

Table 3.25.1 Summary of Transportation Projects in the SR-91 CIP Study Area¹

Project Name and ID Number (refer to Figure 3.25-1) ^{2,3,4}	Project Description	Summary of Environmental Evaluation, Documentation, and Impacts
New Interchange (SR-91) at Fairmont Boulevard – ID Number 8 (Sheet 1 of Figure 3.25-1) - In the City of Anaheim near the Anaheim and Yorba Linda city limits - City of Anaheim project - This project is anticipated to be constructed between 2013 and 2015.	This is an SR-91 improvement project proposed for implementation by 2015. The project is part of the second set of proposed projects described in the SR-91 Implementation Plan to improve SR-91. This project would construct a new interchange with SR-91 at Fairmont Boulevard. Two options are being considered. Option 1 would provide a new partial overcrossing at Fairmont Boulevard that would provide a northerly access for Yorba Linda. The on- and off-ramps would connect Fairmont Boulevard to eastbound and westbound SR-91. Option 2 would provide a new partial overcrossing at Fairmont Boulevard for northerly access for Yorba Linda from the SR-91 express lanes. Drop ramps on the east side of the overcrossing would provide entrance to the eastbound SR-91 express lanes and an exit from the westbound SR-91 express lanes.	The environmental evaluation for this project is in the initial phase. There was no specific information regarding environmental analyses, documentation or issues available for this project at the time the research for the cumulative impacts analysis for the SR-91 CIP was conducted. Source: RBF 2008 SR-91 Implementation Plan from www.sr91project.info/_pdf/91-IP_06-2008_Final.pdf , accessed March 2009.
SR-241/SR-91 HOV/High-Occupancy Toll (HOT) Connector – ID Number 9 (Sheet 2 of Figure 3.25-1) - In the Cities of Anaheim and Corona and unincorporated Orange and Riverside Counties - Not yet proposed by a particular agency - This project is anticipated to be operational in late 2018.	This is an SR-91 improvement project proposed for implementation by 2020. The project is part of the third set of proposed projects described in the SR-91 Implementation Plan to improve SR-91. This project would construct a SR-241/SR-91 HOV/HOT direct connector from northbound SR-241 to the eastbound SR-91 express lanes and westbound SR-91 express lanes to southbound SR-241. Widening would be required on the outside right-of-way on the south side of SR-91 to realign the eastbound SR-91 lanes.	No information was available on the potential environmental impacts and issues for this project at the time the research for the cumulative impacts analysis for the SR-91 CIP was conducted. Sources: RBF 2008 SR-91 Implementation Plan from www.sr91project.info/_pdf/91-IP_06-2008_Final.pdf , accessed March 2009; and Draft IS/MND/EA (LSA Associates, Inc., January 2010).
SR-55/SR-91 Interchange Improvements – ID Number 10 (Sheet 1 of Figure 3.25-1) - In the City of Anaheim - Not yet proposed by a particular agency - This project is anticipated to be constructed by 2020.	This is an SR-91 improvement project proposed for implementation by 2020. The project is part of the third set of proposed projects described in the SR-91 Implementation Plan to improve SR-91. This project would reconstruct the SR-91/SR-55 interchange to add capacity, restripe the existing lanes, modify the SR-55 connectors to SR-91, and improve the connector from westbound SR-91 to southbound SR-55. These interchange improvements are expected to provide congestion relief for westbound SR-91 and to improve the connection from westbound SR-91 to southbound SR-55.	No information was available on the potential environmental impacts and issues for this project at the time the research for the cumulative impacts analysis for the SR-91 CIP was conducted. Source: RBF 2008 SR-91 Implementation Plan from www.sr91project.info/_pdf/91-IP_06-2008_Final.pdf , accessed March 2009.
Elevated Four-Lane Facility (Major Investment Study [MIS] Corridor A) from SR-241 to I-15 – ID Number 11 (Sheets 2, 3, and 4 of Figure 3.25-1) - Extends from the City of Anaheim east to I-15 - Not yet proposed by a particular agency - The expected date for the initiation of construction has yet to be determined.	This is an SR-91 improvement project proposed for implementation by 2030. The project is part of the fourth set of proposed projects described in the SR-91 Implementation Plan to improve SR-91. The MIS Corridor A is a segment of SR-91 in Santa Ana Canyon. This project would construct a new elevated four-lane facility on SR-91 from SR-241 to I-15 with freeway-to-freeway connectors at the interchanges. The facility may include managed lanes and the potential to reverse the operational traffic flow. The project would coordinate with the Anaheim-to-Ontario International Airport High Speed Rail.	No information was available on the potential environmental impacts and issues for this project at the time the research for the cumulative impacts analysis for the SR-91 CIP was conducted. Source: RBF 2008 SR-91 Implementation Plan from www.sr91project.info/_pdf/91-IP_06-2008_Final.pdf , accessed March 2009.
Four-Lane Facility (MIS Corridor B) from SR-241/State Route 133 (SR-133) to I-15/Cajalco Road - In the City of Corona and unincorporated Orange and Riverside Counties - Not yet to be proposed by a particular agency - The expected date for the initiation of construction has yet to be determined. This project is east of the SR-91 CIP limits and is not shown on Figure 3.25-1.	This is an SR-91 improvement project proposed for implementation by 2030. The project is part of the fourth set of proposed projects described in the SR-91 Implementation Plan to improve SR-91. This project would construct a new four-lane highway facility through the Cleveland National Forest (CNF) with freeway-to-freeway connectors at the SR-241/SR-133 interchange and I-15/Cajalco Road. This new freeway may include managed lanes. The four-lane facility would be a continuation of SR-133 in Orange County on the west end of the corridor and the Mid County Parkway (MCP) in Riverside County on the east end.	No information was available on the potential environmental impacts and issues for this project at the time the research for the cumulative impacts analysis for the SR-91 CIP was conducted. Source: RBF 2008 SR-91 Implementation Plan from www.sr91project.info/_pdf/91-IP_06-2008_Final.pdf , accessed March 2009.
Cajalco Road Widening and Safety Enhancement Project - In western Riverside County between Perris and I-15 - Proposed by the Riverside County Transportation Department (RCTD) and the Department - This project is south of and outside the SR-91 CIP limits and is not shown on Figure 3.25-1. - This project is anticipated to be operational in 2019.	This proposed project would widen Cajalco Road from two to four lanes between Harvill Avenue on the east and Temescal Canyon Road on the west, and from four to six lanes between the I-215 southbound ramps and Harvill Avenue. This project would provide an improved connection between I-15 and I-215, improve east-west mobility, and improve safety in this corridor. Additional proposed improvements include traffic signals, bus turnouts, additional turn lanes, and watercourse crossing and drainage improvements.	The County of Riverside is proposing to widen Cajalco Road from two to four lanes between Harvill Avenue to the east and Temescal Canyon Road to the west, and from four to six lanes between the I-215 southbound ramps and Harvill Avenue. The proposed project would provide an improved connection between I-15 and I-215, improve east-west mobility, and improve safety along the corridor. Other proposed improvements include traffic signals, bus turnouts, additional turn lanes, and watercourse crossing and drainage improvements. The RCTD intends to prepare an EIR under CEQA. This report will be prepared jointly with the Department as an EA under NEPA for proposed improvements to Cajalco Road. The Notice of Preparation (NOP) was issued in September 2011. Source: Riverside County Transportation Department website (http://rcprojects.org/cajalco/) accessed September 9, 2011, and November 9, 2011.
HIGHWAY PROJECTS: I-15 PROJECTS		
El Cerrito Road/I-15 Interchange – ID Number 13 (Sheet 6 of Figure 3.25-1) - In and near the City of Corona - Department, County of Riverside, and City of Corona project - Construction was completed in 2008.	This project widened the northbound and southbound off-ramps, installed a ramp meter on the northbound on-ramp, and installed automated traffic signals at the ramps. El Cerrito Road was widened from two to four lanes between Bedford Canyon and the northbound on-ramps to increase access to the interchange. The project added streetlights in the area to increase visibility and installed pavement delineation and signage.	A CE/PCE was approved for the project on September 21, 2004. Sources: www.wrcog.cog.ca.us , accessed March 2009; and http://www.ci.corona.ca.us , accessed March 2009.

Table 3.25.1 Summary of Transportation Projects in the SR-91 CIP Study Area¹

Project Name and ID Number (refer to Figure 3.25-1) ^{2,3,4}	Project Description	Summary of Environmental Evaluation, Documentation, and Impacts
I-15/Indian Truck Trail Interchange Improvements - In the City of Corona - Riverside County project - The expected date for the initiation of construction has yet to be determined. This project is east of the SR-91 CIP limits and is not shown on Figure 3.25-1.	This project would widen Indian Truck Trail from Campbell Ranch Road to Temescal Canyon Road from two to four travel lanes with turning lanes. The project would construct retaining walls under the I-15 bridges to accommodate the widening of Indian Truck Trail, widen the existing ramps to three lanes at the northbound entrance ramp to I-15, and signalize the intersections at the I-15 ramps and Temescal Canyon Road.	An ND was completed for this project on August 27, 2004. The potential environmental impacts for this project include: aesthetics/visual, air quality, archaeological and historic resources, floodplain/flooding, geologic/seismic, growth inducing, land use, minerals, noise, public services, soil/erosion/compaction/grading, toxic/hazardous, traffic/circulation, vegetation, water quality, wetland/riparian, wildlife and cumulative effects. Source: www.ceqanet.ca.gov/, accessed April 2009 and January 2010.
Magnolia Corridor/I-15 to Fullerton Avenue – ID Number 14 (Sheets 3 and 6 of Figure 3.25-1) - In the City of Corona - City of Corona (with Transportation Uniform Mitigation Fee [TUMF]–Western Riverside Council of Governments [WRCOG]) project - Construction was completed in 2008.	The project widened Magnolia Avenue from four to six lanes to provide an appropriate interface with the new I-15/Magnolia Avenue interchange project to the east. The project improvements included construction of turn lanes and curbs and gutters with the additional pavement construction.	No information regarding environmental analyses, documentation or issues for this project was found in the research for the cumulative impacts analysis for the SR-91 CIP. Source: www.wrcog.cog.ca.us, accessed January 2010.
I-15/Magnolia Avenue Interchange – ID Number 15 (Sheets 4 and 6 of Figure 3.25-1) - In the City of Corona - Department, RCTC, and City of Corona project - Construction was completed in June 2009.	This project improved the interchange at I-15 and Magnolia Avenue. The bridge was widened to accommodate nine lanes in February 2009. A new northbound I-15 hook on-ramp was completed in April 2009. The existing northbound on-ramp was revised/realigned in May 2009. A realigned/new northbound off-ramp was completed in February 2009. Drainage would be improved along both of the northbound ramps of I-15. Traffic signal upgrades are ongoing as of January 2010.	No information regarding environmental analyses, documentation or issues for this project was found in the research for the cumulative impacts analysis for the SR-91 CIP. Sources: www.dot.ca.gov/dist8/projects, accessed January 2010; and http://www.ci.corona.ca.us/index.cfm?section=City%20Departments&page=Public%20Works&cat=Regional%20Transportation&viewpost=2&ContentId=241 (accessed January 15, 2010).
French Valley Parkway/I-15 Overcrossing and Interchange Improvements (I-15/ Winchester to Margarita) - In the City of Temecula - Department and City of Temecula project This project is south of the SR-91 CIP limits and is not shown on Figure 3.25-1.	This project would construct a new southbound off-ramp from I-15 to French Valley Parkway, construct the northern half of French Valley Parkway from the off-ramp at Jefferson Avenue, widen the existing southbound off-ramp from I-15 to Winchester Road, and construct an auxiliary lane between French Valley Parkway and the Winchester Road southbound off- ramp. This project would complement the ultimate freeway interchange project.	This project is in the Plans, Specifications and Estimates (PS&E) phase. The City of Temecula is preparing 95 percent of the PS&E, which is Phase 1 of this project. As of January 2010, the City is establishing dedication for right-of-way limits. The potholes of existing utilities within the Area of Potential Effects (APE) are complete. A conceptual landscape/aesthetics concept was selected by the City of Murrieta and the Department, and was incorporated into the draft Structures PS&E submittal. Sources: www.wrcog.cog.ca.us, and www.cityoftemecula.org/Temecula/Government/PublicWorks/CIPWPS.htm, accessed March 2009; and http://www.cityoftemecula.org/Temecula/government/publicworks/cipwps.htm, accessed January 2010.
I-15/State Route 79 (SR-79) (Temecula Parkway) South Interchange Improvement Project - In the City of Temecula - Department and City of Temecula project - Construction began in 2008 and is expected to be completed by late 2012. This project is south of the SR-91 CIP limits and is not shown on Figure 3.25-1.	This project would remove the existing southbound I-15 ramps and construct a new far side exit loop paired with a new southbound entrance ramp, which would intersect SR-79 South opposite the existing Front Street intersection. The southbound exit would be reconfigured to provide a two-lane exit with approximately 1,300 ft of auxiliary lane preceding the exit. A new bridge structure would be constructed over SR-79 South to accommodate the new southbound exit ramp configuration. The northbound I-15 exit ramp would be widened to provide four lanes at the ramp intersection. The northbound entrance ramp would be widened to provide three lanes at the ramp intersection and a three-lane ramp meter entrance to I-15. SR-79 South improvements include elimination of the sidewalk, curb, gutter, and parkway on the south side of SR-79 through the interchange area and paving/restriping to provide three through lanes and two left-turn lanes in each direction of travel.	An ND was prepared for this project. The potential environmental impacts and issues for this project identified in the ND were aesthetics/visual, agricultural land, air quality, archaeological and historic resources, biological resources, cumulative effects, drainage/absorption, floodplain/flooding, geologic/seismic, growth inducing, land use, noise, recreation/parks, soil erosion/compaction/grading, toxic/hazardous, traffic/circulation, vegetation, water quality, and wetland/riparian. The ND was approved on March 20, 2008. A CE prepared by the Department for NEPA compliance concluded there were no impacts. Sources: www.ceqanet.ca.gov/, accessed April 2009; http://www.ceqanet.ca.gov/DocDescription.asp?DocPK=617791, accessed January 20, 2010; and Steven Keel at RCTC (July 26, 2010, verbal communication).
SR-79 (Winchester Road) between Thompson Road and Domenigoni Parkway - Near the City of Murrieta in unincorporated Riverside County - RCTD, in cooperation with Department District 8, project - Anticipated dates of construction are not known. This project is south of the SR-91 CIP limits and is not shown on Figure 3.25-1.	This project would widen SR-79 between Thompson Road and Domenigoni Parkway, a distance of approximately 7.4 miles. The project is north of the City of Murrieta in an unincorporated part of southwestern Riverside County. The northern end of the project is approximately 4.4 miles east of I-215; the southern end is approximately 2.8 miles east of I-215. SR-79 is locally known as Winchester Road.	An MND was prepared for this project. The potential environmental impacts and issues identified in the MND were aesthetics/visual, agricultural land, air quality, archaeological and historic resources, biological resources, cumulative effects, floodplain/flooding, geologic/seismic, growth inducing, land use, noise, population and housing, public services, parks and recreation, schools and universities, sewer capacity, toxic/hazardous, traffic/circulation, vegetation, water quality, water supply, and wetland/riparian. With the use of standard conditions during construction and implementation of the mitigation measures, these impacts would be reduced. Source: http://www.ceqanet.ca.gov/ProjectList.asp, accessed January 20, 2010.
I-15/Cajalco Road Interchange Improvement Project – ID Number 16 (Sheet 6 of Figure 3.25-1) - In the City of Corona - Department and City of Corona project - Construction is anticipated to begin in 2014 and be completed by late 2015.	This project proposes to widen Cajalco Road from two to six through lanes from Temescal Canyon Road to Bedford Canyon Road in Corona. This project also proposes several improvements to the on- and off-ramps and auxiliary lanes.	The environmental analysis and Categorical Exemption/Categorical Exclusion (CE/CE) determined the project would have no significant impacts with the implementation of mitigation measures. The CE/CE was approved on July 1, 2009. Sources: Draft Categorical Exemption/Categorical Exclusion for the I-15/Cajalco Road Interchange Project, LSA Associates, Inc., April 2009; and http://www.ceqanet.ca.gov/projectlist.asp, accessed January 20, 2010.

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Project Name and ID Number (refer to Figure 3.25-1) ^{2,3,4}	Project Description	Summary of Environmental Evaluation, Documentation, and Impacts
I-15 Corridor Improvement Project – ID Number 17 (Sheets 4, 5, and 6 of Figure 3.25-1) - Between the City of Murrieta and the Riverside/San Bernardino County line, through Wildomar, Lake Elsinore, Corona, Eastvale, Jurupa Valley, and unincorporated areas of Riverside County - RCTC and Department project - The project is in initial environmental analysis. - Construction is anticipated to begin after 2015.	The project would improve traffic capacity and operations on the I-15 from just north of the I-15/I-215 separation in Murrieta, north to the San Bernardino County line. The project is approximately 44 miles long and would add two HOT lanes and one mixed-flow lane in each direction. The project would also provide selected interchange ramp improvements; improve the movement of vehicles, people, and goods to serve the existing and future regional travel demand; and provide system connectivity from I-15 to the SR-91 express lanes. The project is a major element of RCTC’s 10-year Western County Highway Delivery Plan and is a high priority project in the region.	An EIR under CEQA and an EA under NEPA will be prepared. The NOP is anticipated for release in early 2012 and will be followed by public scoping. Sources: www.i15project.info, accessed January 2010; Email communication from Shawn Oriaz at the Department to Elise McCollister at LSA Associates, Inc. on January 21, 2010; and Steven Keel (RCTC), November 7, 2011.
HIGHWAY PROJECTS: I-215 PROJECTS		
I-215 Barton Road Interchange - In the City of Grand Terrace - San Bernardino Associated Governments (SANBAG), Department, and City of Grand Terrace project - The preliminary engineering/environmental document phase is expected to be completed in early 2010. - Construction may begin by 2013 and be completed by 2015. This project is east of the SR-91 CIP limits and is not shown on Figure 3.25-1.	The project proposes to realign the freeway on-ramps and off-ramps at Barton Road and La Crosse Avenue. Barton Road would also be widened over I-215. The interchange is expected to aid traffic operations by improving the flow of vehicles on the new bridge and ramps. The interchange would accommodate the future widening of I-215, and the proposed project is to provide earlier traffic congestion relief at this intersection.	The anticipated environmental document is an EIR/EIS. Source: www.sanbag.ca.gov/, accessed March 2009.
I-215 Widening from Interstate 10 (I-10) to University Parkway - In the City of San Bernardino - Department, SANBAG, FHWA, and City of San Bernardino project - Construction of Phase 1 is expected to be completed in 2009; construction of Phase 2 began in 2007 and is expected to be completed in 2010; and construction of Phases 3 and 4 are expected to begin in 2009 and be completed in 2013. This project is east of the SR-91 CIP limits and is not shown on Figure 3.25-1.	This project would widen I-215 from I-10 to University Parkway. Phase 1 would reconstruct and widen the 5th Street Bridge. Phase 2, from Orange Show Road to Rialto Avenue, would add an HOV lane and a mixed-flow lane in each direction. New bridges would be provided at Inland Center Drive with two lanes in each direction and turn lanes. The Mill Street ramps would be realigned. Mill Street would be widened from two to three lanes in each direction with the addition of left-turn lanes. Braided connector ramps would be installed between Orange Show Road, Inland Center Drive, and Mill Street. The bridges over Warm and Lytle Creeks would be widened. Drainage improvements would be constructed throughout the project. Aesthetic design would be added to new retaining walls. Phase 3 would widen I-215 from Rialto Avenue to Massachusetts Avenue, and Phase 4 would construct the flyover connectors from I-215 to State Route 210 (SR-210).	An EIR/EIS was approved for this project on October 3, 2008. Source: www.sanbag.ca.gov/, accessed March 2009.
I-215 North Widening from Nuevo Road to SR-60 - In the Cities of Perris, Moreno Valley, and Riverside in Riverside County - RCTC and Department project - Future planned project	The project would add one carpool lane in each direction on I-215 and a westbound auxiliary lane to improve traffic merging on SR-60.	RCTC has long-term plans to widen I-215 and SR-60 in Perris, Riverside, and Moreno Valley. This is the northernmost project of RCTC’s 29.25-mile freeway widening effort between Murrieta Hot Springs Road in Murrieta and SR-60. Priority has been given to the southern and central projects along the I-215 corridor because the freeway narrows to only two lanes in each direction in those areas. The I-215 North project proposes to add one carpool lane in each direction on I-215 and a westbound auxiliary lane to improve traffic merging on SR-60. Source: http://www.i215project.info/north/, accessed November 9, 2011.
I-215 Central Widening from Scott road to Nuevo Road - Through Murrieta, Menifee, and Perris in Riverside County - RCTC and Department project - Construction is scheduled to begin in 2013. This project is east of the SR-91 CIP limits and is not shown on Figure 3.25-1.	This project proposes to widen a 12.5-mile section of I-215 from Scott Road north of Murrieta to Nuevo Road in Perris. One lane and a shoulder will be added in each direction in the unused portion of the center median, creating three GP freeway lanes in each direction. RCTC can use the existing freeway median for the project. In some portions of the project, the median is 46 feet wide and can accommodate the planned widening. In other portions, the median is only 22 feet wide and is not adequate to accommodate the planned widening. In the areas where the median is only 22 feet wide, outside widening will be required. Using the median to the greatest extent possible will reduce the impacts to homes and businesses located adjacent to the freeway.	An MND (CEQA) and a FONSI (NEPA) were approved on April 12, 2011. Source: www.rctc.org, accessed March 2009; and http://www.i215project.info/central/, accessed November 9, 2011..
I-215 South Widening from Murrieta Hot Springs Road to Scott Road - In City of Murrieta - RCTC and Department project - Construction began in mid-2011. This project is southeast of the SR-91 CIP limits and is not shown on Figure 3.25-1.	The project will add one GP lane to both northbound and southbound I-215, creating three lanes in each direction. Work will occur within the existing freeway median, which will reduce the project’s impact on the community.	An IS/MND was approved on November 14, 2008. With the use of standard conditions during construction and implementation of the mitigation measures, the project impacts would be reduced. Construction is expected to be completed in 2012. Sources: Email communication from Shawn Oriaz at Department District 8 to Elise McCollister at LSA Associates, Inc. on February 10, 2010; Email communication from Steven Keel at RCTC/Bechtel to Elise McCollister on February 11, 2010; and http://www.i215project.info/south/, accessed November 9, 2011.

