

From: OConnor, Karina [<mailto:OConnor.Karina@epa.gov>]
Sent: Friday, June 06, 2014 10:53 AM
To: Yoon, Andrew U@DOT
Cc: Rongsheng Luo; Berry, Laura; Bohnenkamp, Carol
Subject: Urgent Revised Quantitative PM10 Hot Spot Analysis for High Desert Corridor Project for May 27, 2014 TCWG Meeting

Andrew – thanks so much for addressing our previous comments on the High Desert Corridor, the analysis is much more complete and easier to understand at this point!

We just a few remaining comments and suggestions which should be fairly quick for you to address.

Again, this new version of the quantitative PM10 hot-spot analysis for the High Desert Corridor seems is much improved. It looks like you addressed the majority of our comments. But we have a few remaining comments list below:

- There are inconsistent reasons for choosing 2020 and 2040 as analysis years. Table 1 lists “Opening Year in 2020 and Horizon in 2040, based on the project schedule and consistency with the regional plan”. However, on page 28, there is a more good discussion of the rationale for picking analysis year. Though there is no mention of the actual years picked for the analysis. Could you please make sure that the rationale in Table 1 matches the discussion on page 28 and that the discussion on page 28 is tied directly to the actual years picked for the analysis?
- On page 16, where the AERMOD volume sources setup is described, the width and Sigma-Z0 (Szinit) are described, but not the spacing of the volume sources. The sentence in bold below leaves it unclear whether the spacing is correct. Could you add more specific language describing the spacing of the volume sources?
*Individual emission for roadway or HSR feeder service was set up in the model as a line-volume source. With the help of GUI of the Lakes AERMOD View, line-volume sources were created along the roadway and HSR feeder service alignments, with each width set to match the width of the roadway width or HSR rail width. A release height for each roadway source was estimated as a weighted average of non-truck and truck traffic based on the formula in Appendix J of the Guidance. **It should be noted that each line-volume was then further divided into multiple individual and adjacent volume sources whose side equals to the width defined for each roadway or rail facility.** Each line-volume source was initially assigned with an emission rate of 1 g/s; but was further directed to vary emission rates on an hourly basis for each period according to the rates summarized in Attachment D.*
- Lastly, why is the #2 project alternative labeled as the “TSM/TDM Alternative?” There are zero TDM strategies in this collection of road improvements described. We suggest that this alternative be relabeled as “increasing capacity of local roads” .

Thanks, Karina
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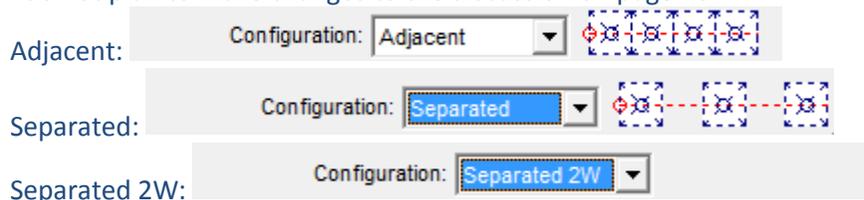
From: Yoon, Andrew U@DOT
Sent: Friday, June 06, 2014 12:47 PM
To: 'OConnor, Karina'
Cc: Rongsheng Luo; Berry, Laura; Bohnenkamp, Carol
Subject: RE: Urgent Revised Quantitative PM10 Hot Spot Analysis for High Desert Corridor Project for May 27, 2014 TCWG Meeting

Hi Karina,

Thank you for the comments. I'll revise the analysis to address your comments and submit to Rongsheng for circulation to TCWG. But, in the mean time, here are the responses I plan to incorporate in the revision:

1st bullet: The rationale is consistent. It's just that those discussions on page 28 did not include the years of 2020 (opening) and 2040 (considering traffic impact after the full 20-year life span). I'll revise Table 1 to include the consistent rationale; and include years in the discussion on page 28.

2nd bullet: As recommended by the EPA Guidance, all volume sources in this Analysis are configured as "adjacent." For reference, there are three options in Lakes AERMOD View for configuring a line source parameter, represented by volume sources: adjacent, separated, and separated 2W. Graphical representations for these options are shown below. "Separated 2W" does not show any illustration; but individual sources are separated by a spacing equal to twice the width. If this clarification is satisfactory, I do not plan to make changes to the discussion on page 16.



3rd bullet: As this is the title of alternative taken from the overall environmental document, this Analysis will have to maintain the same title for consistency. As a result, I do not plan to change the title of the TSM/TDM Alternative.

Please let me know as soon as possible if these responses are acceptable. If they are, I'll make changes to the Analysis accordingly, and submit a final PM analysis to TCWG. Thank you for your help!

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