



South Coast Air Quality Management District

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FAXED: JANUARY 5, 2007

January 5, 2007

Mr. Garrett Damrath
CALTRANS District 7
Division of Environmental Planning
100 South Main Street, MS-16A
Los Angeles, CA 90012-3606

Dear Mr. Damrath:

**Draft Environmental Impact Report/ Statement/Report (DEIR/S) for the
Interstate 5 Corridor Improvement Project (Between SR-91 and I-605)
(October 2006)**

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The following comments are meant as guidance for the lead agency and should be incorporated in the Final Environmental Impact Report/Statement.

Pursuant to Public Resources Code Section 21092.5, please provide the SCAQMD with written responses to all comments contained herein prior to the certification of the Final Environmental Impact Report/Statement. The SCAQMD would be available to work with the Lead Agency to address these issues and any other questions that may arise. Please contact Charles Blankson, Ph.D., Air Quality Specialist – CEQA Section, at (909) 396-3304 if you have any questions regarding these comments.

Sincerely

Steve Smith, Ph.D.
Program Supervisor, CEQA Section
Planning, Rule Development & Area Sources

Attachment

SS: CB

LAC061101-02
Control Number

**Draft Environmental Impact Report/Statement (DEIR/S) for the
Interstate 5 Corridor Improvement Project
(Between SR-91 and I-605)**

Emission Factors: Please identify the emission factors that were used to estimate emissions from the 24 construction worker vehicle trips shown in Table 3-13.10 on page 174 of the DEIR/S.

Mitigation for Construction NO_x emissions: Table 3-13.10 also shows that NO_x construction emissions exceed the significance threshold but the lead agency does not propose any measures to reduce those emissions. Please consider the following mitigation measures where feasible:

- Maintain equipment and vehicle engines in good condition and in proper tune as per manufacturers' specifications.
- For all construction equipment, require the use of alternative clean fuel such as electric or compressed natural gas-powered equipment with oxidation catalysts and particulate traps instead of gasoline- or diesel-powered engines. Diesel-powered equipment that has been retrofitted with after-treatment products reduces NO_x by 40 percent. However, where diesel equipment has to be used because there are no practical alternatives, require the use of particulate filters and oxidation catalysts.

Information on California Air Resources Board (CARB)-approved construction equipment can be found at the following websites:

www.arb.ca.gov/diesel/FAQ.html#6
www.enginecontrolsystems.com

- Trucks supplying materials and supplies to the project site should be required to use alternative fuels such as compressed natural gas or fitted with oxidation catalysts or particulate traps.
- Use electricity from power poles instead of temporary diesel- or gasoline-powered generators.
- Prohibit heavy-duty construction vehicles from idling in excess of five minutes, both on- and off-site, to be consistent with state law.