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Project Name and ID Number (refer to Figure 3.25-1) ^{2,3,4}	Project Description	Summary of Environmental Evaluation, Documentation, and Impacts
HIGHWAY PROJECTS: OTHER HIGHWAY PROJECTS		
Mid County Parkway (MCP) - In western Riverside County - RCTC, Department, and FHWA project - A Draft EIR/EIS was circulated for public review in 2008. Review of comments received from the public and agencies occurred in 2009–2010. - Due to redefinition of the project, a revised Draft EIR/EIS is anticipated to be circulated in 2012. This project is east of the SR-91 CIP limits and is not shown on Figure 3.25-1.	The MCP project is a proposed 16-mile transportation corridor that would relieve traffic congestion for east-west travel in western Riverside County between the San Jacinto and Perris areas and would help address future transportation needs through 2035. Traffic in the MCP study area is projected to double in some segments and increase as much as five times in others. The MCP would provide logical connections with north-south corridors including SR-79 and I-215. It would also serve multimodal bus and rail facilities planned as part of the Perris Valley Line Metrolink service that would connect Perris to Riverside.	The Draft EIR/EIS identified the following potential environmental impacts and issues for this project: biological resources, archaeological and historic resources, floodplain/flooding, toxic/hazardous, noise, recreation/parks, aesthetics/visual, farmlands, water supply, soil erosion/compaction/grading, geologic/seismic, and traffic/circulation. As of November 2011, work on the Draft EIR/EIS and revised technical studies continues. Sources: www.midcountyparkway.org/, Draft EIR/EIS, LSA Associates, Inc., October 2008, accessed March 2009; http://www.midcountyparkway.org/default.asp?link=15, accessed January 21, 2010; and Steven Keel (RCTC), November 9, 2011.
Foothill Parkway Westerly Extension – ID Number 18 (Sheet 3 of Figure 3.25-1) - In the City of Corona and unincorporated Riverside County - City of Corona project - Construction is anticipated to begin in late 2009 and be completed in 2011.	This project would be an extension to the western segment of Foothill Parkway into a four-lane facility from approximately 600 ft west of Skyline Drive to Green Valley River Road, a distance of approximately 2 miles. The project would include either two parallel bridge structures or an aboveground arch structure to protect the existing 108-inch Metropolitan Water District of Southern California feeder line located approximately 1,000 ft east of Paseo Grande. The improvements would require right-of-way acquisition for curb, shoulders, travel lanes, and landscaped medians. Slope easement areas, drainage facilities, and temporary construction easements would be necessary. The project also includes a new signalized intersection at Paseo Grande and two possible additional signalized intersections at the proposed Border Avenue and Chase Drive connections. Source: www.discovercorona.com/, accessed March 2009.	The Final EIR for this project determined there would be significant and unavoidable impacts from short-term construction impacts, impacts to scenic vistas, impacts to the existing character/quality, and cumulative impacts due to the development of the proposed roadway. The project would contribute to significant and unavoidable impacts to air quality from nitrogen oxides (NO_x), particulate matter less than 10 microns but larger than 2.5 microns in size (PM₁₀), and particulate matter less than 2.5 microns in size (PM_{2.5}) emissions during construction, that would remain above the South Coast Air Quality Management District (SCAQMD) thresholds, cumulative construction impacts related to regional emissions would also be significant and unavoidable. Short-term construction noise impacts would have the potential to exceed the City's noise standards and are considered significant and unavoidable. The construction of the project would result in significant and unavoidable impacts to historical resources. Cumulative historical resource impacts would also be significant and unavoidable. Implementation of geologic mitigation measures may not fully mitigate for potential fault rupture impacts, and the project would also cumulatively contribute to fault rupture impacts. Environmental review was finished in 2007. Sources: Foothill Parkway Westerly Extension Final EIR, City of Corona, January 2009, http://www.discovercorona.com/, accessed March 2009; and http://www.discovercorona.com/documents/Public%20Works/Construction%20Project s/4-396B_d.pdf, accessed on January 20, 2010.
State Route 79 (SR-79) Realignment - Near the Cities of Hemet and San Jacinto - RCTC, Department, FHWA, Riverside County, and Cities of Hemet and San Jacinto project - Construction is anticipated to begin in 2014. This project is southeast of the SR-91 CIP limits and is not shown on Figure 3.25-1.	This project would realign SR-79 between Domenigoni Parkway and Gilman Springs Road. The project would improve efficiency, safety, and capacity in the area and provide a more direct route in the San Jacinto Valley. Two corridor alternatives are being analyzed. Both corridors begin south of Domenigoni Parkway and end immediately south of the San Jacinto River on Sanderson Avenue.	The Draft EIR/EIS is under preparation and is anticipated to be circulated for public review in late 2011. Source: http://www.sr79project.info/, accessed March 2009, January 2010, and November 2011.
OTHER TRANSPORTATION PROJECTS IN LOCAL CITIES		
La Sierra Bridge Overpass/SR-91 – ID Number 19 (Sheet 4 of Figure 3.25-1) - In the City of Riverside - City of Riverside project - Construction was completed in 2009.	This project would replace the La Sierra/SR-91 interchange with a new 10-lane bridge over the freeway. La Sierra would have three lanes in each direction with dual left-turn lanes onto SR-91. The freeway ramps would be widened to three lanes. This is the third and last phase of a joint effort by the City and County of Riverside to complete La Sierra from Lake Mathews to SR-91.	A CE/PCE was approved for this project on March 10, 2004. Sources: http://www.riversideca.gov/pworks/ and www.wrcog.ca.us/ewrcog/etumf0702_main1.html, accessed April 2009.
Improvements to Grand Boulevard – ID Number 59 (Sheet 4 of Figure 3.25.1)] - In the City of Corona - Various City and Department projects in the past - No active projects at this time	Past transportation projects have affected the Grand Boulevard Historic District. Specifically, the construction of the original SR-91 facility and other projects in the area have impacted the Grand Boulevard Historic District. Those projects have included a wide range of changes in the Historic District (e.g., road resurfacing and restriping; the installation of traffic and pedestrian control signals and signage; replacement of streetlights in-kind; the relocation, replacement, and removal of street trees; and modifications to the parkways, curbs, and sidewalks). As a result, these projects have resulted in cumulative effects on the Grand Boulevard Historic District that are largely related to the removal of features such as parkways or sidewalks. Some of those projects that have affected the integrity of and resources in the Grand Boulevard Historic District include: - In the northernmost segment, near the SR-91 bridges, the road was widened to 80 ft, elevated, and restriped in 1976. - The parkways under the SR-91 mainline were narrowed in 1961 and are unplanted.	Information on specific environmental analyses for the various projects that have affected the Grand Boulevard Historic District were not available at the time the cumulative impacts analysis was conducted. The information regarding the past projects described here is from the Finding of Effect (August 2011) for the SR-91 CIP.

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Project Name and ID Number (refer to Figure 3.25-1) ^{2,3,4}	Project Description	Summary of Environmental Evaluation, Documentation, and Impacts
	• North of SR-91, most of the original parkways have been narrowed and filled with concrete and tree wells, leaving only a few segments of the original parkway adjacent to the inner curve of Grand Boulevard. • Many segments of the original sidewalks have been narrowed or replaced, and handicapped access ramps have been added to the sidewalks along the entire length of Grand Boulevard. • In 1961, SR-91 was constructed, crossing the northern part of Grand Boulevard generally north of Second Street. The width and configuration of Grand Boulevard were not changed by the construction of SR-91, but the parkways under and adjacent to the freeway were narrowed and the vegetation removed some intersections were altered or removed and two northern pocket parks were removed. • In 1976, a grade separation project elevated the northernmost segment of Grand Boulevard to meet North Main Street, which was reconstructed as a railroad overpass. That segment of the road was widened to accommodate the rising curve by adjusting the outer curve parkway width for approximately 150 ft on either side of the North Main Street intersection. Relocated historic Mexican fan palms, new magnolias, and historic-period streetlights were retained and incorporated in the widened Grand Boulevard segment.	
BUS TRANSIT PROJECTS		
Express Bus Improvements • Throughout Orange and Riverside Counties • OCTA, RCTC, and Riverside Transit Agency (RTA) project • Project began in 2006 with the Riverside County to South Coast Metro route; future routes are planned for implementation by 2010–2011.	This is an SR-91 improvement project proposed for implementation by 2010. The expansion of the Express Bus service between Riverside and Orange County employment centers would add four bus routes from Riverside County to the Northeast Anaheim Canyon Business Center and California State University Fullerton; Anaheim Civic Center, Western Medical Center, and Anaheim Resort; and Irvine Business Complex and University of California, Irvine. Bus service would be coordinated with demand needs. Depending on future budget authority, future routes are planned for implementation by 2010–2011.	No information regarding environmental analyses, documentation or issues for this project was found in the research for the cumulative impacts analysis for the SR-91 CIP. Source: RBF 2008 SR-91 Implementation Plan from www.sr91project.info/_pdf/91-IP_06-2008_Final.pdf , accessed March 2009.
Corona Multimodal Transit Center – ID Number 21 (Sheet 3 of Figure 3.25-1) • In the City of Corona • RCTC and RTA project • Project construction is expected to begin in the summer of 2009.	This project would construct the Corona Bus Transit Terminal one block north of SR-91 and one-half mile west of I-15, next to the Corona Metrolink Station. The terminal would provide intercity train commuters access to the RTA bus system. The project consists of a 10- to 15-bus bay plaza, parking area, and retail shops to accommodate transit patrons. The transit terminal would provide a transfer point for several bus routes serving western Riverside County.	No information regarding environmental analyses, documentation or issues for this project was found in the research for the cumulative impacts analysis for the SR-91 CIP. Source: www.wrcog.cog.ca.us , accessed April 2009.
Perris Multimodal Facility • In the City of Perris • RCTC project • Construction began in January 2009 and has been completed. This project is east of the SR-91 CIP limits and is not shown on Figure 3.25-1.	The project would construct the Perris Multimodal Facility with an RTA bus transit center, a future platform for the Metrolink Perris Valley Line, and a commuter parking lot. The project consists of an eight-bus bay plaza and 141 parking spaces. The project also includes improvements on San Jacinto and C Streets and would close 2nd Street between C and D Streets.	No information regarding environmental analyses, documentation or issues for this project was found in the research for the cumulative impacts analysis for the SR-91 CIP. Source: www.rctc.org/ , accessed April 2009.
City of Temecula/Murrieta Transit Center • At the boundary between the Cities of Temecula and Murrieta • Project is in the early planning stages • The City of Temecula is proposing to conduct a study of transit center options. This project is southwest of the SR-91 CIP limits and is not shown on Figure 3.25-1.	The project proposes the City of Temecula/Murrieta Transit Center adjacent to I-15 and the proposed French Valley Parkway Interchange.	The project is only in the planning stages. No environmental review has been conducted for this project to date. Source: www.rta , accessed April 2009.
RAIL AND RAIL-ASSOCIATED PROJECTS		
Perris Valley Line • In the Cities of Riverside and Perris and unincorporated Riverside County • RCTC and Federal Transit Administration (FTA) project • Project is anticipated to be operational in 2013. This project is east of the SR-91 CIP limits and is not shown on Figure 3.25-1.	The project would extend Metrolink commuter rail service as the Perris Valley Line from the existing Riverside Downtown Station approximately 24 miles to the City of Perris, mostly along the existing San Jacinto Branch Line (SJBL) parallel to I-215. The Perris Valley Line would be operated by the Southern California Regional Rail Authority (SCRRA). Project features include initial construction of four commuter rail stations and appurtenances, replacement of existing track, as necessary, construction of a maintenance-of-way facility, construction of a train layover facility, in-kind replacement of two existing bridges over the San Jacinto River, construction of the Citrus Connection between the Burlington Northern Santa Fe (BNSF) Line to the SJBL in Riverside, construction of about 9 miles of parallel track from south of the SR-60/I-215 interchange to Perris, and improvements to affected rail crossings. This project is part of the Metrolink 91 Line expansion plan.	An EIR was prepared for CEQA compliance; it was certified by RCTC in July 2011. A Supplemental Environmental Assessment (SEA) was prepared for NEPA compliance, and a FONSI is anticipated in early 2012. Sources: Draft EA and Section 4(f) Report, FHWA and RCTC, July 2004, www.perrisvalleyline.info/pdf/draftEA_july04.pdf , accessed March 2009; RCTC, written correspondence from Steven Keel dated October 26, 2009; and Steven Keel (RCTC), November 7, 2011.

Table 3.25.1 Summary of Transportation Projects in the SR-91 CIP Study Area¹

Project Name and ID Number (refer to Figure 3.25-1) ^{2,3,4}	Project Description	Summary of Environmental Evaluation, Documentation, and Impacts
North Main Street Corona Metrolink Station Parking Structure – ID Number 21 (Sheet 3 of Figure 3.25-1) - In the City of Corona - RCTC project - Project is complete.	The project consists of a six-level parking structure with 1,100 parking stalls. The demand for parking has exceeded the capacity at the station. With the addition of the new parking structure, existing demand for parking is anticipated to be met, and Metrolink ridership at this station is also expected to increase as a result of the increased number of parking spaces.	Source: http://www.rctc.org/railprojects.asp , accessed November 9, 2011.
Metrolink Short-Term Expansion Plan - Orange County to Riverside County - OCTA, RCTC, SANBAG, and SCRRA project - Project is expected to be completed by 2010. This project proposes increased rail service levels but does not specifically propose physical improvements at the rail stations; therefore, this project is not shown on Figure 3.25-1.	This project is part of the first set of projects to relieve congestion on SR-91. The project is a short-term expansion that would add two additional Inland Empire-Orange County (IEOC) trains and four additional trains to the 91 Line (which operates from the Inland Empire to Los Angeles via Orange County, and parallels SR-91). Currently, 25 trains run daily, and the project would increase the amount of daily trains to 31.	No information regarding environmental analyses, documentation or issues for this project was found in the research for the cumulative impacts analysis for the SR-91 CIP. Source: RBF 2008 SR-91 Implementation Plan from www.sr91project.info/_pdf/91-IP_06-2008_Final.pdf , accessed March 2009.
Metrolink Service and Station Improvements - Projects in the City of Anaheim, from Orange County through San Bernardino County to Riverside County - OCTA, RCTC, SANBAG, and SCRRA project - This project is expected to be constructed by 2020. This project proposes increased rail service levels but does not specifically propose physical improvements at the rail stations; therefore, this project is not shown on Figure 3.25-1.	This is an SR-91 improvement project proposed for implementation by 2020. The project would provide an extensive expansion of train service from the Inland Empire to Orange County. Additional trains would be added to the IEOC Line that currently provides service between San Bernardino, Riverside, and Orange Counties. Additional service would be added to the 91 Line that provides service from the Inland Empire to Los Angeles via Orange County and parallels SR-91.	No information regarding environmental analyses, documentation or issues for this project was found in the research for the cumulative impacts analysis for the SR-91 CIP. Source: RBF 2008 SR-91 Implementation Plan from www.sr91project.info/_pdf/91-IP_06-2008_Final.pdf , accessed March 2009.
Anaheim to Ontario International Airport High Speed Rail (HSR) - From the City of Anaheim to the City of Ontario - California High-Speed Rail Authority and Federal Railroad Administration (FRA) project - The expected date for the initiation of construction has yet to be determined. The first HSR project would come into Orange County from Los Angeles Union Station to the Anaheim Regional Transportation Intermodal Center (ARTIC) in Anaheim. The rail line and the ARTIC center are southwest of the SR-91 CIP project limits and are not shown on Figure 3.25-1.	This is an SR-91 improvement project proposed for implementation by 2030. Different alternative alignments for the HSR line are being studied. The alignment could be located as part of the MIS Corridor A, which would require right-of-way adjacent to SR-91. A different alignment may be considered along SR-57, west of SR-55. This project is a section of the proposed HSR system to the Nevada state line.	A project-level EIR/EIS environmental document is being prepared for the Los Angeles Union Station to Orange County ARTIC center segment of the proposed HSR system. The project for HSR from Anaheim to Ontario International Airport is in the planning stages, and no tiered environmental review has been conducted for this project to date. Source: RBF 2008 SR-91 Implementation Plan from www.sr91project.info/_pdf/91-IP_06-2008_Final.pdf , accessed March 2009.
Anaheim Regional Transportation Intermodal Center (ARTIC) - In the City of Anaheim - OCTA and City of Anaheim project - The project is in the initial stages of environmental review. This project is east of the SR-91 CIP limits and is not shown on Figure 3.25-1.	This project would construct a new Metrolink station across from the Honda Center in Anaheim. The state-of-the-art facility would develop a transportation hub and mixed-use activity center on a 16-acre site. The center would connect the Platinum Triangle, Anaheim Resort, the Southern California region and beyond. Modes of transit would include train, intercity bus, taxi, car, and local transit. The facility would also include plans for future HSR service and necessary infrastructure.	The project is only in the planning stages. No environmental review has been conducted for this project to date. Source: www.octa.net/articnew.aspx , accessed March 2009.
SR-90 Imperial Highway Rail Grade Separation Project (Orange County) – ID Number 24 (Sheet 1 of Figure 3.25-1) - At the border of the Cities of Anaheim and Yorba Linda - OCTA, Cities of Anaheim and Yorba Linda, County of Orange, and BNSF project - The project is under construction and is expected to be operational in 2010.	This project would provide a bridge that would widen and separate Imperial Highway from its existing at-grade crossing of the BNSF north of La Palma Avenue at the Imperial Highway/Esperanza Road/Orangethorpe Avenue intersection. The project would improve traffic flow at the crossing, improve safety, and reduce train whistle noise at the intersection.	No information regarding environmental analyses, documentation or issues for this project was found in the research for the cumulative impacts analysis for the SR-91 CIP. Source: www.octa.net/imperial.aspx , accessed March 2009.
Auto Center Drive/BNSF Grade Separation Project (Riverside County) – ID Number 25 (Sheet 3 of Figure 3.25-1) - In the City of Corona - City of Corona project - Project is in final design phase. - The project is expected to be operational in May 2013.	This project would provide a four-lane bridge on Auto Center Drive that passes over the existing BNSF tracks. Construction of this project is expected to begin in late 2011 and be completed in May 2013. A gap between the Auxiliary Dike and Floodwall Project (part of the Corps Santa Ana River Mainstem Project) and this grade separation project is now a component of the grade separation project. The funding for that project component will be provided by the City of Corona.	No information regarding environmental analyses, documentation or issues for this project was found in the research for the cumulative impacts analysis for the SR-91 CIP. Sources: RCTC 2008 Grade Separation Funding Strategy, accessed February 2009; County of Orange Agenda Staff Report (March 22, 2011); and State of California, Department of Transportation Memorandum to the California Transportation Commission meeting (August 10–11, 2011).

Table 3.25.1 Summary of Transportation Projects in the SR-91 CIP Study Area¹

Project Name and ID Number (refer to Figure 3.25-1) ^{2,3,4}	Project Description	Summary of Environmental Evaluation, Documentation, and Impacts
Columbia Avenue/BNSF and Union Pacific Railroad (UPRR) Grade Separation Project (Riverside County) - In the City of Riverside - City of Riverside project - Project construction was completed in 2010. This project is east of the SR-91 CIP limits and is not shown on Figure 3.25-1.	This project would provide a four-lane bridge on Columbia Avenue that passes over the existing BNSF and UPRR tracks.	No information regarding environmental analyses, documentation or issues for this project was found in the research for the cumulative impacts analysis for the SR-91 CIP. Source: RCTC 2008 Grade Separation Funding Strategy, accessed February 2009.
Iowa Avenue/BNSF and UPRR Grade Separation Project (Riverside County) - In the City of Riverside - City of Riverside project - Project is in the PS&E phase. - The project is expected to be operational in 2011. This project is east of the SR-91 CIP limits and is not shown on Figure 3.25-1.	The project would construct a four-lane bridge on Iowa Avenue that passes over the existing BNSF and UPRR tracks. The construction of this grade separation would begin after the completion of the Columbia Avenue Overpass in 2010. Modifications would also be made to east and west Citrus Avenue intersections at Iowa Avenue.	Environmental clearance was obtained on July 31, 2008, for this project. No other information regarding environmental analyses, documentation or issues for this project was found in the research for the cumulative impacts analysis for the SR-91 CIP. Sources: RCTC 2008 Grade Separation Funding Strategy, accessed February 2009; and www.riversideca.gov/gs/iowa.asp, accessed April 2009.
Magnolia Avenue/UPRR Grade Separation Project (Riverside County) - In the City of Riverside - City of Riverside project - Project is in the right-of-way acquisition and design phases. - Construction was completed in 2010. This project is east of the SR-91 CIP limits and is not shown on Figure 3.25-1.	The project would lower Magnolia Avenue under the UPRR tracks and construct a two-track railroad bridge over Magnolia Avenue. The project would also shift the alignment of Magnolia Avenue approximately 50 ft to the west. Beatty Drive would be widened between Brockton and De Anza Avenues, and traffic signals would be installed at the intersections of Beatty Drive with Brockton, Magnolia, and De Anza Avenues. Merrill Avenue (on the east and west side of Magnolia Avenue) would be converted to a right-turn-in/out at Magnolia Avenue to facilitate traffic flow.	The City of Riverside adopted a Notice of Exemption on June 26, 2006 in compliance with Public Resources Code Section 21080.13 (any railroad grade-separation project which eliminates an existing grade crossing is exempt). The California Public Utilities Commission agreed that the Notice of Exemption is the documentation required by CEQA and is adequate for their decision-making purposes. Sources: RCTC 2008 Grade Separation Funding Strategy, accessed February 2009; and docs.cpuc.ca.gov/word_pdf/FINAL_DECISION/99950.pdf, accessed May 2009.
Third Street/BNSF and UPRR Grade Separation Project (Riverside County) - In the City of Riverside - City of Riverside project - Project is in the preliminary engineering phase. - The project is expected to be operational in 2013. This project is east of the SR-91 CIP limits and is not shown on Figure 3.25-1.	The project would construct a new BNSF/UPRR bridge and lower Third Street to pass under the existing railroad tracks.	Environmental review for this project is in progress. No information was available on the potential environmental impacts and issues for this project at the time the research for the cumulative impacts analysis for the SR-91 CIP was conducted. Source: RCTC 2008 Grade Separation Funding Strategy, accessed February 2009.
Clay Street Railroad Grade Crossing/UPRR (Riverside County) - In the City of Riverside - Riverside County project - Project is expected to be operational in 2013. This project is east of the SR-91 CIP limits and is not shown on Figure 3.25-1.	The project would construct a new UPRR bridge and lower Clay Street to pass under the existing railroad tracks.	Environmental review for this project is in progress. No information was available on the potential environmental impacts and issues for this project at the time the research for the cumulative impacts analysis for the SR-91 CIP was conducted. Source: RCTC 2008 Grade Separation Funding Strategy, accessed February 2009.
Magnolia Avenue/BNSF Grade Separation Project (Riverside County) – ID Number 26 (Sheet 4 of Figure 3.25-1) - In the City of Riverside - Riverside County project - The project is expected to be operational in 2015.	The project would construct a four-lane bridge on Magnolia Avenue that passes over the existing BNSF tracks. This grade separation project is a funding Priority B project and an RCTC Priority Tier 1 project in the Grade Separation Funding Strategy: A Blueprint for Advancing Projects. This project is not yet fully funded.	This project is in the conceptual engineering/Project Study Report (PSR) phase. Preliminary analyses indicate this grade separation could result in reduced surface traffic delays, accidents, air quality and greenhouse gas emissions, and noise levels. Source: RCTC 2008 <i>Grade Separation Funding Strategy</i> , accessed February 2009.
Riverside Avenue/UPRR Grade Separation Project (Riverside County) - In the City of Riverside - City of Riverside project - The project is expected to be operational in 2012. This project is east of the SR-91 CIP limits and is not shown on Figure 3.25-1.	The project would construct a four-lane bridge on Riverside Avenue that passes over the existing UPRR tracks. This grade separation project is a funding Priority B project and an RCTC Priority Tier 1 project in the <i>Grade Separation Funding Strategy: A Blueprint for Advancing Projects</i> . This project is not yet fully funded.	Environmental review for this project is in progress. Preliminary analyses indicate this grade separation could result in reduced surface traffic delays, accidents, air quality and greenhouse gas emissions, and noise levels. Source: RCTC 2008 <i>Grade Separation Funding Strategy</i> , accessed February 2009.

