



MARK PESTRELLA, Director

# COUNTY OF LOS ANGELES

## DEPARTMENT OF PUBLIC WORKS

*"To Enrich Lives Through Effective and Caring Service"*

900 SOUTH FREMONT AVENUE  
ALHAMBRA, CALIFORNIA 91803-1331  
Telephone: (626) 458-5100  
<http://dpw.lacounty.gov>

ADDRESS ALL CORRESPONDENCE TO:  
P.O. BOX 1460  
ALHAMBRA, CALIFORNIA 91802-1460

November 9, 2018

Dear La Canada Flintridge Parents for Healthy Air,

Los Angeles County Public Works received your letter dated November 1, 2018, outlining your concerns regarding the Devil's Gate Reservoir Restoration Project. We want to assure you that we take your concerns very seriously and have spent a great deal of time exploring options and will continue to explore them throughout the duration of the project. We want to work together with the community to build a better project. We have compiled the following responses to your requests:

### **Parents' Request #1: New Health Risk Assessment**

The California Environmental Quality Act (CEQA) process was started in 2011 with scoping meetings and development of a draft Environmental Impact Report (EIR), and the Initial Study was released in September 2011. In October 2013, the draft EIR was released for public comment through January 2014. After responding to and incorporating comments, the final EIR was certified in November 2014. Litigation began immediately after that halting all work on the project until a Supreme Court decision in March 2017. Public Works revised and recirculated portions of the Final EIR to further clarify the Project's mitigation measures in mid-2017. In November 2017, the Board of Supervisors certified recirculated portions of the final EIR. Design plans and specifications for the project were finalized and advertised for a construction contract in mid-2018.

We recognize that California's Office of Environmental Health Hazard Assessment (OEHHA) updated their equation in 2015, however the Project's EIR Notice of Preparation (NOP) was released in 2011. The Project's EIR was completed using the most current information at that time. Creating a new Health Risk Assessment would require modifying and recirculating the EIR, which could take several more years. Furthermore, although we recognize that there have been recent studies and research regarding "ultrafine" particulate matter (PM<sub>0.1</sub>), there are currently no regulations in place to comply with. As a result of the 2009 Station Fire and subsequent storm events, more than anticipated sediment from the burnt watershed has built up behind the dam, reducing capacity and threatening to block the stormwater release valves that allow us to release water down the Arroyo Seco in a controlled fashion. Delaying this project any further jeopardizes our ability to control releases downstream which puts lives and property at risk during major storm events.



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### **Parents' Request #2: Modify the sediment hauling schedule, the truck type, and the number of trucks on the road.**

When deciding on the haul routes and hauling schedule, Los Angeles County Public Works took into consideration the school district schedules. We created a hauling schedule that avoids the morning drop-off times during the school year in La Canada Flintridge and hauling operations will end by 3:30pm. To be fair to all neighboring cities, we have balanced the truck traffic for a 50/50 split between cities, down to the hour.

In the article that you provided, it states, "Emission controls on the newer trucks are less likely to fail, said Rasto Brezny, executive director for the Manufacturers of Emission Controls Association, because more comprehensive pollution controls, which make the engines cleaner and pollution controls easier to maintain, were imposed beginning in 2010" (McKenna, 2018, Pollution Controls Failed Within Years on Certain Heavy Duty Trucks, Study Finds). The trucks referenced as failing were trucks built between 2007 and 2009. To reduce air emissions and impacts to the surrounding community, all diesel trucks used for transporting excavated sediment will meet the Environmental Protection Agency (EPA) emission standards for model year 2010 or newer. Los Angeles County Public Works in conjunction with the Board Action, is proactively accelerating compliance with California regulations that currently does not require model year 2010 emission standards until January 1, 2023.

To reduce air emissions and impacts to the surrounding community, all off-road diesel equipment (loaders, dozers, excavators, etc.) used during sediment removal and placement operations will meet EPA emission standards for Tier 3 equipment, at a minimum. Currently, approximately 75% of the equipment proposed is Tier 4 equivalent, which exceeds requirements.

