

Project: I-215 HOV Lane Gap Closure EA: 08-OM9400 Reviewer: Karina O'Connor, U.S. EPA
 Project Limits: 08-RIV-91-20.7/21.7, 08-RIV-215-43.2/45.3, and 08-SBD-215-0.0/5.7
 Report/Document: PM_{2.5} and PM₁₀ Analysis Report Date: November 2009 Date of Review: 12/01/2009

Note: The “No.” column in the table below refers to the number of the comment addressed; “Section” refers to the section of the document to which the comment refers, as does “Page.”

No.	Section	Page	Comments	Responses	Verified by
1			<p>It would be useful to have information on why there is an overall decrease in daily VMT between the no-build and build alternatives in Table E. (page 11) If congestion is improved, one might expect that some additional trips may occur since though traffic is redistributed to the new alignment and there is some congestion relief on the existing route. This is especially confusing since both Tables A & B (2014 & 2035) and the tables in Attachment B all show increases in auto and truck ADT/volumes from no build to build. Is the VMT shown in Table E only for the peak hour or only for the mainline (not including the HOV lanes)? The VMT used in Table E was used to estimate daily PM_{2.5} and PM₁₀ emissions, so it should be based on daily VMT.</p> <p>In addition, Tables E, F and G reference two different areas 1) I-215 Corridor and 2) System Wide Corridor. What area these project areas? Is the I-215 corridor the area directly surrounding the</p>	<p>The VMT and VHT volumes listed in Table E are daily volumes. The “I-215 Corridor” volumes include traffic along the segments of SR-91 and I-215 within the project area along with traffic along the secondary roads within the project area. Therefore, the reduction of VMT on the secondary roads is reducing the overall VMT in the corridor. A description of the traffic data has been added to the PM analysis along with a figure showing the roadway/freeway segments that were included in the traffic analysis.</p> <p>The system wide analysis includes the daily traffic for the entire SCAG region. This analysis was included to demonstrate that the proposed project would reduce PM emissions both locally and regionally.</p>	

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			freeway, including the existing lanes and the new lanes? How far out does the “System Wide” area extend? Why is a system wide area considered for the hot spot analysis?		