Table 3.25.1 Summary of Transportation Projects in the SR-91 CIP Study Area¹

Project Name and ID Number (refer to Figure 3.25-1) ^{2,3,4}	Project Description	Summary of Environmental Evaluation, Documentation, and Impacts
Streeter Avenue Grade Separation/UPRR Grade Separation Project (Riverside County) - In the City of Riverside - City of Riverside project - The project is expected to be operational in 2013. This project is east of the SR-91 CIP limits and is not shown on Figure 3.25-1.	The project would construct a four-lane bridge on Streeter Avenue that passes over the existing UPRR tracks. This grade separation project is a funding Priority B project and an RCTC Priority Tier 2 project in the <i>Grade Separation Funding Strategy: A Blueprint for Advancing Projects</i> . This project is not yet fully funded.	Environmental review for this project is in progress. Preliminary analyses indicate this grade separation could result in reduced surface traffic delays, accidents, air quality and greenhouse gas emissions, and noise levels. Source: RCTC 2008 <i>Grade Separation Funding Strategy</i> , accessed February 2009.
McKinley Street/BNSF Grade Separation Project – ID Number 12 (Sheet 4 of Figure 3.25-1) - In the City of Corona - RCTC project - The project completion date is not available.	This grade separation project is a funding Priority C project and an RCTC Priority Tier 1 project in the <i>Grade Separation Funding Strategy: A Blueprint for Advancing Projects</i> . This project is not yet fully funded.	This project is in the conceptual engineering/PSR phase. Preliminary analyses indicate this grade separation could result in reduced surface traffic delays, accidents, air quality and greenhouse gas emissions, and noise levels. Source: RCTC 2008 <i>Grade Separation Funding Strategy</i> , accessed February 2009.
Sunset Avenue/UPRR Grade Separation Project - In the City of Banning - RCTC project - The project is expected to be operational in 2013. This project is located east of the SR-91 CIP limits and is not shown on Figure 3.25-1.	This grade separation project is a funding Priority A project and an RCTC Priority Tier 1 project in the <i>Grade Separation Funding Strategy: A Blueprint for Advancing Projects</i> . This project is fully funded.	This project is in the preliminary engineering phase. Preliminary analyses indicate this grade separation could result in reduced surface traffic delays, accidents, air quality and greenhouse gas emissions, and noise levels. Source: RCTC 2008 <i>Grade Separation Funding Strategy</i> , accessed February 2009.
Madison Street/BNSF Grade Separation Project - In the City of Riverside - RCTC project - The project completion date is not available. This project is east of the SR-91 CIP limits and is not shown on Figure 3.25-1.	This grade separation project is ranked 20 th in the Draft Priority Listing for FY2008/09 by the California Public Utilities Commission (CPUC). No further information for this project was available at the time the research for the cumulative impacts analysis for the SR-91 CIP was conducted.	No information on the status of environmental clearance for this grade separation was available at the time the research for the cumulative impacts analysis for the SR-91 CIP was conducted. Source: RCTC 2008 <i>Grade Separation Funding Strategy</i> , accessed February 2009.
Jurupa Road/UPRR Grade Separation Project - In the County of Riverside - RCTC project - The project is expected to be operational in 2015. This project is east of the SR-91 CIP limits and is not shown on Figure 3.25-1.	This grade separation project is a funding Priority C project and an RCTC Priority Tier 1 project in the <i>Grade Separation Funding Strategy: A Blueprint for Advancing Projects</i> . This project is not yet fully funded. The project is expected to be completed in 2015.	This project is in the conceptual engineering/PSR phase. Preliminary analyses indicate this grade separation could result in reduced surface traffic delays, accidents, air quality and greenhouse gas emissions, and noise levels. Source: RCTC 2008 <i>Grade Separation Funding Strategy</i> , accessed February 2009.
Tyler Street/BNSF Grade Separation Project – ID Number 52 (Sheet 4 of Figure 3.25-1) - In the City of Riverside - RCTC project - The project completion date is not available.	This grade separation project is ranked 20 th in the Draft Priority Listing for FY2008/09 by the CPUC. No further information for this project was available at the time the research for the cumulative impacts analysis for the SR-91 CIP was conducted.	No information on the status of environmental clearance for this grade separation was available at the time the research for the cumulative impacts analysis for the SR-91 CIP was conducted. Source: RCTC 2008 <i>Grade Separation Funding Strategy</i> , accessed February 2009.
Bellegrave Avenue/UPRR Grade Separation - In the County of Riverside - RCTC project - The project completion date is not available. This project is east of the SR-91 CIP limits and is not shown on Figure 3.25-1.	This grade separation project is a funding Priority C project and an RCTC Priority Tier 3 project in the <i>Grade Separation Funding Strategy: A Blueprint for Advancing Projects</i> . This project is not yet fully funded.	This project is in the conceptual engineering/PSR phase. Preliminary analyses indicate this grade separation could result in reduced surface traffic delays, accidents, air quality and greenhouse gas emissions, and noise levels. Source: RCTC 2008 <i>Grade Separation Funding Strategy</i> , accessed February 2009.
Jane Street/BNSF Grade Separation Project – ID Number 54 (Sheet 4 of Figure 3.25-1) - In the City of Riverside - RCTC project - The project completion date is not available.	This grade separation project is ranked 46 th in the Draft Priority Listing for FY2008/09 by the CPUC. No further information for this project was available at the time the research for the cumulative impacts analysis for the SR-91 CIP was conducted.	No information on the status of environmental clearance for this grade separation was available at the time the research for the cumulative impacts analysis for the SR-91 CIP was conducted. Source: RCTC 2008 <i>Grade Separation Funding Strategy</i> , accessed February 2009.
Pierce Avenue/BNSF Grade Separation - In the City of Riverside - RCTC project - The project completion date is not available. This project is east of the SR-91 CIP limits and is not shown on Figure 3.25-1.	This grade separation project is ranked 49 th in the Draft Priority Listing for FY2008/09 by the CPUC. No further information for this project was available at the time the research for the cumulative impacts analysis for the SR-91 CIP was conducted.	No information on the status of environmental clearance for this grade separation was available at the time the research for the cumulative impacts analysis for the SR-91 CIP was conducted. Source: RCTC 2008 <i>Grade Separation Funding Strategy</i> , accessed February 2009.

Table 3.25.1 Summary of Transportation Projects in the SR-91 CIP Study Area¹

Project Name and ID Number (refer to Figure 3.25-1) ^{2,3,4}	Project Description	Summary of Environmental Evaluation, Documentation, and Impacts
Mary Street/BNSF Grade Separation Project - In the City of Riverside - RCTC project - The project completion date is not available. This project is east of the SR-91 CIP limits and is not shown on Figure 3.25-1.	This grade separation project is a funding Priority C project and an RCTC Priority Tier 1 project in the <i>Grade Separation Funding Strategy: A Blueprint for Advancing Projects</i> . This project is not yet fully funded.	This project is in the preliminary engineering phase. Preliminary analyses indicate this grade separation could result in reduced surface traffic delays, accidents, air quality and greenhouse gas emissions, and noise levels. Source: RCTC 2008 <i>Grade Separation Funding Strategy</i>, accessed February 2009.
Smith Avenue/BNSF Grade Separation Project – ID Number 57 (Sheet 3 of Figure 3.25-1) - In the City of Corona - RCTC project - The project completion date is not available.	This grade separation project is a funding Priority C project and an RCTC Priority Tier 2 project in the <i>Grade Separation Funding Strategy: A Blueprint for Advancing Projects</i> . This project is not yet fully funded.	This project is in the conceptual engineering/PSR phase. Preliminary analyses indicate this grade separation could result in reduced surface traffic delays, accidents, air quality and greenhouse gas emissions, and noise levels. Source: RCTC 2008 <i>Grade Separation Funding Strategy</i>, accessed February 2009.
Railroad Street/BNSF Grade Separation Project – ID Number 58 (Sheet 3 of Figure 3.25-1) - In the City of Corona - RCTC project - The project completion date is not available.	This grade separation project is a funding Priority C project and an RCTC Priority Tier 3 project in the <i>Grade Separation Funding Strategy: A Blueprint for Advancing Projects</i> . This project is not yet fully funded.	This project is in the conceptual engineering/PSR phase. Preliminary analyses indicate this grade separation could result in reduced surface traffic delays, accidents, air quality and greenhouse gas emissions, and noise levels. Source: RCTC 2008 <i>Grade Separation Funding Strategy</i>, accessed February 2009.
Brockton Street/UPRR Grade Separation Project - In the City of Riverside - RCTC project - The project completion date is not available. This project is east of the SR-91 CIP limits and is not shown on Figure 3.25-1.	This grade separation project is ranked 76 th in the Draft Priority Listing for FY2008/09 by the CPUC. No further information for this project was available at the time the research for the cumulative impacts analysis for the SR-91 CIP was conducted.	No information on the status of environmental clearance for this grade separation was available at the time the research for the cumulative impacts analysis for the SR-91 CIP was conducted. Source: RCTC 2008 <i>Grade Separation Funding Strategy</i>, accessed February 2009.
Palm Avenue/UPRR Grade Separation Project - In the City of Riverside - RCTC project - The project completion date is not available. This project is east of the SR-91 CIP limits and is not shown on Figure 3.25-1.	This grade separation project is ranked 93 rd in the Draft Priority Listing for FY2008/09 by the CPUC. No further information for this project was available at the time the research for the cumulative impacts analysis for the SR-91 CIP was conducted.	No information on the status of environmental clearance for this grade separation was available at the time the research for the cumulative impacts analysis for the SR-91 CIP was conducted. Source: RCTC 2008 <i>Grade Separation Funding Strategy</i>, accessed February 2009.
Orange County Gateway (OCG)/BNSF Grade Separation Project (Orange County) – ID Number 27 (Sheet 1 of Figure 3.25-1) - In the Cities of Anaheim and Placentia - City of Placentia and OCTA project - Final EIR November 2008; Final EIS expected mid-2009 - Project is ready for final design. The Kraemer Boulevard undercrossing is not shown on Figure 3.25-1; it is located west of the Orangethorpe Avenue overcrossing.	The project would construct eight grade separations in northeastern Orange County where roads cross the BNSF railroad tracks along Orangethorpe Avenue and Crowther Avenue, between SR-57 and SR-90 (Imperial Highway). The following overcrossings and undercrossings would be constructed for the project: - Kraemer Boulevard undercrossing - Orangethorpe Avenue overcrossing - Tustin Avenue/Rose Drive overcrossing - Jefferson Street overcrossing - Van Buren Street overcrossing - Richfield Road overcrossing - Lakeview Avenue overcrossing - Kellogg Drive undercrossing	Visual impacts would be created by the bridge structures at Orangethorpe Avenue, Tustin Avenue/Rose Drive, Jefferson Street, Van Buren Street, Richfield Road, and Lakeview Avenue separations. The construction of the Orangethorpe Avenue roadway bridge would create a visual impact. The construction of the overcrossings would result in permanent visual impacts. Measures would help to reduce the impacts, but would not completely eliminate them. Community impacts due to property acquisitions for the project, along with potential acquisitions from the SR-90 Grade Separation project, may contribute to cumulative impacts to socioeconomics. The proposed project would contribute to an increase in local traffic noise and create a cumulative effect. The Final EIR determined that the following environmental resources would need mitigation measures for the construction of the project: land use impacts, community impacts, traffic/transportation impacts, visual/aesthetic impacts, hydrology impacts, water quality impacts, geologic/seismic issues, hazardous wastes and materials issues, noise and vibration impacts, energy issue due to efficient lighting fixtures and energy uses, biological resource impacts to wetlands and other waters of the United States and invasive species not introduced to the project area during construction activities. Sources: Orange County Gateway Project, Final EIR, LSA Associates, Inc., December 2008; and Final EIS (LSA Associates, Inc., June 2009).

Table 3.25.1 Summary of Transportation Projects in the SR-91 CIP Study Area¹

Project Name and ID Number (refer to Figure 3.25-1) ^{2,3,4}	Project Description	Summary of Environmental Evaluation, Documentation, and Impacts
BNSF Freight Services BNSF line between Hobart Yard in the Inland Empire and the Los Angeles Redondo Junction This project is east of the SR-91 CIP limits and is not shown on Figure 3.25-1.	The BNSF right-of-way across Orange and Riverside Counties is mostly a three-track cross section. Because the BNSF is a primary east-west rail route for goods being shipped from the Ports of Los Angeles and Long Beach to locations throughout the United States, it is likely that, at some point in the future, the BNSF would install a third track in its right-of-way in the OCG study area to provide a continuous three-track cross section across this part of southern California. Changes in facilities (tracks) or services (number and length of trains) in this corridor and any environmental analyses for those improvements would be entirely within the purview of the BNSF and the applicable passenger service providers. As of March 2010, there is no information available regarding possible improvements in the BNSF rail corridor. It is anticipated that the BNSF would increase the numbers and lengths of freight trains in this corridor in the future. However, there is no information available at this time regarding these possible service increases.	No environmental documentation has been prepared to date, and no further information on possible increases in the number of trains on the BNSF line or improvements to the BNSF tracks is available. Sources: Orange County Gateway Project, Final EIR, LSA Associates, Inc., December 2008, and Final EIS (LSA Associates, Inc., June 2009).

Source: *Final Cumulative Impacts Analysis Report* (July 2010).

¹ This table was updated in January 2010. All the information available at that time is included in this table.

² For listed projects that are outside the project vicinity and that are not shown on Figure 3.25-1, the project locations are described in regard to the SR-91 CIP project limits.

³ Identification numbers 22 and 23 were not assigned to transportation projects and therefore are not cited in this table as being shown on Figure 3.25-1. Identification numbers 22 and 23 were assigned to land development projects as shown in Table 3.25.2.

⁴ Sites 20, 51, 53, 55 and 56 are missing from this table.

Table 3.25.2 Summary of Land Development and Nontransportation Infrastructure Projects in the SR-91 CIP Study Area

Project Name and ID Number (refer to Figure 3.25-1) ¹	Project Description	Summary of Environmental Evaluation, Documentation, and Impacts ²
PROJECTS IN THE CITY OF ANAHEIM		
Mountain Park Specific Plan – ID Number 28 (Sheet 2 of Figure 3.25-1) - An Irvine Company project - The construction date has not yet been determined.	This 3,179-acre (ac) Specific Plan is in the northeast part of the Hill and Canyon area (Gypsum Canyon) in the City of Anaheim, south of State Route 91 (SR-91) and west of Coal Canyon (the existing Cypress Canyon Specific Plan area). The amended Specific Plan provides for the development of up to 2,500 dwelling units (DUs), a City fire station, schools, community parks, public and private recreational facilities, trails, and open space. In addition, the project includes the construction of the State Route 241 (SR-241)/Weir Canyon Road interchange, and a bridge over SR-91 that would connect development areas east and west of SR-241.	An Environmental Impact Report (EIR) was prepared for this project. The analysis determined that potentially significant impacts of this project would include impacts to: landform changes (visual/aesthetics); geology and soils; biological resources (such as a mitigation plan for impacts to wetlands that includes a total of 14.1 ac of riparian mitigation for United States Army Corps of Engineers [Corps] and California Department of Fish and Game [CDFG] jurisdictional areas, a translocation program for the many-stemmed dudleya, and mitigation for the Yuma myotis, as well as the need for a biologist for monitoring and for construction activities to occur outside of the nesting season); traffic and circulation; air and noise quality; and cultural resources. The Final Environmental Impact Report (FEIR) was approved on August 24, 2005. Sources: www.anaheim.net/, accessed March 2009; and Mountain Specific Plan No. 90-4 Amendment No. 1, Mountain Park Specific Plan Amendment, FEIR No. 331 (August 2005), http://www.anaheim.net/citydepartments/planning/specific_plans/mountain_park/Appendix_G-1_Notice_of_Determination(EIR).pdf, accessed January 22, 2010.
RRM Properties, LTD. Tentative Tract Map No. 17289 – ID Number 29 (Sheet 2 of Figure 3.25-1) - RRM Properties, LTD project - The construction date would coincide with the construction of the Mountain Park Specific Plan and would not begin until 2014 at the earliest.	This project would develop a single-family residential subdivision on approximately 15.7 ac. It would include the construction of 56 single-family detached residences, streets, sidewalks, landscaped areas, wet and dry utilities, storm drains, and other related infrastructure improvements. The project site is adjacent to the Mountain Park Specific Plan to the south, west, and north, with vacant land to the northeast, east, and southeast. Being adjacent to the Mountain Park development helps to accommodate and coordinate the infrastructure improvements necessary to support both these developments.	The project would result in less than significant impacts after mitigation related to air quality, biological resources, cultural resources, geologic issues, hazards and hazardous materials, land use and planning, and utilities and service systems. Sources: www.anaheim.net/, accessed March 2009; Initial Study (IS)/Mitigated Negative Declaration (MND) (LSA Associates, Inc., March 2009); and http://www.anaheim.net/images/articles/1854/ResponsetoComments.pdf, accessed January 22, 2010.
Deer Canyon Estates – ID Number 30 (Sheet 1 of Figure 3.25-1) The construction date has not yet been determined.	This 18.9 ac project would provide 35 single-family residences on a parcel south of Santa Ana Canyon Road, west of Festival Drive, and east of South Eucalyptus Drive. The project would include roads, landscaping, architectural elements, fuel modification zones, and over 13 ac of open space, including nearly 7 ac of wildlife habitat.	An EIR was prepared for this project. The analysis determined there are potentially significant impacts during construction that include cumulative air quality impacts. Source: Deer Canyon Estates Draft EIR, January 2005, www.anaheim.net/, accessed March 2009.
PROJECTS IN THE CITY OF YORBA LINDA		
SAVI Ranch Center Retail/Showroom and Office Development – ID Number 31 (Sheet 2 of Figure 3.25-1) - Burke Real Estate Group project - The project is in final planning/design phases.	The project would develop a 3.2 ac site with mixed uses (showroom commercial/general office), including a 28,981 square foot (sf) showroom retail building and a 17,168 sf combination showroom/retail building (8,381 sf of showroom/retail plus a 8,787 sf second-floor office). The project is located at 22744 Eastpark Drive, within the existing SAVI Ranch Business Park.	A Mitigated Negative Declaration (MND) was prepared for the project. No information on the potential project impacts and mitigation was available at the time the research for this cumulative impacts analysis was conducted. Sources: www.ylonline.org/, accessed April 2009; and www.burkesaviranchcenter.com/, accessed January 2010.
The Glen at Yorba Linda (Tentative Tract Map No. 16986) - City of Yorba Linda and Christian Development Company, LLC project - The construction date has not yet been determined. This project is north of and outside the SR-91 Corridor Improvement Project (CIP) limits and is not shown on Figure 3.25-1.	The proposed project is a request to subdivide the 8.378 gross acres into 15 single-family estate lots, for a residential density of 1.8 DUs per acre. The property is located at 5216 Highland Avenue, located south of Yorba Linda Boulevard, west of Lakeview Avenue, on the south side of Highland Avenue. The project would demolish an existing single-family residence and deserted oil production facilities. The project would also construct infrastructure improvements that would support the development of the project. A 10-foot (ft) wide equestrian trail easement would be dedicated as part of the project to connect to an existing trail easement along the eastern boundary of the adjacent properties.	An Initial Study (IS) was prepared for the project. For parks and recreation impacts, the applicant would need to pay in-lieu fees. Mitigation would be needed for the following environmental issues: impacts to air quality due to construction activities (dust emissions), and exhaust emissions from construction equipment. Impacts to biological resources for vegetation removal would need to occur outside of the nesting bird season and would require a biologist to survey all suitable habitats before any clearing of vegetation. Impacts to cultural resources would require the need for monitoring during excavation for cultural and paleontological resources. Impacts to geological issues such as landslides and expansive soils would require that the recommendations from the Preliminary Geotechnical Investigation be followed and a qualified geotechnical engineer be present for excavation, grading, and site preparation activities. There is potential for the release of hazardous materials during site preparation activities because the site was historically used for oil production. These activities include the capping of the oil derrick, removal or treatment of contaminated soils, and conducting a soil gas survey on site. Asbestos and lead-based paint surveys for the existing residence would need to be conducted. Mitigation for noise impacts requires that construction equipment be equipped with noise reduction devices and that the use of construction equipment be staggered so as not to combine construction noise sources. No impacts were considered to contribute to cumulative effects. Source: www.yorba-linda.org/government/departments/Glen%20portal%20page.htm, accessed May 2009.
PROJECTS IN UNINCORPORATED ORANGE COUNTY		
There are no current land development projects in unincorporated Orange County in the project area.		