Per the EIR, there is a maximum of 425 round-trip truck trips allowed daily, not 425 trucks as your letter states. The Contractor anticipates using approximately 95 trucks, each completing approximately 4 round trips. We have contacted several trucking companies to explore the option of CNG powered dump trucks, but due to the steep grade of the access road exiting the reservoir, they are not feasible. We are also researching electric dump trucks, although they are currently not available locally. Their battery range appears to be limited at this time, however, we are still looking at options. We are currently in the process of exploring the possibility of using a low-carbon biofuel in the trucks, produced entirely from raw materials and will hopefully be able to report back as discussions progress. Even if these items are not available to us right now, we will continue to explore the options throughout the duration of the project with the hope of being able to implement additional measures where we can.



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**Parents' Request #3: Require an independent contractor to ensure that truck hauling is 100% safe and legal on city streets and highways by using an on-site multi-axle scale to verify tonnage limits; that pollution thresholds at the site are not exceeded by using environmental monitors for all criteria pollutants (including "ultrafine" PM); that cameras document the extent of idling by queuing vehicles; that retrofitted diesel engines have emissions control systems that are properly maintained; that environmental monitors are installed and maintained at appropriate locations of "sensitive receptors" in 1-mile radius of the Project and along its low-speed transit corridors; and that the monitoring systems are in place before the April 2019 debris removal begins.**

The Contractor is already required to install portable scales with a ticketing system that will generate tickets with the tare, gross, and net weights. Their scales will be calibrated, certified, and sealed after installation and prior to initial use by a State of California Department of Food and Agriculture, Division of Measurement Standards, Registered Service Agency. The Contractor is getting paid based on the tonnage of material being exported from the site, not truck trips, so the tonnage will be closely monitored by County staff.

The Contractor is required to comply with the following requirements and County staff will be monitoring and verifying accuracy and compliance:

### For On-Road Equipment (Haul Trucks):

- Each truck will be registered with California Air Resources Board (CARB) utilizing the Truck Regulation Upload Compliance and Reporting System (TRUCRS). Registration through TRUCRS ensures that the truck meets the 2010 emission standards.
- The Contractor will provide a copy of the Executive Order issued by CARB for each truck within the fleet (not the fleet average).
- The Contractor will identify a Responsible Official/Designated Official that is identified on the Responsible Official Affirmation of Reporting (ROAR) for the Current Reporting Year.

### For Off-Road Equipment (Dozers, Loaders, Excavators, etc.):

- Each piece of equipment will be registered with CARB utilizing the Diesel Off-Road Online Reporting System (DOORS). Registration through DOORS ensures that the construction equipment meets the Tier 3 emission standards.
- The Contractor will provide a copy of the Executive Order issued by CARB for each piece of equipment.



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- Each piece of equipment is assigned a unique Equipment Identification Number (EIN) label attached to both sides of the equipment. The EIN label ensures that each individual piece of equipment is registered on DOORS and meets the Tier 3 emission standards.

We assure you that Los Angeles County Public Works Staff has a high Quality Assurance standard, and our trained staff will ensure the accuracy of documentation and compliance of all contractual and regulatory requirements.

**Parents' Request #4: Obtain a new Traffic Impact Analysis that addresses the flow of entering and exiting trucks, especially along the segment of Oak Grove/Berkshire Place/210 ramps.**

We understand your concern regarding idling vehicles and the potential backup of trucks at this location. We have started a preliminary analysis exploring the option of installing left-turn phasing for Northbound Oak Grove Drive traffic turning west (left) onto Berkshire Place. This signal is within the City of Pasadena's jurisdiction. Depending upon the outcome of the preliminary analysis, we may open discussions with the City of Pasadena to potentially conduct a full left-turn study.

Upon completion of our research and studies, we would be happy to meet with you again to discuss our findings. We appreciate your feedback and look forward to working together throughout the project. If you have any further questions or concerns, please do not hesitate to contact me at the information below.

Respectfully,

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