Alternative 3 is projected to generally operate better than the No Build Alternative; hence, the project has met one of its objective to "relieve congestion and improve traffic flow on the regional transportation system." Please refer to Section 3.1.6 for a comparison of traffic analysis between the No Build Alternative and Alternative 3.</p> <p>The I-10 Corridor Project is a standalone project that has logical termini and independent utility; the project could operate on its own with or without LA County Metro's Express Lanes.</p>
<b>PC-29-10</b>	<p>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.</p> <p>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.</p>
<b>PC-29-11</b>	<p>Your opposition to the project is acknowledged. Caltrans and SBCTA have conducted above and beyond what is required by law to involve the public in the project development process. Caltrans and SBCTA conducted several outreach efforts during the early stages of the project - public meetings were held, public notices were sent and newspaper advertisements were acquired to announce the initiation of the I-10 Corridor Project. SBCTA also formed CAGs, created a project website, and provided regular updates to the public on the progress of the project throughout the project development process. To announce the availability of the Draft EIR/EIS, SBCTA and Caltrans conducted the following outreach activities: three public meetings, advertisements in</p>

Comment Code	Response
	<p>several newspapers and publications, public notices mailers to affected residents and businesses, email notifications, social media postings, and radio advertisements. Thousands of notices and mailers were sent by Caltrans and SBCTA since the early stages of the I-10 Corridor Project. Further information about public outreach efforts are provided in Chapter 5 of the Final EIR/EIS.</p> <p>Identifying a “Locally Preferred Alternative” in the Draft EIR/EIS is acceptable under current laws and regulations. After comparing and weighing the benefits and impacts of all feasible alternatives, SBCTA determined that Alternative 3 was the Locally Preferred Alternative (LPA) on July 2, 2014. This decision was reached after it was determined that traditional methods of improving freeways would not accommodate the projected population growth of this region and associated increase in traffic. SBCTA determined that Alternative 3 is both engineering and financially viable, and it provides a transportation improvement that is sustainable over time. Identifying a LPA in the Draft EIR/EIS does not preclude other viable alternatives from being selected as the <i>final</i> Preferred Alternative. By designating Alternative 3 as the LPA prior to circulation of the Draft Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) for public review, SBCTA provided disclosure of its preference among the alternatives to the public, as well as to other agencies that may have an interest in the project. Please refer to Section 2.2.4.1 for a discussion of the identification of LPA in the Draft EIR/EIS.</p>
<b>PC-29-12</b>	<p>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.</p> <p>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.</p> <p>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.</p>
<b>PC-29-13</b>	<p>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.</p>
<b>PC-29-14</b>	<p>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</p>

Comment Code	Response
	<p>No Build Alternative (Alternative 1) is already included as an alternative to be considered for the project.</p> <p>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.</p>
<b>PC-29-15</b>	<p>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.</p> <p>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.</p> <p>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 because they were not found to be reasonable or feasible. 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.</p>
<b>PC-29-16</b>	<p>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.</p> <p>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.</p> <p>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.</p>

Comment Code	Response
PC-29-17	<p>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.</p>
PC-29-18	<p>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.</p>
PC-29-19	<p>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.</p>
PC-29-20	<p>Please note that the context of <i>California Code of Regulations</i> (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.</p>
PC-29-21	<p><i>CCR 15091, Findings</i> 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:"</p> <ol style="list-style-type: none"> <li>(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.</li> <li>(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.</li> <li>(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.</li> </ol> <p>Per CEQA 15091(a), the above three are <i>possible findings</i> 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.</p> <p>Considering the low attendance at the public meetings and minimal comments received, the significance finding has been revised to less than significant.</p>
PC-29-22	<p><i>Range of Alternatives</i></p> <p>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.</p> <p><i>Conversion of HOV Lanes to Express Lanes</i></p> <p>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.</p>

Comment Code	Response
	<p>Express Lanes that are moving at relatively high speed actually serve more traffic than a similar number of lanes that are heavily congested. Please refer to Section 3.1.6 of the Final EIR/EIS.</p> <p>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). 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.</p> <p>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.</p> <p><i>Environmental Justice</i></p> <p>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.</p> <p><i>Cumulative Impacts</i></p> <p>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.</p> <p><i>Right-of-Way Impacts</i></p> <p>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.</p>

Comment Code	Response
<p><b>PC-29-23</b></p>	<p><i>Information on Bridge and Ramp Facility to be Affected by the Project</i></p> <p>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.</p> <p><i>Construction-Related Traffic Impacts</i></p> <p>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.</p> <p>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.</p>
<p><b>PC-29-24</b></p>	<p>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.</p> <p>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.</p> <p>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.</p>