Table 3.25.2 Summary of Land Development and Nontransportation Infrastructure Projects in the SR-91 CIP Study Area

Project Name and ID Number (refer to Figure 3.25-1) ¹	Project Description	Summary of Environmental Evaluation, Documentation, and Impacts ²
PROJECTS IN THE CITY OF CORONA		
North Main Street District – ID Number 32 (Sheet 3 of Figure 3.25-1) - City of Corona and City of Corona Redevelopment Agency project - The construction of the parking structure for the transit center has begun. The construction date for the additional development has yet to be determined.	This project consists of seven Planning Areas (PAs) in the City's adopted North Main Street District Specific Plan. The project site is just north of SR-91 and west of Interstate 15 (I-15). The Specific Plan area includes approximately 258 ac and generally consists of the north-south commercial corridor along North Main Street, extending north from Grand Boulevard to the Corona/Norco city limits. PAs 1, 2, and 3 are planned for the development of approximately 650 residential units and 124,200 sf of commercial space. PA 4, which is approximately 11 ac, is under consideration for a residential/retail mixed-use area. PA 5, which is approximately 11 ac, may be developed in approximately 240,000 sf of general commercial uses or 528 dwelling units and 191,664 sf of commercial uses. PA 6 would provide three parking structures with 2,174 parking spaces for the Metrolink train station, and approximately 7 ac for a mixed-use project containing 75 percent residential and 25 percent commercial uses.	A Draft EIR was prepared for this project. Potentially significant impacts of this project include the reduction of visual access to the Corona Depot; increased regional air quality emissions for some receptors in the area; exterior noise levels would be exceeded; cumulative population growth would exceed the Southern California Association of Governments (SCAG) projections; funding for police services may potentially be impacted; transportation impacts at six intersections and one road segment; and impacts to Congestion Management Program (CMP) facilities, including SR-91 and I-15. Source: Draft Environmental Impact Report North Main Street District Specific Plan Amendment, www.discovercorona.org/documents/communitydev/ , accessed March 2009.
Dos Lagos Specific Plan (SP-99-03) – ID Number 33 (Sheet 6 of Figure 3.25-1) - Located in the City of Corona - SE Development project - The construction of the project is ongoing.	Dos Lagos is a master-planned mixed-use development on a 534 ac site, situated immediately east of I-15 between the Cajalco and Weirick Road interchanges and bisected by Temescal Canyon Road, which is a north/south arterial. The project includes single-family homes, live and work lofts, and senior condominiums. The development includes an 18-hole championship golf course, resort hotels, shopping centers, movie theaters, a 575,000 sf retail village adjacent to the two lakes that are the center of the project. A 65,000 sf office space would be constructed on the east side of Temescal Canyon Road near the golf course. A 575,000 sf office space would be constructed on 15 ac near the highway and next to the Lake District, and 135 ac of hillside open space and habitat would be preserved and restored as are the wetland areas on the golf course.	The Dos Lagos Specific Plan was approved by the Corona City Council in June 2000 and amended in June 2002. No other information regarding environmental analyses, documentation or issues for this project was found in the research for the cumulative impacts analysis for the SR-91 CIP. Sources: Dos Lagos Specific Plan, SE Corporation, 2000, amended June 2002, doslagos.net/news/pdf/Specific_Plan/ExecutiveSummary.pdf , accessed April 2009; and http://www.doslagos.net/ , accessed January 22, 2010.
Eagle Valley (East) General Plan Amendment, Specific Plan – ID Number 34 (Sheet 4 of Figure 3.25-1) - Eastern Sphere of Influence for the City of Corona, Riverside County - City of Corona and Eagle Valley Developers, LLC project - Construction is expected to be in five phases. Phase 1 began in late 2008 and is anticipated to be completed by 2010, and Phase 5 (the last phase) is set to begin in 2017 and to be completed in 2023.	The project would develop an 801 ac site for a maximum of 4,600 DUs for single-family attached and detached units and multi-family attached units. A Town Center, which includes mixed-use with 200,000 sf of commercial use, 100 live/work flats, and 224 senior units. A 3 ac Community Campus Center with a Day Care Center is also planned. Facilities for police, schools, and a 45,000 sf office/medical facility would be provided. A regional aquatic center, 40 ac for parks, 46 ac for greenbelt park areas, and 218 ac for open space are planned.	A Draft EIR is being prepared for this project. The environmental evaluation for this project is in the initial phase and there was no specific information regarding environmental analyses, documentation or issues available for this project at the time the research for the cumulative impacts analysis for the SR-91 CIP was conducted. Source: www.ci.corona.ca.us/documents/communitydev/environment_impact_rpt.pdf , accessed April 2009.
El Cerrito Sports Park (DPR07-001) – ID Number 35 (Sheet 6 of Figure 3.25-1) - On El Cerrito Road east of the El Cerrito Road/I-15 interchange - Riverside County and the City of Corona project - El Cerrito Park opened on June 5, 2010	El Cerrito Sports Park is a 26.6 ac public park owned by the County of Riverside and maintained by the City of Corona. Amenities at the park include two full-size baseball/softball diamonds, two Little League baseball/softball diamonds, one T-ball multi-use field, two full-size soccer fields, two basketball courts, a 465-square-meter (5,000-square-foot) community center building, off-street parking, restrooms, landscaping, fencing, sports field lighting, tot lots, and a concession stand. Vehicle access to this park is via Rudell Road, on the northeast side of the park. Pedestrian access to this park is via Rudell Road and El Cerrito Road.	No information regarding environmental analyses, documentation or issues for this project was found in the research for the cumulative impacts analysis for the SR-91 CIP. Sources: Foothill Parkway Westerly Extension Project EIR, www.ci.corona.ca.us/documents/communitydev/ , accessed March 2009. http://innercirclecorona.com/blogs/inner-circle/May-2010/El-Cerrito-Sports-Park-Grand-Opening , accessed September 2010.
Springhill Suites Hotel (DPR07-004) – ID Number 36 (Sheet 6 of Figure 3.25-1) - On Compton Avenue, north of Ontario Avenue - OTO Development, LLC project - Construction has begun on this project.	The project requires a Specific Plan Amendment to change 2.6 ac from Light Industrial to Office Professional uses. The planned hotel is to be developed at 2025 Compton Avenue, north of East Ontario Avenue in the City of Corona. The hotel would be a four-story building with 130 suites.	No information regarding environmental analyses, documentation or issues for this project was found in the research for the cumulative impacts analysis for the SR-91 CIP. Source: www.discovercorona.org/ , accessed March 2009.
Meta Housing Corporation (Conditional Use Permit [CUP] 08-012, PM 36169) – ID Number 37 (Sheet 3 of Figure 3.25-1) - South of East Sixth Street, west of Rimpau Avenue , in the City of Corona - Meta Housing Corporation and the City of Corona project - The project is expected to be built by 2010.	A CUP was granted for a four-story senior apartment complex consisting of 152 units on approximately 3 ac on the south side of East Sixth Street, approximately 385 ft west of Rimpau Avenue in the pending Transitional Commercial (TC) designation of the Downtown Corona Revitalization Specific Plan (SP98-1). The parcel map was approved February 2009.	An MND was prepared for this project; however, no information regarding environmental analyses, documentation or issues for this project was found in the research for the cumulative impacts analysis for the SR-91 CIP. Source: www.discovercorona.org/ , accessed April 2009.
PROJECTS IN THE CITY OF NORCO		
Gateway Specific Plan (SP) – ID Number 23 (Sheets 3 and 5 of Figure 3.25-1) City of Norco project	The area designated as Gateway SP is west of I-15, between Hidden Valley Parkway, Hamner Avenue, and the southern city limits. The primary purpose of this SP is to facilitate private development projects, public infrastructure, and road improvement projects. The Gateway SP area encompasses approximately 345 ac and is currently developed with a self-storage facility, fast food restaurants, a gas station, and a boat sales business.	No information regarding environmental analyses, documentation or issues for this project was found in the research for the cumulative impacts analysis for the SR-91 CIP. Source: City of Norco General Plan, Land Use Element (City of Norco, June 6, 2001, page 21).
Norco Auto Mall Specific Plan (SP) – ID Number 22 (Sheet 5 of Figure 3.25-1) City of Norco project	The SP designation for this project in the study area is the Norco Auto Mall SP. This is an approximately 55 ac site intended for new car dealerships (both sales and service facilities) and auto-related existing commercial uses. There are several car dealerships located in this area.	No information regarding environmental analyses, documentation or issues for this project was found in the research for the cumulative impacts analysis for the SR-91 CIP. Source: City of Norco General Plan, Land Use Element (City of Norco, June 6, 2001, page 24).

Table 3.25.2 Summary of Land Development and Nontransportation Infrastructure Projects in the SR-91 CIP Study Area

Project Name and ID Number (refer to Figure 3.25-1) ¹	Project Description	Summary of Environmental Evaluation, Documentation, and Impacts ²
Silverlakes Equestrian and Sports Park Project – ID Number 38 (Sheet 5 of Figure 3.25-1) - City of Norco, the Norco Redevelopment Agency, and Belstarr Sports Management project - The construction was expected to begin in late 2008 and would be completed in late 2009.	This project proposes a 122 ac equestrian center and sports facility. The project site is at 5555 Hamner Avenue, adjacent to I-15 and bordering the community of Eastvale. The facility would be used for equestrian events, soccer, football, lacrosse, etc. The project may include equestrian trails, campground, recreational vehicle area with water and electrical hook ups, storage and maintenance facilities, temporary and permanent lighting, temporary and permanent horse stalls, and on-site parking.	A Final EIR was prepared for this project in December 2008. The findings indicated the project would produce significant and unmitigable impacts to air quality, transportation, and climate change. The impacts to air quality and climate change are from the long-term emissions of air pollutants (both criteria and greenhouse gases [GHGs]) during operation of the park, including impacts to sensitive receptors, consistency with the Air Quality Management Plan (AQMP), and cumulative emissions from the project. The impacts to transportation are from the obstruction to Hamner Avenue at Sixth Street. The City of Norco found that the project would provide specific economic, social, and other benefits that outweigh the unavoidable environmental impacts of the project such that those impacts are considered acceptable. Sources: www.norco.ca.us/depts/silverlakes, accessed March 2009; Environmental Findings of Fact for the Environmental Impact Report, Silverlakes Equestrian and Sports Park, Michael Brandman Associates, December 2008; and www.norco.ca.us/civica/filebank/blobdload.asp, accessed January 2010.
Gateway to Norco Horsetown USA Retail Center – ID Number 39 (Sheets 3 and 5 of Figure 3.25-1) - City of Norco project - The construction of the project has been completed.	The project is a 4.5 ac shopping center at the northwest corner of Hidden Valley Parkway and I-15. The center includes four buildings with a total of 23,138 sf. Pedestrian/equestrian access would be connected from Valley View Avenue with an equestrian tie-up corral for equestrian patrons.	No information regarding environmental analyses, documentation or issues for this project was found in the research for the cumulative impacts analysis for the SR-91 CIP. Source: www.norco.ca.us/depts/, accessed March 2009.
Walking Horse Ranch – ID Number 40 (Sheet 5 of Figure 3.25-1) The construction of this project was recently completed.	The project provides 83 residential units on approximately 49 ac at the corner of Fifth Street and Hillside Street in Norco, California.	No information regarding environmental analyses, documentation or issues for this project was found in the research for the cumulative impacts analysis for the SR-91 CIP. Source: www.norco.ca.us/depts/, accessed January 2010.
Hidden Hills Estates – ID Number 41 (Sheets 4 and 5 of Figure 3.25-1) - Beazer Homes project - The construction of this project was recently completed.	The project provides 177 residential units on approximately 46 ac at the southeastern City boundary. The development is located at 1508 Valley Drive, north of Hidden Valley Parkway and east of I-15 in Norco, California.	No information regarding environmental analyses, documentation or issues for this project was found in the research for the cumulative impacts analysis for the SR-91 CIP. Source: www.norco.ca.us/depts/, accessed January 2010.
Painted Canyon and Breton Gait - Pacer Communities project - The construction of this project was recently completed. This project is north of and outside the SR-91 CIP limits and is not shown on Figure 3.25-1.	The project provides 122 residential units on approximately 93 ac at the southeastern City boundary.	No information regarding environmental analyses, documentation or issues for this project was found in the research for the cumulative impacts analysis for the SR-91 CIP. Source: www.norco.ca.us/depts/, accessed January 2010.
Chaparral at Norco Ridge Ranch - SunCal Companies project - The project is under construction. This project is north of and outside the SR-91 CIP limits and is not shown on Figure 3.25-1.	The project would provide 55 residences on approximately 35 ac at the end of Mount Shasta and south of Fifth Street and east of Pedley Avenue. Models are open for viewing, and Phases 1 through 4 are under construction.	No information regarding environmental analyses, documentation or issues for this project was found in the research for the cumulative impacts analysis for the SR-91 CIP. Source: www.norco.ca.us/depts/, accessed January 2010.
Norco Ridge Estates - SunCal Companies project - The project is under construction. This project is north of and outside the SR-91 CIP limits and is not shown on Figure 3.25-1.	The project would provide 139 residential units on approximately 113 ac south of Ingall's Park along the eastern City boundary. Models are open for viewing, and the final three phases are under construction.	No information regarding environmental analyses, documentation or issues for this project was found in the research for the cumulative impacts analysis for the SR-91 CIP. Source: www.norco.ca.us/depts/, accessed January 2010.
Cielo at Norco Ridge Ranch - In the City of Norco - SunCal Companies project - The project is under construction. This project is north of and outside the SR-91 CIP limits and is not shown on Figure 3.25-1.	The project would provide 124 residential units on approximately 86 ac west of Crestview Drive and east of Pedley Avenue. Models are open for viewing, and the final phase is under construction.	No information regarding environmental analyses, documentation or issues for this project was found in the research for the cumulative impacts analysis for the SR-91 CIP. Source: www.norco.ca.us/depts/, accessed January 2010.
Hawk's Crest (KB Home) – ID Number 42 (Sheet 5 of Figure 3.25-1) - A KB Homes project - The construction of this project was recently completed.	The project provides 50 residential units on approximately 38 ac at Fifth Street and California Avenue. The construction of this project was recently completed.	No information regarding environmental analyses, documentation or issues for this project was found in the research for the cumulative impacts analysis for the SR-91 CIP. Source: www.norco.ca.us/depts/, accessed January 2010.

Table 3.25.2 Summary of Land Development and Nontransportation Infrastructure Projects in the SR-91 CIP Study Area

Project Name and ID Number (refer to Figure 3.25-1) ¹	Project Description	Summary of Environmental Evaluation, Documentation, and Impacts ²
PROJECTS IN THE CITY OF RIVERSIDE		
La Sierra Senior Center - In the City of Riverside - City of Riverside project - Construction has recently begun on the project and is anticipated to be completed in 2010. This project is north of and outside the SR-91 CIP limits and is not shown on Figure 3.25-1.	The project would construct a 14,000 sf Senior Center that includes a full-service kitchen, fitness room, billiard room, arts and crafts room, computer lab, banquet room, and restrooms. The project also includes a new parking lot north of the building and landscaping around the site. The existing community center would also be remodeled, enhancing the entrance from the south side from the parking lot. This project is adjacent to the existing La Sierra Community Center.	No information regarding environmental analyses, documentation or issues for this project was found in the research for the cumulative impacts analysis for the SR-91 CIP. Source: http://calendar.riversideca.gov/Lists/Calendar/DispForm.aspx , accessed May 2009 and January 2010.
Arlanza Public Library - In the City of Riverside - City of Riverside project - Construction has begun on the project. This project is northeast of and outside the SR-91 CIP limits and is not shown on Figure 3.25-1.	The project would construct a new library at 8267 Philbin Avenue in Riverside. This new library would be a cybrary, which is a library that provides electronic access to reference material. The library would have 50 public computers, internet access, a children's area, and a multipurpose community room.	No information regarding environmental analyses, documentation or issues for this project was found in the research for the cumulative impacts analysis for the SR-91 CIP. Source: http://calendar.riversideca.gov/Lists/Calendar/DispForm.aspx , accessed May 2009.
Arlington Heights Sports Park Master Plan - In the City of Riverside - City of Riverside project - Construction on the project has begun and is expected to be completed in 18 months. This project is southeast of and outside the SR-91 CIP limits and is not shown on Figure 3.25-1.	The project would construct a 35 ac sports complex bounded by Victoria Avenue on the north, Van Buren Boulevard on the west, Cleveland Avenue on the south, and Gibson Street on the east. Various recreational facilities at the complex include three lighted baseball fields, eight lighted soccer/football fields, two lighted basketball courts, a children's play area, picnic facilities, a multipurpose recreational trail, public restrooms, and lighted parking lots.	A Master Plan and MND were prepared for this project. No other information regarding environmental analyses, documentation or issues for this project was found in the research for the cumulative impacts analysis for the SR-91 CIP. Source: http://aquarius.riversideca.gov/clerkdb/docview.aspx?id=58399 , accessed May 2009.
Whitegate Reservoirs 1 & 2 - In the City of Riverside - City of Riverside project - Construction begun in 2007 and is expected to be completed in 2010. This project is east of and outside the SR-91 CIP limits and is not shown on Figure 3.25-1.	The project would construct two replacement concrete reservoirs with adjoining booster pump stations and connecting pipeline for a combined capacity of 9.0 million gallons. The project is located at Overlook Parkway in the Alessandro Heights area in the City of Riverside.	No information regarding environmental analyses, documentation or issues for this project was found in the research for the cumulative impacts analysis for the SR-91 CIP. Source: www.riversiderenaissance.org/projectsdetail.aspx , accessed May 2009.
Alvord Unified School District Joint Use Aquatics Facility – ID Number 43 (Sheet 4 of Figure 3.25-1) - In the City of Riverside - City of Riverside project - The project is in the design phase and is expected to be completed in 2011.	The project would construct an aquatics complex, tennis courts, and a park at the Alvord Unified School district's new high school.	No information regarding environmental analyses, documentation or issues for this project was found in the research for the cumulative impacts analysis for the SR-91 CIP. Source: www.riversiderenaissance.org/projectsdetail.aspx , accessed May 2009.
Arlington Childcare Center - In the City of Riverside - City of Riverside project - The project is in the design phase, and construction is expected to be completed in 2009. This project is northeast of and outside the SR-91 CIP limits and is not shown on Figure 3.25-1.	The project would construct a 3,000 sf childcare facility at the Arlington Park site located at 3860 Van Buren Boulevard. The building would have four classrooms, a director's office, a staff room, and restroom facilities for staff and children.	No information regarding environmental analyses, documentation or issues for this project was found in the research for the cumulative impacts analysis for the SR-91 CIP. Source: www.riversiderenaissance.org/projectsdetail.aspx , accessed May 2009.
PROJECTS IN UNINCORPORATED RIVERSIDE COUNTY		
Alessandro Commerce Centre (EIR #510, TPM #35365, Plot Plan #22925) - In the unincorporated area of Riverside County in the Lake Mathews/Woodcrest Area Plan - Riverside County and Amstar/Kaliber, LLC project - The project is in environmental review, and a construction date for this project has yet to be determined. This project is east of and outside the SR-91 CIP limits and is not shown on Figure 3.25-1.	The project includes Tentative Parcel Map No. 35365 for subdividing 54.4 gross acres into six industrial/commercial parcels. Plot Plan No. 22925 proposed eight buildings comprising approximately 258,100 sf of office, 42,300 sf of light industrial/multi-tenant, 409,400 sf of industrial warehouse/distribution, and 10,000 sf of retail on a 51.21-net-acre site with a total building area of 750,000 sf, including 1,784 parking spaces and 974,727 sf of landscaping area (40 percent). The Draft EIR document for the project ended the public review period on April 10, 2009. The location of the project is east of Interstate 215 (I-215), adjacent to Alessandro Boulevard, west of Brown Street, and east of Gem Lane.	An IS was prepared and the Draft EIR is in review for the project. The IS identified the following environmental concerns for the project: mitigation would be necessary for air quality and noise impacts during construction activities. Access to the Draft EIR was not available at the time of the cumulative review for the SR-91 CIP. Sources: Initial Study EA No. 41468, County of Riverside, June 2008, accessed May 2009; and http://www.amstargroup.com/news/index.asp?page=release_October_20_06 , accessed January 28, 2010.

