



COASTAL SAN PEDRO NEIGHBORHOOD COUNCIL

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September 25, 2017

Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 South Main Street, MS 16A
Los Angeles, CA 90012

Subject: Comments Regarding Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement for the I-710 Corridor Project

To whom it may concern,

We submit the below request and recommendation regarding the Subject I-710 Corridor Project. We will appreciate your consideration and response.

1. In recognition that commercial interests benefit most significantly from the I 710 freight corridor, we request that you consider that the Project should be funded primarily through the commercial interests which benefit most directly such as through container and shipping fees. The I 710 Freeway in the Project area largely serves commercial freight transport to and from the Ports of Los Angeles and Long Beach, experiences great degradation from the high volume of commercial heavy-duty vehicle traffic, and must be built to accommodate the freight related commercial traffic. The public cannot reasonably be expected to pay the significant portion for goods transport, especially in consideration of the significant costs to public health already borne by the people living and working in proximity of the Project area.
2. Implement the Alternative 7 with Option 7ZE to include only Zero Emission technology and exclude Near Zero Emission technology for the following three reasons:
 - a. The required zero emission technologies are most likely to be reasonably feasible and implementable before project completion. Several public and private agencies are invested intensely in implementing zero emission technologies, as demonstrated by the Cities of Long Beach and Los Angeles. Further the Gateway Cities COG and Metro concluded in the year 2013 "I-710 Project Zero-Emission Truck Commercialization Study" that zero-emission capable drayage trucks can be developed, demonstrated, validated, and moved into production by a 2025 target timeline, within seven years of the Project's planned Final EIR.
 - b. The Option 7ZE, with significant improvements in freight transport, related technologies, and emission reductions resulting in great economic and public health benefits, will drive monumental economies of scale that will improve Southern California transportation systems and motivate other industries towards advancing technologies, such as may become implemented in the San Pedro Bay Clean Air Action Plan only if Option 7ZE is realized.

