

## Proximity to Freeway Air Pollution

### Highlights from Caltrans FEIR Air Quality Section 3.15

This section is based on the November 2009 Air Quality Analysis and a 2014 addendum to the I-5/SR-56 project. The proposed project “area exceeded the state 8-hour standard for Ozone”. Criteria air pollutant concentrations are measured at 10 monitoring stations with the closest one to the project site being **20 miles south of Torrey Pines**.

Mobile Source Air Toxics (**MSAT**) **Research on** air toxics is a continuing area of analysis with **“many questions remaining unanswered”**. “In particular, the tools and techniques for assessing **project-specific health** outcomes and lifetime exposure to MSAT remains limited.” Available technical tools would not enable the prediction of project-specific health impacts. Therefore, **“information is incomplete or unavailable to credibly predict MSAT health impacts” within the project area.**

### Acceptable Level of Risk

Caltrans fails to mention the ‘new’ acceptable level of risk studies done in Los Angeles which double the exposure risk distance from 500 feet to a 1,000 feet from development of residential or Sensitive Receptors such as schools alongside freeways. More than 1.2 million people in Southern California already live within 500 feet of a freeway and suffer from higher rates of **asthma, lung cancer, heart attacks, strokes, preterm births and a ever growing list of health problems**. The **Barrio Logan community** is a prime study of what happens over time with MSAT exposure from an elevated freeway running directly above residential housing and public schools. During the recent Barrio Logan Community Update, analysis indicated that **25%** of the school age children **had asthma**.

One of the major MSAT risks is from **diesel fueled trucks**. Caltrans claims that the project would not result in more than 4% of average daily traffic (AADT) being from trucks in the future. Senior Caltrans staff told a very different story about a increase in truck traffic within the project area. More trucks would divert to I-5/SR-56 seeking a shorter route to the ports and truck traffic **would increase by 25%** throughout Torrey Pines project site. As this project induces more traffic onto I-5/SR-56, the percentage of trucks in the mix might stay the same but as overall AADT substantially increase so will the absolute number of truck trips.

### Del Mar Hills Academy – Sensitive Receptor

Caltrans Table 3.15.4 Sensitive Receptor reviews Schools, Preschools and Hospitals within the project area and indicates the ‘distance from proposed project in feet’. Based upon the Preferred Connector Alternative #2, the Del Mar Hills Academy’s main building is **only 57 feet away from the Connector ramp**. The ramp would be 6 feet below the Hill’s sound wall. MSAT’s directly impact both the basketball courts and playing fields. The same table issued in the DEIR in May, 2012 shows the Distance from Proposed Project to be **857 feet away** from the project. Any margin of exposure from MSAT’s has been eliminated by this Alternative #2. The Hill’s playfields are the only community recreational park within Torrey Pines and as such see constant use after the schools closes in the early afternoon.

The Notre Dame Academy at 4343 Del Mar Trails was 791 feet away from the highway on table in 2012 and now is 24 feet away from project. The Carmel Del Mar School at 12345 Carmel Park Drive was show in 2012 as 898 feet away but now is 531 feet from project. The end result of Alternative #2 is that schools, whether private or part of the Del Mar Union School District are exposed to toxins along both I-5 and SR-56 with Alternative #2.

The Del Mar Union School District along with residents, retail stores and commercial buildings have received no notice of these dramatic changes which now bring Air Pollution into their neighborhoods, homes and schools. This Caltrans project took 5 years from DEIR to 'final' EIR to be issued with various information available along the way for review. Caltrans is refusing to attend a public meeting to explain Alternative #2 environmental impact.

Our community deserves better treatment and a real explanation of how Alternative #4 compares to Caltrans Preferred Alternative.

Dennis Ridz, Chair TPCPB