Table 3.25.2 Summary of Land Development and Nontransportation Infrastructure Projects in the SR-91 CIP Study Area

Project Name and ID Number (refer to Figure 3.25-1) ¹	Project Description	Summary of Environmental Evaluation, Documentation, and Impacts ²
The Villages of Lakeview (Specific Plan No. 342) • In the unincorporated area of Riverside County known as the Lakeview/Nuevo community • Riverside County and Lewis Operating Corporation project • Construction of this project is scheduled to begin in 2011, and construction of the entire project is anticipated to take 20 years. This project is east of and outside the SR-91 CIP limits and is not shown on Figure 3.25-1.	The project site is east of the City of Perris and directly west of the City of San Jacinto on both sides of the Ramona Expressway. The project is nestled between the Lakeview Mountains and the San Jacinto River and is adjacent to the San Jacinto Wildlife Area, which is operated by CDFG. The project proposes development of a 2,800 ac master-planned community, including 11,350 DUs, 500,000 sf of commercial uses concentrated in a Mixed-Use Town Center area located immediately south of the Ramona Expressway, up to four new K–8 schools, over 150 ac of passive and active parks, and nearly 1,000 ac of open space/conservation proposed for permanent protection and conservation. Existing infrastructure such as water, sewer, storm drain, and roadways would also be expanded to serve the site.	An EIR was prepared for this project. The analysis concluded that the potentially significant impacts of this project include aesthetic impacts to the distant panoramic views; loss of agricultural land; project and cumulative air quality impacts, and cumulative GHG emissions; project and cumulative impacts on cultural resources; changes in land use designations and intensity of development; conversion of open space to urban uses; noise impacts due to increases to ambient noise levels in excess of 5 A-weighted decibels (dBA); population and housing impacts due to a substantial increase in residential land use over regional projections for the area; and project contribution and cumulative traffic impacts in the area. Sources: www.rctlma.org/planning/, accessed March 2009; www.rctlma.org/planning/content/temp/villages_of_lakeview.html, accessed April 2009; and http://www.rctlma.org/planning/content/temp/villages_of_lakeview/responses_to_TVO_L_letters_041509_thru_121509.pdf, accessed January 28, 2010.
The Ranch at Eastvale Specific Plan No. 358, General Plan Amendment No. 827, Change of Zone No. 7345, and Agricultural Preserve Case No. 791 – ID Number 44 (Sheet 5 of Figure 3.25-1) • In unincorporated Riverside County in the Eastvale Specific Plan Area • County of Riverside Transportation and Land Management Agency and Master Development Corp. project • Construction is expected to begin in 2010.	The proposed project consists of 119.9 ac of the following land use applications: Specific Plan No. 358, which includes the land use plan, designation of planning areas, development standards, and design and landscaping guidelines associated with the development of The Ranch at Eastvale project site. The Ranch at Eastvale Specific Plan includes approximately 42.9 ac of light industrial uses, 47.7 ac of business park uses, 17.5 ac of commercial/retail uses, and 11.8 ac of major roads. Change of Zone No. 7345 proposes to change the site zoning from A-2-10 (Heavy Agriculture – 10 ac minimum lot size) to SP (Specific Plan), which would reflect the proposed project's land use designations and development standards. General Plan Amendment No. 827 proposes to establish the boundaries of Specific Plan No. 358 in the General Plan and to change the land use designations shown on the General Plan's Eastvale Area Plan Land Use Map from Community Development: Light Industrial (CD:LI) (0.25-0.60 Floor Area Ratio) and Community Development: Medium Density Residential (CD:MDR) (2-5 Dwelling Units per Acre) to Community Development: Commercial Retail (CD:CR) (0.20-0.35 Floor Area Ratio), Community Development: Business Park (CD:BP) (0.25-0.60 Floor Area Ratio), and Community Development: Light Industrial (CD:LI) (0.25-0.60 Floor Area Ratio) within the boundaries of The Ranch at Eastvale Specific Plan. The project is located east of Hellman Avenue and west of Cucamonga Creek, and the Riverside and San Bernardino County lines form the northern and western boundaries, respectively.	An EIR was prepared for this project. A planning department report stated that EIR No. 498 mitigated most of the impacts either by the design of the project or by conditional measures. The impacts include cumulative and direct impacts to agricultural resources for the conversion of agricultural land to urban uses, cumulative and indirect impacts to air quality due to the project's vehicular-related emissions to contribute to the region's inability to attain the ozone standard based on the South Coast Air Quality Management District (SCAQMD) established significance levels for mobile source emissions. Because of the project's incremental contribution to traffic noise, the project would have unavoidable cumulative noise impacts. Some roads have existing noise levels that already exceed the County's noise standards. The project would also contribute to cumulative transportation and traffic impacts to adjacent intersections and road segments that are currently operating at unacceptable levels. On June 30, 2009, the Riverside County Planning Commission recommended: • Certification of EIR No. 498, based on the findings incorporated in the EIR and the conclusion that the project would not have a significant effect on the environment • Approval of Specific Plan No. 358, subject to conditions of approval and based on the findings and conclusions incorporated in the staff report • Approval of General Plan Amendment No. 827, based on final adoption by the Riverside County Board of Supervisors • Approval of Change of Zone No. 7345, based on final adoption by the Riverside County Board of Supervisors Sources: www.scag.ca.gov/igr/pdf/Clearinghouse/2009/, accessed April 2009; www.rctlma.org/planning/content/hearings/pc/2009/pc041509_agenda/sr_5.1.pdf, accessed May 2009; and http://www.clerkoftheboard.co.riverside.ca.us/proceeds/2009/p2009_06_30_files/16.01.pdf, accessed January 29, 2010
Eastvale Specific Plan No. 300 • In unincorporated Riverside County in the Jurupa Community Area Plan • The project is nearly built out. This project is northwest of and outside the SR-91 CIP limits and is not shown on Figure 3.25-1.	The project site is in northwest Riverside County, north of the City of Norco. The Specific Plan covers an approximately 687 ac site. The residential component would provide 2,769 DUs. The project would also provide 51.8 ac of public uses (i.e., an 8 ac elementary school site, 35.2 ac of public park area, and 8.6 ac of open space). As of May 2008, 2,529 units had been built, with the potential to build a maximum of 205–240 additional single-family residences.	A Specific Plan was prepared for this project. No information regarding environmental analyses, documentation or issues for this project was found in the research for the cumulative impacts analysis for the SR-91 CIP. Source: www.rctlma.org/, accessed April 2009.
Lake Hills Estates Specific Plan No. 144 – ID Number 45 (Sheet 4 of Figure 3.25-1) • In unincorporated Riverside County in the Lake Mathews/Woodcrest Area Plan • The project is nearly built out.	The project site is in northern Riverside County, south of SR-91 and south of the City of Riverside. The Specific Plan proposed a total of 1,757 DUs. As of May 2008, 1,414 DUs had been built, with the potential to build a maximum of 250–343 additional residences.	No information regarding environmental analyses, documentation or issues for this project was found in the research for the cumulative impacts analysis for the SR-91 CIP. Source: www.rctlma.org/, accessed April 2009.
Victoria Grove Specific Plan No. 270 – ID Number 46 (Sheet 4 of Figure 3.25-1) • In unincorporated Riverside County in the Lake Mathews/Woodcrest Area Plan • The project is partially built out.	The project Specific Plan was approved in December 1992. As of May 2008, 1,050 DUs had been built, with the potential to build a maximum of 10–144 additional residences.	No information regarding environmental analyses, documentation or issues for this project was found in the research for the cumulative impacts analysis for the SR-91 CIP. Source: www.rctlma.org/, accessed April 2009.

Table 3.25.2 Summary of Land Development and Nontransportation Infrastructure Projects in the SR-91 CIP Study Area

Project Name and ID Number (refer to Figure 3.25-1) ¹	Project Description	Summary of Environmental Evaluation, Documentation, and Impacts ²
The Retreat Specific Plan No. 317 - West of I-15, south of the City of Corona - The project is partially built out. This project is southwest of and outside the SR-91 CIP limits and is not shown on Figure 3.25-1.	Approximately 1,032 ac are being developed with 545 DUs, a golf course, parks, open space, and a trail. As of May 2008, 342 dwelling units had been built, with the potential to build a maximum of 174–203 additional residences.	No information regarding environmental analyses, documentation or issues for this project was found in the research for the cumulative impacts analysis for the SR-91 CIP. Source: www.rctlma.org/ , accessed April 2009.
Mountain Springs Specific Plan No. 221 - West of I-15, south of the City of Corona in the Temescal Canyon Plan Area - The project is partially built out. This project is southwest of and outside the SR-91 CIP limits and is not shown on Figure 3.25-1.	As of May 2008, 1,200 DUs had been built, with the potential to build a maximum of 124–371 additional dwelling units.	No information regarding environmental analyses, documentation or issues for this project was found in the research for the cumulative impacts analysis for the SR-91 CIP. Source: www.rctlma.org/ , accessed April 2009.
Toscana Specific Plan No. 327, Final EIR No. 439 - West of I-15, south of the City of Corona in the Temescal Canyon Plan Area - County of Riverside and Sunny Sage LLC project - The project is partially built out. This project is southeast of and outside the SR-91 CIP limits and is not shown on Figure 3.25-1.	The project would develop 960 ac within the Temescal Canyon area of unincorporated Riverside County. Within 353.29 ac of land, approximately 1,443 residential units would be constructed, which would be an average residential density of approximately 3.21 DUs per acre. A 4.4 ac site would be developed into neighborhood retail commercial use or for an institutional use such as a library or child care center. A known archaeological site within the development would be preserved and left undisturbed. A park, recreation center, and three pocket parks would be part of the development. The recreation center would have a meeting room with kitchen, pool, tennis courts, basketball courts, and a tot lot. A major feature of the project is the inclusion of approximately 510 ac of open space, with 110 ac of the entire length of Temescal Wash within the development, that would be designated as open space-conservation. Construction in this area would be limited to the construction of two bridges crossing Temescal Wash. The conservation of 510 ac fulfills the reserve requirements of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). The on-site open space would preserve a corridor connecting Temescal Wash in the south to Lake Mathews/Estelle Mountain Reserve to the east, and protect a vital wildlife movement linkage for the region.	The Final EIR determined that potential impacts could be mitigated to a less than significant level. However, a Statement of Overriding Considerations was required for unavoidable impacts to air quality due to pollutant emissions that exceed the SCAQMD standards on regional air quality; impacts to water resources include the incremental increase and cumulative demand for water supply; impacts to biological resources due to loss of habitat, direct and indirect take of wildlife, the creation of barriers to wildlife movement, and the disturbances related to urban land uses; impacts to aesthetic resources due to the conversion of open space areas to urban land uses; and for the project's incremental contribution to the County's cumulative impacts to traffic and circulation issues. Source: Toscana Specific Plan No. 327, Draft EIR No. 439, County of Riverside, December 2005.
PUBLIC INFRASTRUCTURE PROJECTS		
Santa Ana River Mainstem Project Reach 9 Phases IIA and IIB – ID Number 47 (Sheets 1, 2, and 3 of Figure 3.25-1) - Located along the 75-mile reach of the Santa Ana River in Orange, Riverside, and San Bernardino Counties - Phase IIA is below Prado Dam and is expected to be approved in late 2011 - Phase IIB is near the Riverside/Orange County line; construction began in December 2009 and is expected to be completed in October 2012 - Orange, Riverside, and San Bernardino Counties, working closely with the Corps, project - Improvements to project features began in 1991 and are ongoing. Prado Dam improvements are expected to be completed in 2010.	The project would provide improvements to the flood control system that is connected to the Santa Ana River. The project would increase levels of flood protection to more than 3.35 million people in the three county areas. The project includes seven independent elements, which are: the Seven Oaks Dam, the Mill Creek Levee, the San Timoteo Creek, the Oak Street Drain, Prado Dam, Santiago Creek, and Lower Santa Ana River. The Lower Santa Ana River improvements began construction in 1991 and were completed in 2006. The Seven Oaks Dam construction began in 1994 and was completed in 1999. Construction of the Prado Dam improvements began in 2003 and is expected to be completed in 2010. As a result of raising the Prado Spillway 20 ft to a total elevation of 563 ft, an additional 2,300 ac of land in the Prado Spillway Flood Control Basin will need to be acquired. Nine dikes and structures are to be constructed in that. Three of those structures have been completed: the housing dike, sewage treatment dike, and the State Route 71 (SR-71) dike. The Auxiliary Embankment (dike and floodwall), which is currently under construction, extends from the Prado Dam Spillway to Auto Center Drive. Construction of the Yorba-Slaughter Adobe structure is planned for fiscal year 2012, the Alcoa Dike and Prison Dike are planned for fiscal year 2013, and the Norco Bluffs and River Road Dike are planned for fiscal year 2014. The timing of the construction of the 566 “take line” structure in Corona was not available.	Individual and combined effects of the elements of the Santa Ana River Mainstem Project were addressed in the 1988 General Design Memorandum Phase II Supplemental Environmental Impact Statement (SEIS). Sources: www.ocflood.com/SAR_projects.asp , accessed April 2009; and http://bos.ocgov.com/legacy3/newsletters/pdf/SARM_SPD_Col_Wehr_22_Aug_2011.pdf , accessed November 7, 2011.
Santa Ana Regional Interceptor (SARI) Repairs Upstream of Prado Dam (Reaches IV-A and IV-B) Project – ID Number 48 (Sheet 3 of Figure 3.25-1) - Located within the unincorporated area of Riverside County, within the Sphere of Influence of the Cities of Corona and Riverside, and within the City of Chino in San Bernardino County - Owned and operated by the Santa Ana Watershed Project Authority (SAWPA) and the Orange County Sanitation District - This project is in environmental/public review phase with a Draft EIR document. The EIR is expected to be certified by July 2009. - Final design is expected to be completed in February 2010 - Orange County SARI Line – Construction began July 2011; estimated completion is August 2013 - Riverside County SARI Line – Construction is scheduled to begin May 2012; estimated completion is July 2013	The project would make repairs and improvements to a portion of the current system of over 90 miles of pipeline that transport “brine” and wastewater from Orange, Riverside, and San Bernardino Counties to the Orange County Sanitation District’s Regional Treatment Plant No. 1 or No. 2. The SARI is a regional water quality asset because it removes “brine” (salts contained in water) from being discharged into the Santa Ana River, which would then percolate into Orange County’s groundwater basin. This project would repair, replace, and/or realign the pipeline in areas designated as Reaches IV-A and IV-B. Reach IV-A serves the Chino Basin area, and Reach IV-B serves the southwestern portion of the City of Riverside. Five types of repair options are being analyzed for the project. Repairs to other portions of the pipeline have either recently been completed or are currently under construction.	A Draft EIR was prepared for this project. Potential impacts of the project include significant and unavoidable impacts after mitigation to air quality issues due to construction activities and impacts related to cumulative projects, which would result in significant short-term air quality effects. Significant and unavoidable impacts would occur from the project due to the conflict of the provisions of an adopted Habitat Conservation Plan (HCP) in the project vicinity. A Determination of Biological Equivalent or Superior Preservation may be required for impacts to 14.69 ac of riparian/riverine habitat, and focused surveys may be required for narrow endemics or criteria area species. The project and its alternatives would affect endangered species and their habitats, including: the Santa Ana sucker, least Bell’s vireo, and the southwestern willow flycatcher. Sources: Draft EIR, February 2009, www.sawpa.org/documents/sari/Executive_Summary.pdf , accessed April 2009; and http://bos.ocgov.com/legacy3/newsletters/pdf/SARM_SPD_Col_Wehr_22_Aug_2011.pdf , accessed November 7, 2011.

Table 3.25.2 Summary of Land Development and Nontransportation Infrastructure Projects in the SR-91 CIP Study Area

Project Name and ID Number (refer to Figure 3.25-1) ¹	Project Description	Summary of Environmental Evaluation, Documentation, and Impacts ²
Western Municipal Water District Riverside-Corona Feeder Project Programmatic Environmental Impact Report (PEIR) – ID Number 49 (Sheets 4 and 6 of Figure 3.25-1) - Located within the unincorporated area of Riverside, and the Cities of San Bernardino, Colton, Grand Terrace, Riverside and Corona - Western Municipal Water District project - The project is being re-evaluated in a Supplemental PEIR environmental review	The Western Municipal Water District (WMWD) is planning the construction of the proposed Riverside-Corona Feeder (RCF) project that would convey potable water from the San Bernardino Basin Area. The RCF would extend across six jurisdictions, including unincorporated portions of Riverside County and the Cities of San Bernardino, Colton, Grand Terrace, Riverside, and Corona. The proposed infrastructure would allow the WMWD to purchase State Water Project water from the Metropolitan Water District when water is available and recharge it in the Basin. The proposed project would also allow the WMWD to extract water from the Basin when the District needs water. The project would include 30 miles of major feeder pipeline that is capable of delivering up to 40,000 acre-feet per year of groundwater at 100 cubic feet per second from the San Bernardino Basin Area to the WMWD's customers and water purveyors within the WMWD boundaries. Other project features include several turnouts along the major feeder, a 2,500 horsepower pump station, and 20 new or existing wells. On June 5, 2007, the House of Representatives passed HR 1139, the Riverside-Corona Feeder Water Supply Act, which would provide budget authority for the Secretary of the Interior in the amount of \$50 million for planning, design, and construction of WMWD's proposed RCF project.	A Final PEIR in 2005 was prepared for this project. Potentially significant impacts that would result from the proposed project include short-term impacts from construction emissions that would have a cumulative contribution. The project would have the potential to create construction emissions for every reach that would have construction activities in it (potentially 2.4 to 6.7 times the allowable threshold for emissions). A Statement of Overriding Considerations would be necessary for construction of the project. A Notice of Preparation for a Draft Supplemental Program EIR was filed with the State Clearinghouse on July 31, 2008, for this project. Sources: Final Programmatic Environmental Impact Report for the Western Municipal Water District Riverside-Corona Feeder Project, Webb Associates, May 2005, www.wmwd.com/pdfs/RivCorFeederFinalPEIR0505.pdf, accessed May 2009; and www.ceqanet.ca.gov/, accessed May 2009.
B Canyon Wildlife Crossing – ID Number 50 (Sheet 2 of Figure 3.25-1) - Located near the border of Orange and Riverside Counties at the east end of the Green River Golf Club - Several agencies with current projects in the area of the B Canyon culvert. These agencies include the City of Corona, the Corps, the Department, and RCTC.	The B Canyon box culvert provides a potential wildlife crossing across SR-91. B Canyon is believed to be an important linkage between the open spaces in the Santa Ana Mountains, the Puente Chino Hills and Prado Basin. Future development along Green River Road, the Green River Ranch and Fresno Canyon Wildlife Corridors could cause further constrained wildlife movement in this area. No project details are available at this time.	No environmental documentation exists for this project. Sources: Regional Conservation Authority (RCA) of Western Riverside County (April 2010).

Sources: *Final Cumulative Impacts Analysis Report* (July 2010) and Regional Conservation Authority (RCA) of Western Riverside County (2010).
¹ For listed projects that are outside the project vicinity and not shown on Figure 3.25-1, the project locations are described in regard to the SR-91 CIP limits.
² Significance of impacts as cited in this table refers to the signifiicance of impacts under the California Environmental Quality Act (CEQA) only.

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Table 3.25.3 Resources for Which the Build Alternatives Would not Contribute to Cumulative Impacts

Resource/Impact Category	Reason Why the SR-91 Build Alternatives Would Not Contribute to a Cumulative Impact for the Resource
Land Use and Planning	As discussed in Section 3.1, Land Use, Alternatives 1 and 2 are included in and/or consistent with the SCAG 2008 RTP, 2008 RCP, and 2011 FTIP. Alternatives 1 and 2 are consistent with the Circulation Elements of the area General Plans in terms of providing improvements to the regional transportation system components to address congestion. Those Circulation Elements either reference improvements to SR-91 specifically or encourage HOV lanes as part of the regional transportation system. Although the Preferred Alternative (Alternative 2f) will remove existing HOV lanes on SR-91 between the Riverside County/Orange County line and Piece Street and convert them to tolled express lanes, this change is consistent with SCAG's proposed Strategic Express/HOT Lanes network (<i>Express Travel Choices Study</i>, SCAG 2011). General Plan Amendments would be required under Alternatives 1 and 2 as a result of the incorporation of land designated for nontransportation uses into the SR-91 and I-15 facilities. The General Plan Amendments would ensure project consistency with land uses as designated in the local general plans. Measure LU-1 would mitigate these impacts. Because Alternatives 1 and 2 and their design variations would not result in direct or indirect impacts related to land use after mitigation, the potential for the Build Alternatives to contribute to cumulative land use impacts was not further evaluated in this analysis.
Parks and Recreation, and Section 4(f) and 6(f) Properties	As discussed in Section 3.1, Alternatives 1 and 2 would result in permanent effects on CHSP as a result of a permanent use of 0.48 ac of land for two columns that would be placed in CHSP to support the elevated Green River Road off-ramp structure, and an aerial easement for that structure. They would also result in visual impacts on trail users, which would be part of the visual impacts of the project that could contribute to cumulative adverse visual and community character impacts as discussed in Section 3.25.5.4, Permanent Impacts. On April 5, 2012, State Parks provided written concurrence that the transportation use of the Section 4(f) resource, together with the 4(f) impact avoidance, minimization, and mitigation or enhancement measures incorporated in the SR-91 CIP, does not adversely affect the activities, features, and attributes that qualify CHSP for protection under Section 4(f). A copy of that letter is provided in Appendix B. Because Alternatives 1 and 2 and their design variations would result in de minimis impacts on Section 4(f) properties, the potential for the SR-91 CIP to contribute to cumulative impacts related to these resources was not further evaluated in this analysis. Visual impacts at CHSP and other sensitive viewsheds are discussed in Section 3.25.5.4. As discussed in Section 3.1, Alternatives 1 and 2 and their design variations would not result in permanent impacts to trails in the vicinity of SR-91 and I-15 but would result in the permanent relocation of an approximately 200 ft long segment of the trail. It is possible that a short segment of the Santa Ana River Trail/Bike Lane may be closed for a short period (hours/days) during construction, for the safety of the users and project construction workers. When it is necessary to close the Santa Ana River Trail/Bike Lane, a temporary detour would be provided. Because Alternatives 1 and 2 and their design variations would not contribute to cumulative impacts to trails, the potential for the Build Alternatives to contribute to cumulative impacts to trails was not evaluated further in this analysis.

Table 3.25.3 Resources for Which the Build Alternatives Would not Contribute to Cumulative Impacts

Resource/Impact Category	Reason Why the SR-91 Build Alternatives Would Not Contribute to a Cumulative Impact for the Resource
Growth-Related Effects	As discussed in Section 3.2, Growth, Alternatives 1 and 2 and their design variations would have little influence on the location, amount, rate, or type of growth in the study area. Because Alternatives 1 and 2 and their design variations would not result in direct or indirect growth-related effects, the potential for the SR-91 CIP to contribute to cumulative impacts related to growth inducement was not further evaluated in this analysis. No mitigation is required.
Timberlands	As discussed in Section 3.0, Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures, there are no designated timberlands affected by Alternatives 1 and 2 and their design variations. Therefore, no direct or indirect impacts to timberlands are anticipated, and timberlands were not evaluated further in this analysis.
Environmental Justice	As discussed in Section 3.4.3, Environmental Justice, the detailed demographic data for the project study area indicate there are both transit-dependent and minority/low-income populations in the census tracts adjacent to the project segments of SR-91 and I-15. As discussed in Section 3.4.3, Alternatives 1 and 2 would not have disproportionately high impacts on Non-White, Hispanic, or low-income populations compared to the totals of those populations in the City of Corona and Riverside County because they would not result in impacts being predominantly borne by an environmental justice population, and the impacts would not be appreciably more severe to these populations. As a result, Alternatives 1 and 2 and their design variations would not result in direct or indirect impacts related to environmental justice, and this environmental topic was not further evaluated in this analysis. No mitigation is required.
Utilities	As discussed in Section 3.5, Utilities/Emergency Services, Alternatives 1 and 2 include modifications to existing storm drains to accommodate the project improvements. Alternatives 1 and 2 would not provide increased capacity for utilities or storm drains and would not include construction of new utility facilities. The effects of Alternatives 1 and 2 on utility facilities would be substantially addressed by encasement or protection in place, relocation of the utility, or removal. Measures UES-1 through UES-3 and Measure HW-17 would mitigate these impacts. As a result, Alternatives 1 and 2 and their design variations would not contribute to cumulative impacts related to utilities and, therefore, this environmental topic was not further evaluated in this analysis.
Public Services	As discussed in Section 3.5, because there are no public service facilities in the disturbance and right-of-way limits for Alternatives 1 and 2, they would not result in direct effects on any public service facilities. Alternatives 1 and 2 and their design variations could result in indirect effects on some public service providers as a result of a short-term increase in the risk of wildfires; temporary ramp/lane closures and other delays to emergency service providers and transit and school bus services; and disposal of construction waste related to landfill capacity and life span. Measures UES-2, T-1, and T-2 would mitigate these impacts. With the implementation of the project-specific measures, Alternatives 1 and 2 and their design variations would not result in direct or indirect impacts related to public services. Therefore, the potential for Alternatives 1 and 2 to contribute to cumulative impacts related to this environmental topic was not further evaluated in this analysis.

Table 3.25.3 Resources for Which the Build Alternatives Would not Contribute to Cumulative Impacts

Resource/Impact Category	Reason Why the SR-91 Build Alternatives Would Not Contribute to a Cumulative Impact for the Resource
Traffic – Long-Term	As discussed in Section 3.6, Traffic and Transportation/Pedestrian and Bicycle Facilities, traffic conditions on average would be better with than without the Build Alternatives. Alternatives 1 and 2 would improve travel conditions in 2035 and in several deficient intersections. Measure T-3 would mitigate those impacts. Because Alternatives 1 and 2 are not anticipated to contribute to traffic impacts, long-term traffic was not further evaluated in this analysis.
Traffic – Pedestrian and Bicycle Facilities	As discussed in Section 3.6, project construction on local streets would include replacing the sidewalks and bicycle facilities. The replaced sidewalks would be consistent with the applicable ADA requirements for handicap access. As a result of the Build Alternatives, the existing pedestrian and bicycle facilities on local streets would either experience no change from the existing conditions or would be improved. Because Alternatives 1 and 2 and their design variations would not result in long-term impacts related to pedestrian and bicycle facilities, this environmental topic was not further evaluated in this analysis. During construction of Alternatives 1 and 2 and their design variations, some sidewalks and on-street bicycle facilities may be temporarily closed at some crossings. One approximately 200 ft long segment of the Santa Ana River Trail/Bike Lane within the SR-91 right-of-way would be relocated to the north as part of the Initial Phases of Alternatives 1 and 2 and their design variations. Segments of the Trail/Bike Lane may be temporarily detoured during construction for the safety of users of the Trail/Bike Lane and the construction personnel. These closures are anticipated to be of very limited duration (e.g., hours and days) and alternate access would be provided. Measures T-1 and T-2 would mitigate these impacts. The short-term impacts to pedestrian and bicycle facilities during construction of the Initial Phases of Alternatives 1 and 2 and their design variations would be largely mitigated based on the implementation of a TMP prior to and during all project construction activities.
Visual and Aesthetic Resources – Temporary Impacts	As discussed in Section 3.7, Visual/Aesthetics, there would be temporary views of construction activity, equipment, and staging areas during the construction of Alternatives 1 and 2. Some night construction lighting may also be visible outside the active construction areas. Measures V-1 and V-3 would mitigate these impacts. However, because these are short-term impacts and would occur only in areas where construction is occurring, these impacts would not contribute to cumulative visual and aesthetics impacts.
Hydrology and Floodplains	As discussed in Section 3.9, Hydrology and Floodplains, the alignments of the Build Alternatives cross or are within floodplains for the Santa Ana River and Wardlow Wash, and the floodplain east of West Grand Boulevard. The Build Alternatives would result in a longitudinal encroachment in the Santa Ana River floodplain near Wardlow Wash; however, SR 91 already encroaches into this floodplain. Avoidance of this longitudinal encroachment because of the Mindeman Landslide on the south side of SR 91 in this area is not practical. Alternatives 1 and 2 and their design variations would not result in any other longitudinal encroachments and would not result in significant risks associated with the project, support of incompatible floodplain development, or significant effects on natural and beneficial floodplain values. In addition, they would not require special measures to minimize impacts or restore

Table 3.25.3 Resources for Which the Build Alternatives Would not Contribute to Cumulative Impacts

Resource/Impact Category	Reason Why the SR-91 Build Alternatives Would Not Contribute to a Cumulative Impact for the Resource
	and preserve natural and beneficial floodplain values, special construction procedures, or significant floodplain encroachments. As discussed in Section 3.10, Water Quality and Storm Water Runoff, Construction Site, Design Pollution Prevention, and Treatment BMPs will be implemented to minimize water quality-related impacts to the 100-year floodplain and the associated beneficial uses. As discussed in Section 3.17, Natural Communities, and Section 3.18, Wetlands and Other Waters, measures to minimize impacts and preserve natural and beneficial floodplain values include installation of construction fencing around riparian/riverine vegetation to be preserved and compensatory mitigation for temporary and permanent impacts to riparian and aquatic habitats. These measures would benefit the hydrologic conditions in the project study area. As a result, because Build Alternatives would not result in impacts related to hydrology and floodplains after mitigation, these environmental topics were not evaluated further in this analysis.
Geology, Soils, Seismicity, and Topography	As discussed in Section 3.11, Geology/Soils/Seismic/Topography, geologic issues in the SR-91 area include the Mindeman Landslide and a number of other ancient and recent smaller landslides; the location of the project site in a seismically active area potentially subject to seismic shaking, soil liquefaction, seismic compaction of soils, the potential slope instability, and other effects associated with earthquakes; the potential for blind or currently unmapped faults or fault traces in the area; and the potential for erosion during and after project construction. Because the analysis indicates the Build Alternatives would not result in substantial impacts related to geology, soils, seismicity, and topography after mitigation, the potential for the Build Alternatives to contribute to cumulative impacts related to these environmental topics is not evaluated further in this analysis.
Hazardous Wastes and Hazardous Materials	As discussed in Section 3.13, Hazardous Waste/Materials, the analysis of the potential hazardous waste and materials impacts of the Build Alternatives indicates potential concerns, during construction and/or operation, related to contaminated groundwater and soil; hazardous waste generators and handlers; asbestos in buildings and freeway structures; lead-based paint in buildings and freeway structures; PCBs and heavy metals in overhead or pad-mounted electrical transformers and in soils around railroad tracks; and pesticides and herbicides in agricultural soils. In addition, the SCE substation located south of SR-91 and west of South Sherman Way may include PCBs in transformers, PCBs in soils surrounding transformers, and asbestos-containing materials in electric insulators. Alternative 2, with design variations 2c, 2d, 2g, or 2h, would require the relocation of that substation. Therefore, there is a potential that such materials may be encountered during the substation relocation. Measures HW-1 through HW-17 would mitigate these impacts prior to and during construction. The analysis of the potential impacts of the Build Alternatives related to hazardous wastes and materials indicates that the SR-91 CIP would not result in substantial impacts related to hazardous wastes and materials after implementation of the measures included in the project. Therefore, the potential for the Build Alternatives to contribute to cumulative impacts related to hazardous wastes and materials was not evaluated further in this analysis.

Table 3.25.3 Resources for Which the Build Alternatives Would not Contribute to Cumulative Impacts

Resource/Impact Category	Reason Why the SR-91 Build Alternatives Would Not Contribute to a Cumulative Impact for the Resource
Air Quality – Long-Term	As discussed in Section 3.14, Air Quality, operations under Alternatives 1 and 2 would not result in any exceedances of the 1-hour and 8-hour CO standards. That cumulative analysis for air quality also determined that the operation of the Build Alternatives would not contribute to any hot spots related to fine or coarse particulate matter. The analysis also indicated that the potential for MSATs during project operations would be similar to or lower than the MSAT levels under the No Build Alternative. The SR-91 CIP is included in the 2008 RTP, which was found to be conforming by FHWA/FTA on June 5, 2008. The SR-91 CIP is also included in the 2011 FTIP, which was found to be conforming by the FHWA/FTA on November 17, 2008. Because the Build Alternatives would not result in substantial impacts related to long-term air quality, this environmental topic was not evaluated further in this analysis. No mitigation is required.
Noise – Construction	As discussed in Section 3.15, Noise, construction noise would result in a short-term impact on noise-sensitive receivers. Construction noise is not generally considered a substantial impact because of the temporary nature of that noise and the limited exposure of sensitive receptors to construction noise. The construction of the Build Alternatives would include the use of typical construction equipment, which may result in noise levels ranging from 80 to 89 dBA at 50 ft from the noise source, depending on the type of construction equipment. The noise analysis concluded that the project construction would not result in noise effects because the effects are short-term and would be masked by existing traffic-related noise levels on SR-91, I-15, and local streets in the area. In addition, construction-related noise would be substantially controlled based on compliance with Department Standard Specifications Section 7-1.01I and the applicable local jurisdictions' noise standards. Measures N-2 and N-3 would mitigate these impacts. Because Alternatives 1 and 2 and their design variations would not result in impacts related to short-term noise effects during construction, the potential for the Build Alternatives to contribute to cumulative impacts related to this environmental topic was not evaluated further in this analysis.
Energy and Global Climate Change	As discussed in Sections 3.16, Energy, and 3.14, Air Quality, the operation of Alternatives 1 and 2 and their design variations would result in a slight decrease in fuel consumption (i.e., up to a 3.0 percent reduction in 2015 and up to a 4.2 percent reduction in 2035) in the SR-91 CIP study area. However, in the overall SCAG region, this project-related long-term increase in fuel consumption would be negligible in 2015 and would result in a slight decrease (up to a 2.4 percent reduction) in 2035. Therefore, the Build Alternatives would not result in a substantial increase in fuel consumption. Because Alternatives 1 and 2 would not result in impacts related to long-term fuel consumption, this environmental topic was not evaluated further in this analysis. The analysis of the potential for the Build Alternatives to contribute to GHG emissions indicates that the Build Alternatives would not result in a substantial increase in CO₂ emissions compared to the No Build Alternative. Alternatives 1 and 2 would result in a slight decrease in CO₂ emissions (i.e., up to a 4.4 percent decrease) in the SR-91 CIP study area compared to the No Build Alternative. Further,

Table 3.25.3 Resources for Which the Build Alternatives Would not Contribute to Cumulative Impacts

Resource/Impact Category	Reason Why the SR-91 Build Alternatives Would Not Contribute to a Cumulative Impact for the Resource
	Alternatives 1 and 2 would result in a slight decrease in CO₂ emissions in the SCAG region in the short term (2015) and no change in the long term (2030) compared to the No Build Alternative. Because the Build Alternatives would not result in a substantial increase in CO₂ emissions compared to the No Build Alternative, and would not contribute to cumulative increases in CO₂, this environmental topic was not evaluated further in this analysis. Construction of the Build Alternatives would involve the use of diesel-powered heavy equipment, portable diesel generators, and other battery-operated support equipment as well as electricity from the existing grid. It is not expected that operation of the Build Alternatives would substantially change these current energy demands. The energy consumed during project construction would represent a negligible fraction of regional energy consumption. Indirect energy demand associated with manufacturing materials used in the project construction would also represent a negligible fraction of regional energy consumption. Because construction of Alternatives 1 and 2 and their design variations would not result in substantial short-term energy demand, this environmental topic was not evaluated further in this analysis. No mitigation is required.

Sources: Analyses provided in Chapter 3, Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures (2011); and *Final Cumulative Impacts Analysis Report* (July 2010).

ADA = Americans with Disabilities Act

BMPs = best management practices

Department = California Department of Transportation

CIP = Corridor Improvement Project

CO = carbon monoxide

CO₂ = carbon dioxide

dba = A-weighted decibels

FHWA = Federal Highway Administration

FTA = Federal Transit Administration

ft = feet

GHG = greenhouse gas

HOT = high-occupancy toll

HOV = high-occupancy vehicle

I-15 = Interstate 15

mi = miles

MSATs = Mobile Source Air Toxics

National Register = National Register of Historic Places

NEPA = National Environmental Policy Act

NPDES = National Pollutant Discharge Elimination System

PCBs = polychlorinated biphenyls

PMP = Paleontological Mitigation Plan

RCP = Regional Comprehensive Plan

RTIP = Regional Transportation Improvement Program

RTP = Regional Transportation Plan

SCAG = Southern California Association of Governments

SCE = Southern California Edison

SR-91 = State Route 91

SVP = Society of Vertebrate Paleontology

SWPPP = Storm Water Pollution Prevention Plan

TMP = Traffic Management Plan

Table 3.25.4 National Register of Historic Places-Listed Historic Properties

Name and Address of Resource and Listing Number	Date Listed	Historic Significance	Period of Significance	Location Relative to the Project Segments of SR-91 and I-15
City of Anaheim				
Anaheim Colony Multiple Resource Area Bounded by Harbor Boulevard, Sycamore Street, Santa Fe Railroad, and Santa Ana Street No. 78003496	1978	Not Available	Not Available	Slightly more than 1.0 mi south of the SR-91/ Harbor Boulevard interchange (12 mi west of the western terminus of the SR-91 CIP)
Ferdinand Backs House 225 North Claudina Street No. 80000826	1980	Architecture/Engineering	1900 to 1924	Approximately 1.3 mi south of the SR-91/Harbor Boulevard interchange (12 mi west of the western terminus of the SR-91 CIP)
Carnegie Library 241 South Anaheim Boulevard No. 79000511	1979	Event	1900 to 1924	Approximately 1.5 mi southeast of the SR-91/ Harbor Boulevard interchange (12 mi west of the western terminus of the SR-91 CIP)
Kroger [Kroeger]-Melrose District Bounded by Lincoln Avenue, South Kroeger, West Broadway, and South Philadelphia No. 85001326	1985	Event, Architecture/Engineering	1875 to 1924	Approximately 1.6 mi southeast of the SR- 91/Harbor Boulevard interchange (12 mi west of the western terminus of the SR-91 CIP)
Weir Canyon Archaeological District Address restricted No. 80004631	1980	Not Available	Not Available	In the vicinity of Weir Canyon (1–2 mi west of the western terminus of the SR-91 CIP)
City of Yorba Linda				
Anaheim Union Water Company Canal and Pomegranate Road (aka Old Cajon Canal and Bixby Ranch Road) 23901 and 23905 Pomegranate Road No. 98001604	1998	Event, Person, Architecture/Engineering	1925 to 1949 1900 to 1924	Approximately 0.5 mi northwest of the SR-91/ Gypsum Canyon interchange and the western terminus of the project segment of SR-91
Bixby-Bryant Ranch House 5700 Susanna Bryant Drive No. 96001537	1997	Person	1925 to 1949	Approximately 0.6 mi northeast of the SR-91/ Gypsum Canyon interchange and the western terminus of the project segment of SR-91
City of Corona				
Andrew Carnegie Library (aka Old Corona Public Library) Eighth and Main Streets No. 777000324	1977	Event, Architecture/Engineering	1900 to 1924	Approximately 0.5 mi south of the SR-91/Main Street interchange along the project segment of SR-91
Corona High School (aka Corona Civic Center) 815 West Sixth Street No. 05000772	2005	Event, Architecture/Engineering	1950 to 1975 1925 to 1949 1900 to 1924	Approximately 0.6 mi southwest of the SR-91/Main Street interchange along the project segment of SR-91
Corona Theatre (aka Landmark Building) 201 East Sixth Street No. 9002127	1991	Architecture/Engineering, Event	1925 to 1949	Approximately 0.3 mi southeast of the SR-91/Main Street interchange along the project segment of SR-91

Table 3.25.4 National Register of Historic Places-Listed Historic Properties

Name and Address of Resource and Listing Number	Date Listed	Historic Significance	Period of Significance	Location Relative to the Project Segments of SR-91 and I-15
City of Norco				
Lake Norconian Club Junction of Fifth and Western Avenues No. 0000033	2000	Architecture/Engineering, Event	1925 to 1949	Approximately 1.8 mi northwest of the SR-91/I-15 interchange
City of Riverside				
Sherman Institute Administration Building (aka Sherman [Indian] Museum or Sherman Indian High School) 9010 Magnolia Avenue No. 80000831	1980	Event, Architecture/Engineering	1900 to 1924	Approximately 0.6 mi southeast of the SR-91/McKinley Street interchange along the project segment of SR-91
Heritage House (aka Bettner House) 8193 Magnolia Avenue No. 73000423	1973	Architecture/Engineering	1875 to 1899	Approximately 0.5 mi north of the SR-91/Adams Street interchange (east of the eastern terminus of the project segment of SR-91)
Arlington Branch Library and Fire Hall 9556 Magnolia Avenue 93000668	1993	Architecture/Engineering, Event	1925 to 1949 1900 to 1924	Approximately 0.5 mi northwest of the SR-91/Van Buren Boulevard interchange (3 mi east of the eastern terminus of the SR-91 CIP)
All Souls Universalist Church (aka Unitarian-Universalist Church of Riverside) 3657 Lemon Street 78000736	1978	Person, Architecture/Engineering	1875 to 1891	Approximately 0.5 mi north of the SR-91/14 th Street interchange (10 mi east of the eastern terminus of the SR-91 CIP)
Federal Post Office (aka Riverside Municipal Museum) 3720 Orange Street No. 78000737	1978	Architecture/Engineering	1900 to 1924	Approximately 0.6 mi north of the SR-91/14 th Street interchange (10 mi east of the eastern terminus of the SR-91 CIP)
Masonic Temple 3650 11 th Street No. 80000832	1980	Architecture/Engineering	1900 to 1924	Approximately 0.6 mi north of the SR-91/14 th Street interchange (10 mi east of the eastern terminus of the SR-91 CIP)
Mission Inn 3649 Seventh Street (Mission Inn Avenue) No. 71000173	1971	Architecture/Engineering	1900 to 1924	Approximately 0.6 mi north of the SR-91/14 th Street interchange (10 mi east of the eastern terminus of the SR-91 CIP)
First Church of Christ, Scientist (aka Cultural Heritage Board Landmark No. 7, City of Riverside) 3606 Lemon Street No. 92001250	1992	Architecture/Engineering	1900 to 1924	Approximately 0.7 mi north of the SR-91/14 th Street interchange (10 mi east of the eastern terminus of the SR-91 CIP)
Chinatown (aka Chinatown Archaeological Site) Brockton and Tequesquite Avenues No. 90000151	1990	Information Potential, Event	1925 to 1949 1900 to 1924 1875 to 1899	Approximately 0.8 mi northwest of the SR-91/14 th Street interchange (10 mi east of the eastern terminus of the SR-91 CIP)

Table 3.25.4 National Register of Historic Places-Listed Historic Properties

Name and Address of Resource and Listing Number	Date Listed	Historic Significance	Period of Significance	Location Relative to the Project Segments of SR-91 and I-15
Harada House 3356 Lemon Street No. 77000325	1977	Event	1900 to 1924	Approximately 0.8 mi north of the SR-91/14 th Street interchange (10 mi east of the eastern terminus of the SR-91 CIP)
Mission Court Bungalows 3355 to 3373 Second Street and 3362 First Street No. 93000549	1993	Architecture/Engineering	1925 to 1949	Approximately 1.0 mi north of the SR-91/14 th Street interchange (10 mi east of the eastern terminus of the SR-91 CIP)
First Congregational Church of Riverside 3504 Mission Avenue No. 97000297	1997	Architecture/Engineering	1900 to 1924	Approximately 1.9 mi northwest of the SR-91/14 th Street interchange (10 mi east of the eastern terminus of the SR-91 CIP)
William Childs House 1151 Monte Vista Drive No. 99000895	1999	Architecture/Engineering	1900 to 1924	Approximately 2.5 mi southeast of the SR-91/14 th Street interchange (10 mi east of the eastern terminus of the SR-91 CIP)
March Field Historic District (aka March Field Air Force Base) Eschscholtzia Avenue No. 94001420	1994	Event, Architecture/Engineering	1925 to 1949	Approximately 11 mi south of the SR-91/I-215 interchange (12 mi east of the eastern terminus of the SR-91 CIP)

Source: <http://www.nationalregisterofhistoricplaces.com>, website accessed March 1, 2012.

Bold italics = Cultural resources within approximately 1 mi of the project segment of SR-91.

I-15 = Interstate 15

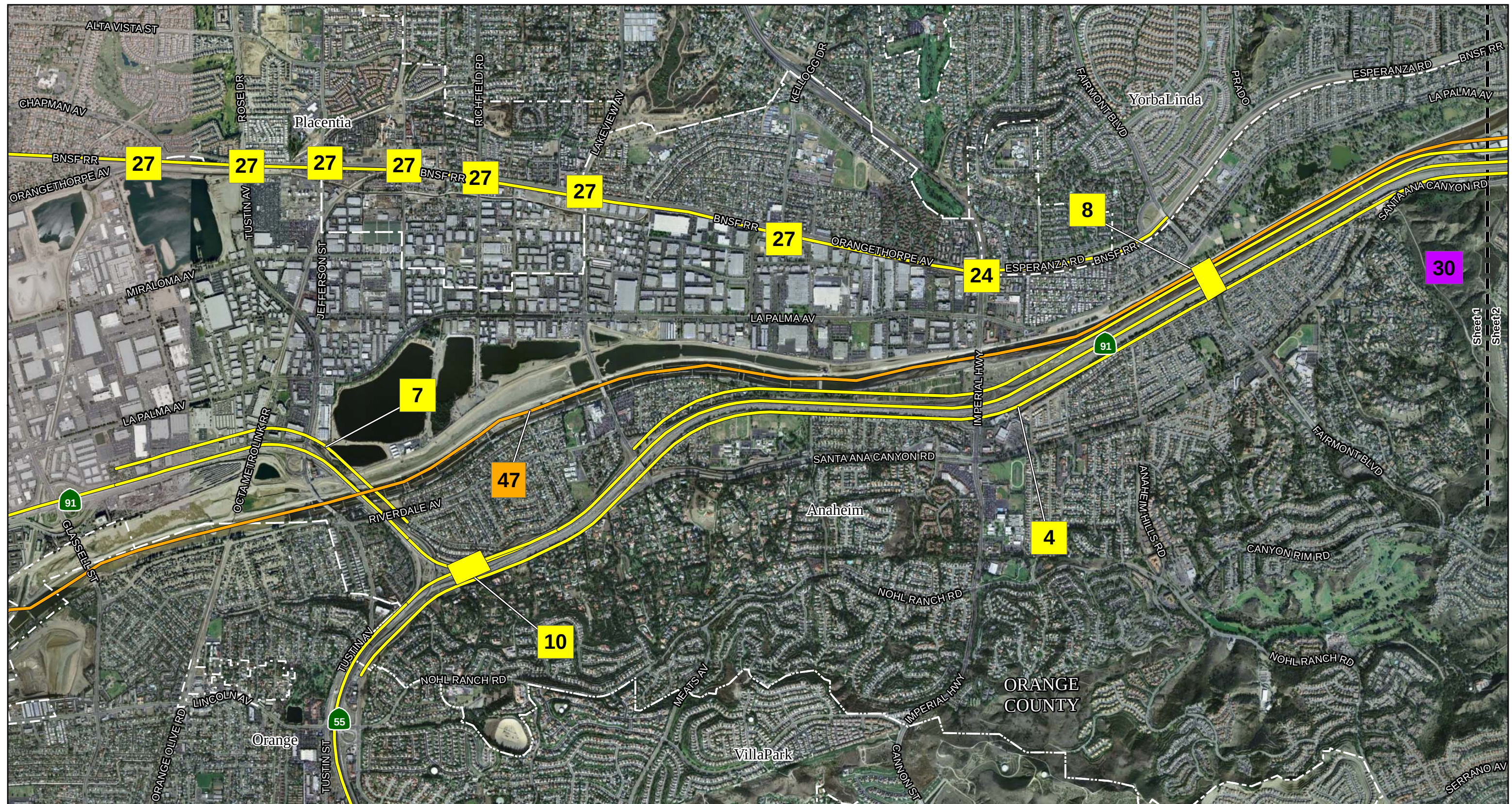
I-215 = Interstate 215

mi = miles

SR-91 = State Route 91

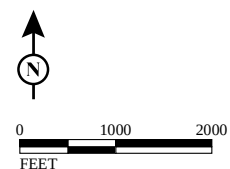
CIP = Corridor Improvement Project

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LEGEND

- Public Infrastructure Projects
- Land Development Projects
- Transportation Projects
- City Boundary
- Match Line



SOURCES: Thomas Bros. (2007) and LSA Associates, Inc. (2010)
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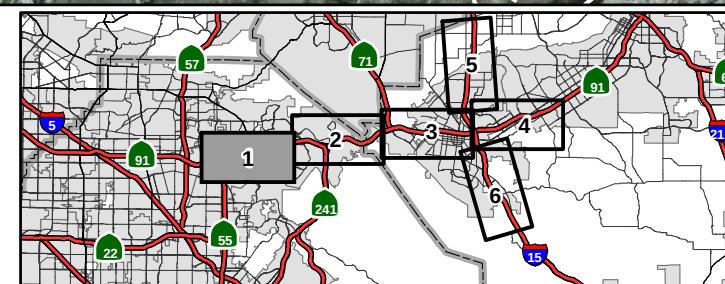
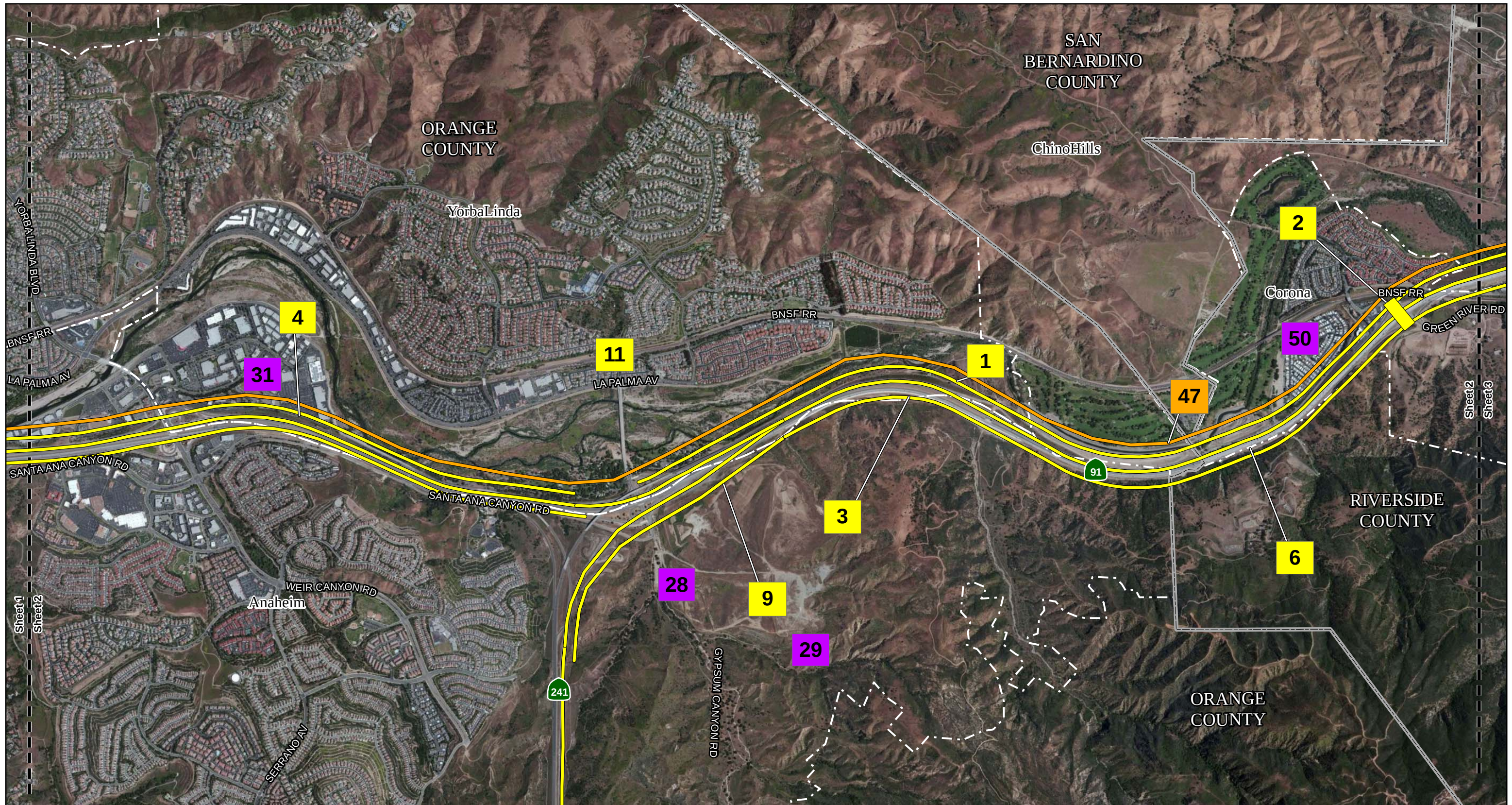


FIGURE 3.25-1
Sheet 1 of 6

SR-91 Corridor Improvement Project Locations of Cumulative Projects

12-Ora-91-R14.43/R18.91
08-Riv-91-R.00/R13.04
08-Riv-15-35.64/45.14
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LEGEND

- Public Infrastructure Projects
- Land Development Projects
- Transportation Projects
- City Boundary
- Match Line



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SOURCES: Thomas Bros. (2007) and LSA Associates, Inc. (2010)
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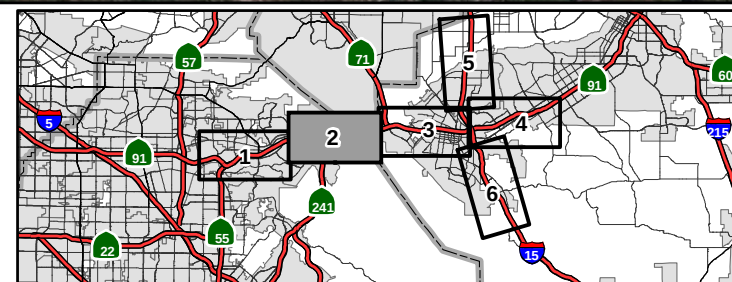


FIGURE 3.25-1
Sheet 2 of 6

SR-91 Corridor Improvement Project
Locations of Cumulative Projects

12-Ora-91-R14.43/R18.91
08-Riv-91-R.0.00/R13.04
08-Riv-15-35.64/45.14
EA 0F540

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LEGEND

- Public Infrastructure Projects
- Land Development Projects
- Transportation Projects
- City Boundary
- Match Line



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SOURCES: Thomas Bros. (2007) and LSA Associates, Inc. (2010)
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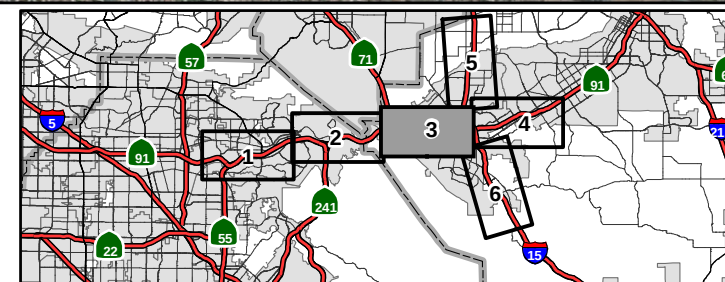
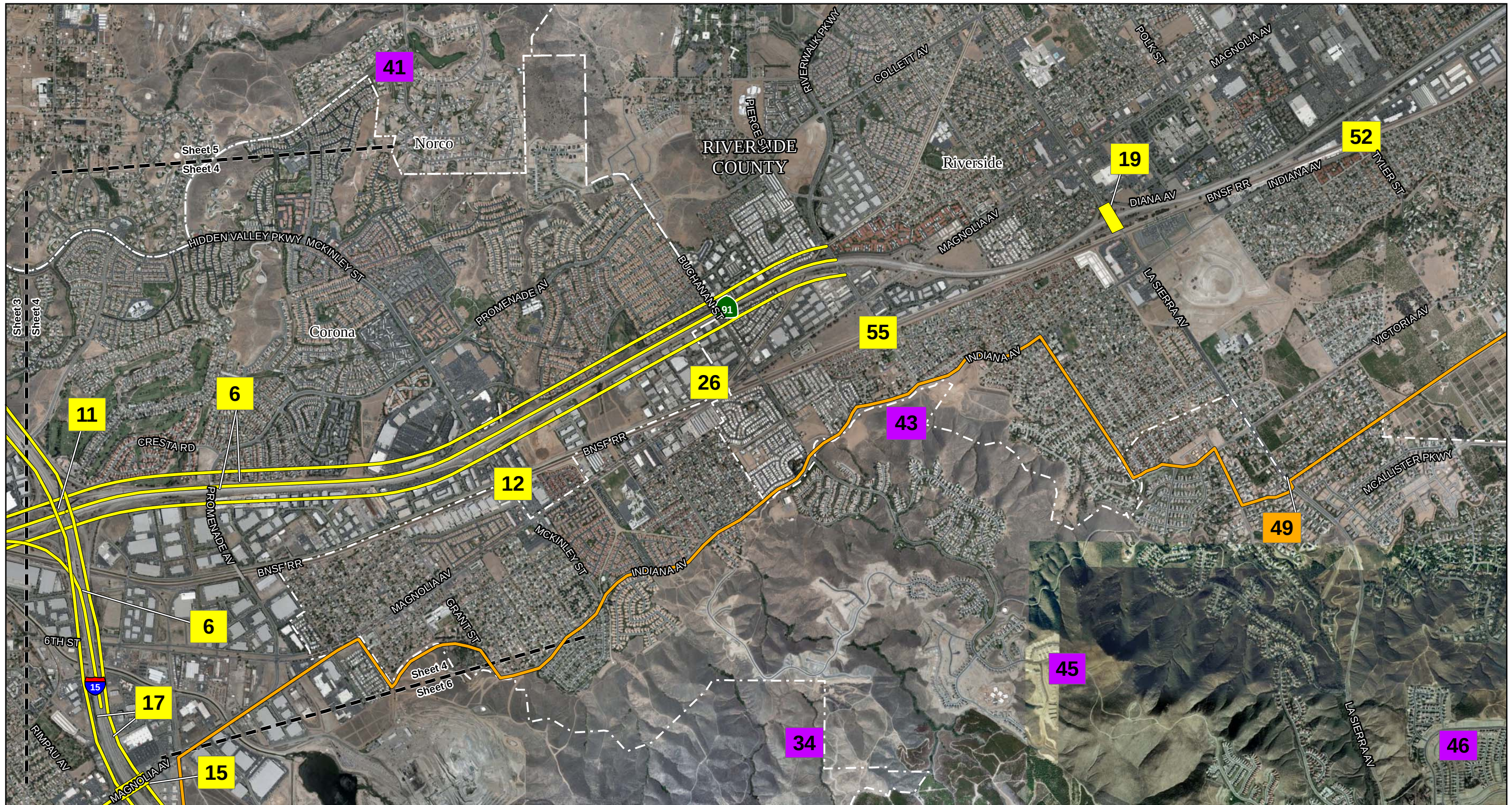


FIGURE 3.25-1
Sheet 3 of 6

SR-91 Corridor Improvement Project
Locations of Cumulative Projects

12-Ora-91-R14.43/R18.91
08-Riv-91-R.0.00/R13.04
08-Riv-15-35.64/45.14
EA 0F540

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LEGEND

- Public Infrastructure Projects
- Land Development Projects
- Transportation Projects
- City Boundary
- Match Line



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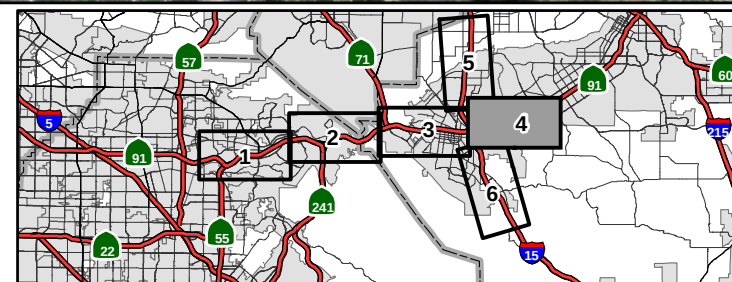
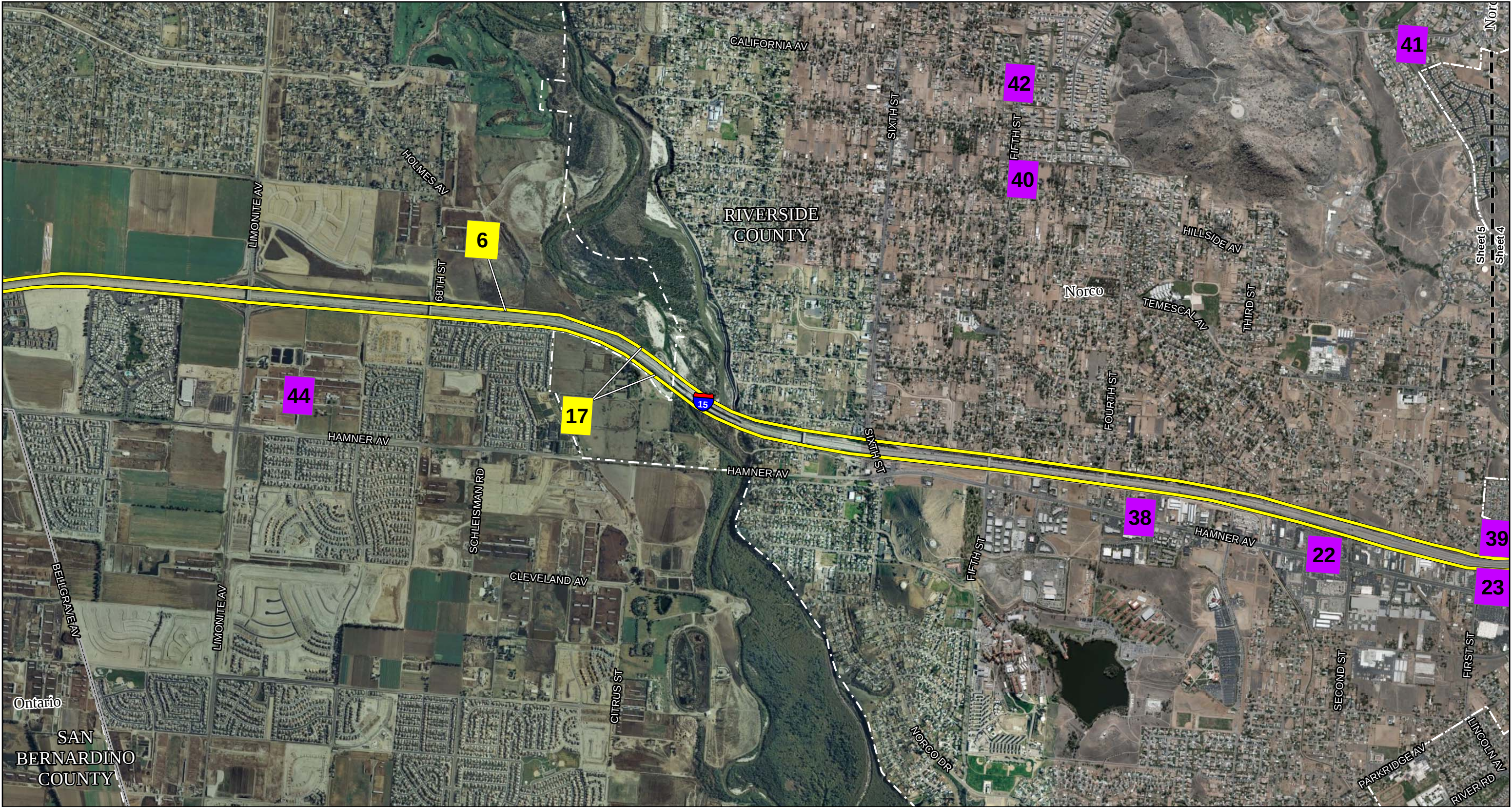


FIGURE 3.25-1
Sheet 4 of 6

SR-91 Corridor Improvement Project
Locations of Cumulative Projects

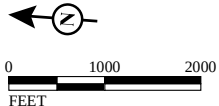
12-Ora-91-R14.43/R18.91
08-Riv-91-R.0.00/R13.04
08-Riv-15-35.64/45.14
EA 0F540

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LEGEND

-  Public Infrastructure Projects
-  Land Development Projects
-  Transportation Projects
-  City Boundary
-  Match Line



SOURCES: Thomas Bros. (2007) and LSA Associates, Inc. (2010)
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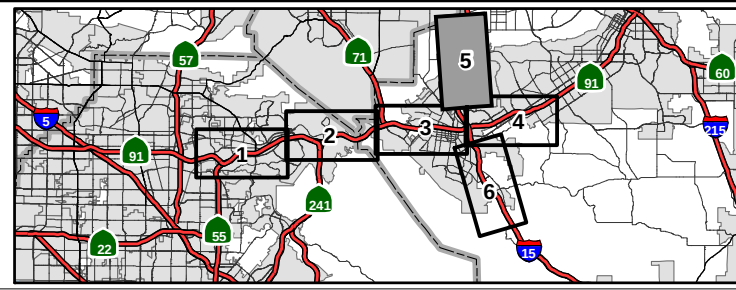
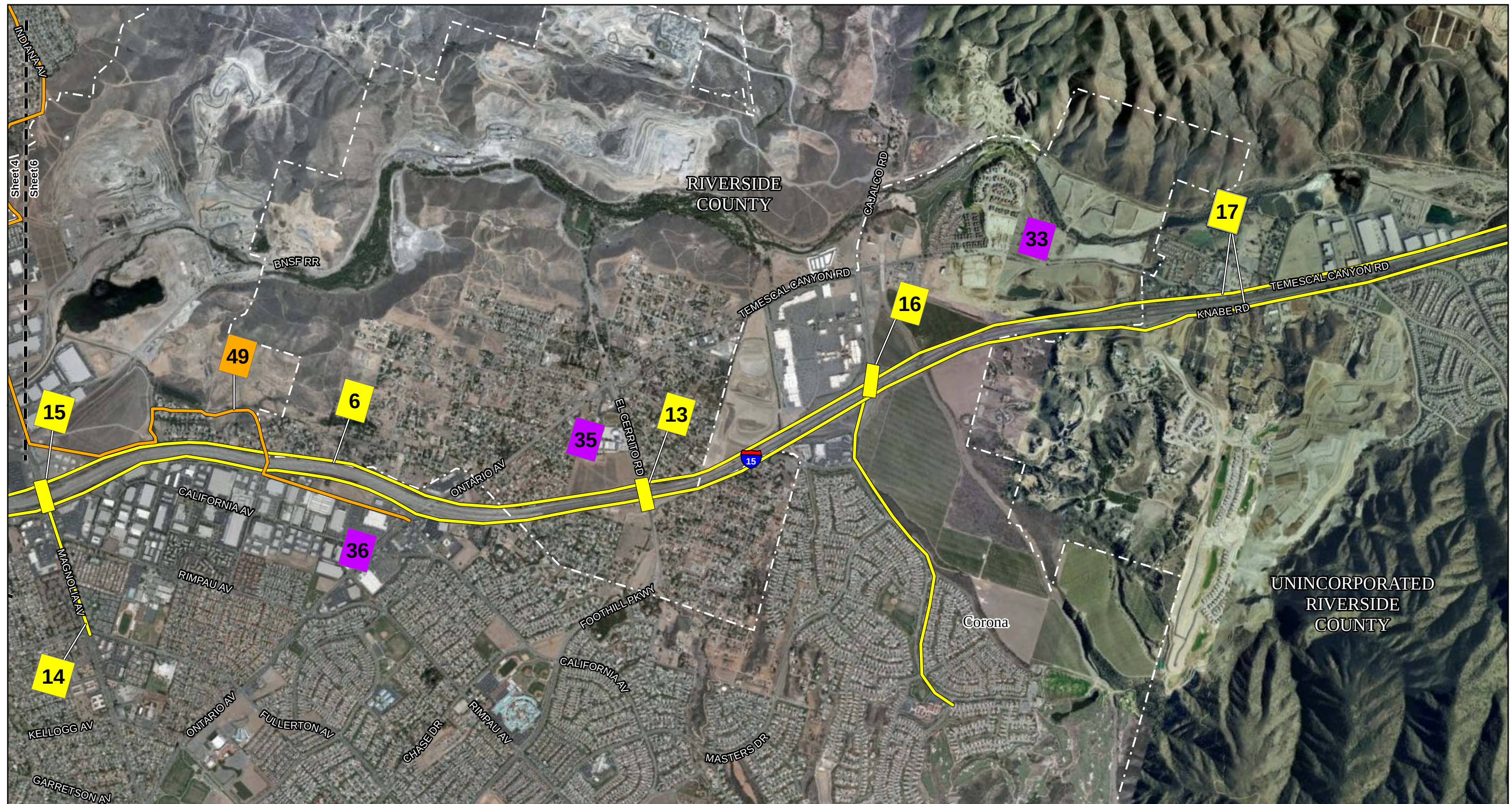


FIGURE 3.25-1
Sheet 5 of 6

SR-91 Corridor Improvement Project
Locations of Cumulative Projects

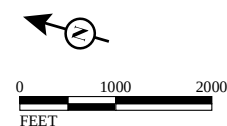
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08-Riv-91-R.0.00/R13.04
08-Riv-15-35.64/45.14
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LEGEND

- Public Infrastructure Projects
- Land Development Projects
- Transportation Projects
- City Boundary
- Match Line



SOURCES: Thomas Bros. (2007) and LSA Associates, Inc. (2010)
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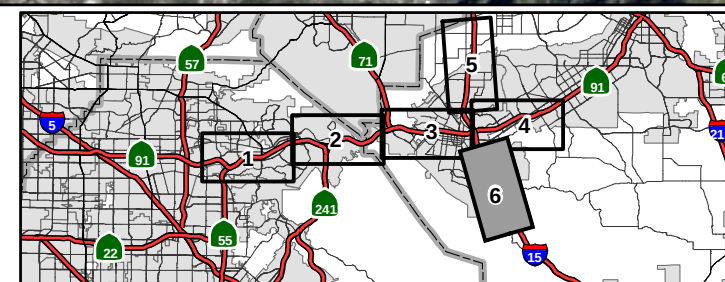


FIGURE 3.25-1
 Sheet 6 of 6

SR-91 Corridor Improvement Project
 Locations of Cumulative Projects

12-Ora-91-R14.43/R18.91
 08-Riv-91-R.0.00/R13.04
 08-Riv-15-35.64/45.14
 EA 0F540

Table 3.25.1 Summary of Transportation Projects in the SR-91 CIP Study Area¹

Project Name and ID Number (refer to Figure 3.25-1) ^{2,3,4}	Project Description	Summary of Environmental Evaluation, Documentation, and Impacts
New Interchange (SR-91) at Fairmont Boulevard – ID Number 8 (Sheet 1 of Figure 3.25-1) - In the City of Anaheim near the Anaheim and Yorba Linda city limits - City of Anaheim project - This project is anticipated to be constructed between 2013 and 2015.	This is an SR-91 improvement project proposed for implementation by 2015. The project is part of the second set of proposed projects described in the SR-91 Implementation Plan to improve SR-91. This project would construct a new interchange with SR-91 at Fairmont Boulevard. Two options are being considered. Option 1 would provide a new partial overcrossing at Fairmont Boulevard that would provide a northerly access for Yorba Linda. The on- and off-ramps would connect Fairmont Boulevard to eastbound and westbound SR-91. Option 2 would provide a new partial overcrossing at Fairmont Boulevard for northerly access for Yorba Linda from the SR-91 express lanes. Drop ramps on the east side of the overcrossing would provide entrance to the eastbound SR-91 express lanes and an exit from the westbound SR-91 express lanes.	The environmental evaluation for this project is in the initial phase. There was no specific information regarding environmental analyses, documentation or issues available for this project at the time the research for the cumulative impacts analysis for the SR-91 CIP was conducted. Source: RBF 2008 SR-91 Implementation Plan from www.sr91project.info/_pdf/91-IP_06-2008_Final.pdf , accessed March 2009.
SR-241/SR-91 HOV/High-Occupancy Toll (HOT) Connector – ID Number 9 (Sheet 2 of Figure 3.25-1) - In the Cities of Anaheim and Corona and unincorporated Orange and Riverside Counties - Not yet proposed by a particular agency - This project is anticipated to be operational in late 2018.	This is an SR-91 improvement project proposed for implementation by 2020. The project is part of the third set of proposed projects described in the SR-91 Implementation Plan to improve SR-91. This project would construct a SR-241/SR-91 HOV/HOT direct connector from northbound SR-241 to the eastbound SR-91 express lanes and westbound SR-91 express lanes to southbound SR-241. Widening would be required on the outside right-of-way on the south side of SR-91 to realign the eastbound SR-91 lanes.	No information was available on the potential environmental impacts and issues for this project at the time the research for the cumulative impacts analysis for the SR-91 CIP was conducted. Sources: RBF 2008 SR-91 Implementation Plan from www.sr91project.info/_pdf/91-IP_06-2008_Final.pdf , accessed March 2009; and Draft IS/MND/EA (LSA Associates, Inc., January 2010).
SR-55/SR-91 Interchange Improvements – ID Number 10 (Sheet 1 of Figure 3.25-1) - In the City of Anaheim - Not yet proposed by a particular agency - This project is anticipated to be constructed by 2020.	This is an SR-91 improvement project proposed for implementation by 2020. The project is part of the third set of proposed projects described in the SR-91 Implementation Plan to improve SR-91. This project would reconstruct the SR-91/SR-55 interchange to add capacity, restripe the existing lanes, modify the SR-55 connectors to SR-91, and improve the connector from westbound SR-91 to southbound SR-55. These interchange improvements are expected to provide congestion relief for westbound SR-91 and to improve the connection from westbound SR-91 to southbound SR-55.	No information was available on the potential environmental impacts and issues for this project at the time the research for the cumulative impacts analysis for the SR-91 CIP was conducted. Source: RBF 2008 SR-91 Implementation Plan from www.sr91project.info/_pdf/91-IP_06-2008_Final.pdf , accessed March 2009.
Elevated Four-Lane Facility (Major Investment Study [MIS] Corridor A) from SR-241 to I-15 – ID Number 11 (Sheets 2, 3, and 4 of Figure 3.25-1) - Extends from the City of Anaheim east to I-15 - Not yet proposed by a particular agency - The expected date for the initiation of construction has yet to be determined.	This is an SR-91 improvement project proposed for implementation by 2030. The project is part of the fourth set of proposed projects described in the SR-91 Implementation Plan to improve SR-91. The MIS Corridor A is a segment of SR-91 in Santa Ana Canyon. This project would construct a new elevated four-lane facility on SR-91 from SR-241 to I-15 with freeway-to-freeway connectors at the interchanges. The facility may include managed lanes and the potential to reverse the operational traffic flow. The project would coordinate with the Anaheim-to-Ontario International Airport High Speed Rail.	No information was available on the potential environmental impacts and issues for this project at the time the research for the cumulative impacts analysis for the SR-91 CIP was conducted. Source: RBF 2008 SR-91 Implementation Plan from www.sr91project.info/_pdf/91-IP_06-2008_Final.pdf , accessed March 2009.
Four-Lane Facility (MIS Corridor B) from SR-241/State Route 133 (SR-133) to I-15/Cajalco Road - In the City of Corona and unincorporated Orange and Riverside Counties - Not yet to be proposed by a particular agency - The expected date for the initiation of construction has yet to be determined. This project is east of the SR-91 CIP limits and is not shown on Figure 3.25-1.	This is an SR-91 improvement project proposed for implementation by 2030. The project is part of the fourth set of proposed projects described in the SR-91 Implementation Plan to improve SR-91. This project would construct a new four-lane highway facility through the Cleveland National Forest (CNF) with freeway-to-freeway connectors at the SR-241/SR-133 interchange and I-15/Cajalco Road. This new freeway may include managed lanes. The four-lane facility would be a continuation of SR-133 in Orange County on the west end of the corridor and the Mid County Parkway (MCP) in Riverside County on the east end.	No information was available on the potential environmental impacts and issues for this project at the time the research for the cumulative impacts analysis for the SR-91 CIP was conducted. Source: RBF 2008 SR-91 Implementation Plan from www.sr91project.info/_pdf/91-IP_06-2008_Final.pdf , accessed March 2009.
Cajalco Road Widening and Safety Enhancement Project - In western Riverside County between Perris and I-15 - Proposed by the Riverside County Transportation Department (RCTD) and the Department - This project is south of and outside the SR-91 CIP limits and is not shown on Figure 3.25-1. - This project is anticipated to be operational in 2019.	This proposed project would widen Cajalco Road from two to four lanes between Harvill Avenue on the east and Temescal Canyon Road on the west, and from four to six lanes between the I-215 southbound ramps and Harvill Avenue. This project would provide an improved connection between I-15 and I-215, improve east-west mobility, and improve safety in this corridor. Additional proposed improvements include traffic signals, bus turnouts, additional turn lanes, and watercourse crossing and drainage improvements.	The County of Riverside is proposing to widen Cajalco Road from two to four lanes between Harvill Avenue to the east and Temescal Canyon Road to the west, and from four to six lanes between the I-215 southbound ramps and Harvill Avenue. The proposed project would provide an improved connection between I-15 and I-215, improve east-west mobility, and improve safety along the corridor. Other proposed improvements include traffic signals, bus turnouts, additional turn lanes, and watercourse crossing and drainage improvements. The RCTD intends to prepare an EIR under CEQA. This report will be prepared jointly with the Department as an EA under NEPA for proposed improvements to Cajalco Road. The Notice of Preparation (NOP) was issued in September 2011. Source: Riverside County Transportation Department website (http://rcprojects.org/cajalco/) accessed September 9, 2011, and November 9, 2011.
HIGHWAY PROJECTS: I-15 PROJECTS		
El Cerrito Road/I-15 Interchange – ID Number 13 (Sheet 6 of Figure 3.25-1) - In and near the City of Corona - Department, County of Riverside, and City of Corona project - Construction was completed in 2008.	This project widened the northbound and southbound off-ramps, installed a ramp meter on the northbound on-ramp, and installed automated traffic signals at the ramps. El Cerrito Road was widened from two to four lanes between Bedford Canyon and the northbound on-ramps to increase access to the interchange. The project added streetlights in the area to increase visibility and installed pavement delineation and signage.	A CE/PCE was approved for the project on September 21, 2004. Sources: www.wrcog.cog.ca.us , accessed March 2009; and http://www.ci.corona.ca.us , accessed March 2009.

Table 3.25.1 Summary of Transportation Projects in the SR-91 CIP Study Area¹

Project Name and ID Number (refer to Figure 3.25-1) ^{2,3,4}	Project Description	Summary of Environmental Evaluation, Documentation, and Impacts
I-15/Indian Truck Trail Interchange Improvements - In the City of Corona - Riverside County project - The expected date for the initiation of construction has yet to be determined. This project is east of the SR-91 CIP limits and is not shown on Figure 3.25-1.	This project would widen Indian Truck Trail from Campbell Ranch Road to Temescal Canyon Road from two to four travel lanes with turning lanes. The project would construct retaining walls under the I-15 bridges to accommodate the widening of Indian Truck Trail, widen the existing ramps to three lanes at the northbound entrance ramp to I-15, and signalize the intersections at the I-15 ramps and Temescal Canyon Road.	An ND was completed for this project on August 27, 2004. The potential environmental impacts for this project include: aesthetics/visual, air quality, archaeological and historic resources, floodplain/flooding, geologic/seismic, growth inducing, land use, minerals, noise, public services, soil/erosion/compaction/grading, toxic/hazardous, traffic/circulation, vegetation, water quality, wetland/riparian, wildlife and cumulative effects. Source: www.ceqanet.ca.gov/, accessed April 2009 and January 2010.
Magnolia Corridor/I-15 to Fullerton Avenue – ID Number 14 (Sheets 3 and 6 of Figure 3.25-1) - In the City of Corona - City of Corona (with Transportation Uniform Mitigation Fee [TUMF]–Western Riverside Council of Governments [WRCOG]) project - Construction was completed in 2008.	The project widened Magnolia Avenue from four to six lanes to provide an appropriate interface with the new I-15/Magnolia Avenue interchange project to the east. The project improvements included construction of turn lanes and curbs and gutters with the additional pavement construction.	No information regarding environmental analyses, documentation or issues for this project was found in the research for the cumulative impacts analysis for the SR-91 CIP. Source: www.wrcog.cog.ca.us, accessed January 2010.
I-15/Magnolia Avenue Interchange – ID Number 15 (Sheets 4 and 6 of Figure 3.25-1) - In the City of Corona - Department, RCTC, and City of Corona project - Construction was completed in June 2009.	This project improved the interchange at I-15 and Magnolia Avenue. The bridge was widened to accommodate nine lanes in February 2009. A new northbound I-15 hook on-ramp was completed in April 2009. The existing northbound on-ramp was revised/realigned in May 2009. A realigned/new northbound off-ramp was completed in February 2009. Drainage would be improved along both of the northbound ramps of I-15. Traffic signal upgrades are ongoing as of January 2010.	No information regarding environmental analyses, documentation or issues for this project was found in the research for the cumulative impacts analysis for the SR-91 CIP. Sources: www.dot.ca.gov/dist8/projects, accessed January 2010; and http://www.ci.corona.ca.us/index.cfm?section=City%20Departments&page=Public%20Works&cat=Regional%20Transportation&viewpost=2&ContentId=241 (accessed January 15, 2010).
French Valley Parkway/I-15 Overcrossing and Interchange Improvements (I-15/ Winchester to Margarita) - In the City of Temecula - Department and City of Temecula project This project is south of the SR-91 CIP limits and is not shown on Figure 3.25-1.	This project would construct a new southbound off-ramp from I-15 to French Valley Parkway, construct the northern half of French Valley Parkway from the off-ramp at Jefferson Avenue, widen the existing southbound off-ramp from I-15 to Winchester Road, and construct an auxiliary lane between French Valley Parkway and the Winchester Road southbound off- ramp. This project would complement the ultimate freeway interchange project.	This project is in the Plans, Specifications and Estimates (PS&E) phase. The City of Temecula is preparing 95 percent of the PS&E, which is Phase 1 of this project. As of January 2010, the City is establishing dedication for right-of-way limits. The potholes of existing utilities within the Area of Potential Effects (APE) are complete. A conceptual landscape/aesthetics concept was selected by the City of Murrieta and the Department, and was incorporated into the draft Structures PS&E submittal. Sources: www.wrcog.cog.ca.us, and www.cityoftemecula.org/Temecula/Government/PublicWorks/CIPWPS.htm, accessed March 2009; and http://www.cityoftemecula.org/Temecula/government/publicworks/cipwps.htm, accessed January 2010.
I-15/State Route 79 (SR-79) (Temecula Parkway) South Interchange Improvement Project - In the City of Temecula - Department and City of Temecula project - Construction began in 2008 and is expected to be completed by late 2012. This project is south of the SR-91 CIP limits and is not shown on Figure 3.25-1.	This project would remove the existing southbound I-15 ramps and construct a new far side exit loop paired with a new southbound entrance ramp, which would intersect SR-79 South opposite the existing Front Street intersection. The southbound exit would be reconfigured to provide a two-lane exit with approximately 1,300 ft of auxiliary lane preceding the exit. A new bridge structure would be constructed over SR-79 South to accommodate the new southbound exit ramp configuration. The northbound I-15 exit ramp would be widened to provide four lanes at the ramp intersection. The northbound entrance ramp would be widened to provide three lanes at the ramp intersection and a three-lane ramp meter entrance to I-15. SR-79 South improvements include elimination of the sidewalk, curb, gutter, and parkway on the south side of SR-79 through the interchange area and paving/restriping to provide three through lanes and two left-turn lanes in each direction of travel.	An ND was prepared for this project. The potential environmental impacts and issues for this project identified in the ND were aesthetics/visual, agricultural land, air quality, archaeological and historic resources, biological resources, cumulative effects, drainage/absorption, floodplain/flooding, geologic/seismic, growth inducing, land use, noise, recreation/parks, soil erosion/compaction/grading, toxic/hazardous, traffic/circulation, vegetation, water quality, and wetland/riparian. The ND was approved on March 20, 2008. A CE prepared by the Department for NEPA compliance concluded there were no impacts. Sources: www.ceqanet.ca.gov/, accessed April 2009; http://www.ceqanet.ca.gov/DocDescription.asp?DocPK=617791, accessed January 20, 2010; and Steven Keel at RCTC (July 26, 2010, verbal communication).
SR-79 (Winchester Road) between Thompson Road and Domenigoni Parkway - Near the City of Murrieta in unincorporated Riverside County - RCTD, in cooperation with Department District 8, project - Anticipated dates of construction are not known. This project is south of the SR-91 CIP limits and is not shown on Figure 3.25-1.	This project would widen SR-79 between Thompson Road and Domenigoni Parkway, a distance of approximately 7.4 miles. The project is north of the City of Murrieta in an unincorporated part of southwestern Riverside County. The northern end of the project is approximately 4.4 miles east of I-215; the southern end is approximately 2.8 miles east of I-215. SR-79 is locally known as Winchester Road.	An MND was prepared for this project. The potential environmental impacts and issues identified in the MND were aesthetics/visual, agricultural land, air quality, archaeological and historic resources, biological resources, cumulative effects, floodplain/flooding, geologic/seismic, growth inducing, land use, noise, population and housing, public services, parks and recreation, schools and universities, sewer capacity, toxic/hazardous, traffic/circulation, vegetation, water quality, water supply, and wetland/riparian. With the use of standard conditions during construction and implementation of the mitigation measures, these impacts would be reduced. Source: http://www.ceqanet.ca.gov/ProjectList.asp, accessed January 20, 2010.
I-15/Cajalco Road Interchange Improvement Project – ID Number 16 (Sheet 6 of Figure 3.25-1) - In the City of Corona - Department and City of Corona project - Construction is anticipated to begin in 2014 and be completed by late 2015.	This project proposes to widen Cajalco Road from two to six through lanes from Temescal Canyon Road to Bedford Canyon Road in Corona. This project also proposes several improvements to the on- and off-ramps and auxiliary lanes.	The environmental analysis and Categorical Exemption/Categorical Exclusion (CE/CE) determined the project would have no significant impacts with the implementation of mitigation measures. The CE/CE was approved on July 1, 2009. Sources: Draft Categorical Exemption/Categorical Exclusion for the I-15/Cajalco Road Interchange Project, LSA Associates, Inc., April 2009; and http://www.ceqanet.ca.gov/projectlist.asp, accessed January 20, 2010.

Table 3.25.1 Summary of Transportation Projects in the SR-91 CIP Study Area¹

Project Name and ID Number (refer to Figure 3.25-1) ^{2,3,4}	Project Description	Summary of Environmental Evaluation, Documentation, and Impacts
I-15 Corridor Improvement Project – ID Number 17 (Sheets 4, 5, and 6 of Figure 3.25-1) - Between the City of Murrieta and the Riverside/San Bernardino County line, through Wildomar, Lake Elsinore, Corona, Eastvale, Jurupa Valley, and unincorporated areas of Riverside County - RCTC and Department project - The project is in initial environmental analysis. - Construction is anticipated to begin after 2015.	The project would improve traffic capacity and operations on the I-15 from just north of the I-15/I-215 separation in Murrieta, north to the San Bernardino County line. The project is approximately 44 miles long and would add two HOT lanes and one mixed-flow lane in each direction. The project would also provide selected interchange ramp improvements; improve the movement of vehicles, people, and goods to serve the existing and future regional travel demand; and provide system connectivity from I-15 to the SR-91 express lanes. The project is a major element of RCTC’s 10-year Western County Highway Delivery Plan and is a high priority project in the region.	An EIR under CEQA and an EA under NEPA will be prepared. The NOP is anticipated for release in early 2012 and will be followed by public scoping. Sources: www.i15project.info, accessed January 2010; Email communication from Shawn Oriaz at the Department to Elise McCollister at LSA Associates, Inc. on January 21, 2010; and Steven Keel (RCTC), November 7, 2011.
HIGHWAY PROJECTS: I-215 PROJECTS		
I-215 Barton Road Interchange - In the City of Grand Terrace - San Bernardino Associated Governments (SANBAG), Department, and City of Grand Terrace project - The preliminary engineering/environmental document phase is expected to be completed in early 2010. - Construction may begin by 2013 and be completed by 2015. This project is east of the SR-91 CIP limits and is not shown on Figure 3.25-1.	The project proposes to realign the freeway on-ramps and off-ramps at Barton Road and La Crosse Avenue. Barton Road would also be widened over I-215. The interchange is expected to aid traffic operations by improving the flow of vehicles on the new bridge and ramps. The interchange would accommodate the future widening of I-215, and the proposed project is to provide earlier traffic congestion relief at this intersection.	The anticipated environmental document is an EIR/EIS. Source: www.sanbag.ca.gov/, accessed March 2009.
I-215 Widening from Interstate 10 (I-10) to University Parkway - In the City of San Bernardino - Department, SANBAG, FHWA, and City of San Bernardino project - Construction of Phase 1 is expected to be completed in 2009; construction of Phase 2 began in 2007 and is expected to be completed in 2010; and construction of Phases 3 and 4 are expected to begin in 2009 and be completed in 2013. This project is east of the SR-91 CIP limits and is not shown on Figure 3.25-1.	This project would widen I-215 from I-10 to University Parkway. Phase 1 would reconstruct and widen the 5th Street Bridge. Phase 2, from Orange Show Road to Rialto Avenue, would add an HOV lane and a mixed-flow lane in each direction. New bridges would be provided at Inland Center Drive with two lanes in each direction and turn lanes. The Mill Street ramps would be realigned. Mill Street would be widened from two to three lanes in each direction with the addition of left-turn lanes. Braided connector ramps would be installed between Orange Show Road, Inland Center Drive, and Mill Street. The bridges over Warm and Lytle Creeks would be widened. Drainage improvements would be constructed throughout the project. Aesthetic design would be added to new retaining walls. Phase 3 would widen I-215 from Rialto Avenue to Massachusetts Avenue, and Phase 4 would construct the flyover connectors from I-215 to State Route 210 (SR-210).	An EIR/EIS was approved for this project on October 3, 2008. Source: www.sanbag.ca.gov/, accessed March 2009.
I-215 North Widening from Nuevo Road to SR-60 - In the Cities of Perris, Moreno Valley, and Riverside in Riverside County - RCTC and Department project - Future planned project	The project would add one carpool lane in each direction on I-215 and a westbound auxiliary lane to improve traffic merging on SR-60.	RCTC has long-term plans to widen I-215 and SR-60 in Perris, Riverside, and Moreno Valley. This is the northernmost project of RCTC’s 29.25-mile freeway widening effort between Murrieta Hot Springs Road in Murrieta and SR-60. Priority has been given to the southern and central projects along the I-215 corridor because the freeway narrows to only two lanes in each direction in those areas. The I-215 North project proposes to add one carpool lane in each direction on I-215 and a westbound auxiliary lane to improve traffic merging on SR-60. Source: http://www.i215project.info/north/, accessed November 9, 2011.
I-215 Central Widening from Scott road to Nuevo Road - Through Murrieta, Menifee, and Perris in Riverside County - RCTC and Department project - Construction is scheduled to begin in 2013. This project is east of the SR-91 CIP limits and is not shown on Figure 3.25-1.	This project proposes to widen a 12.5-mile section of I-215 from Scott Road north of Murrieta to Nuevo Road in Perris. One lane and a shoulder will be added in each direction in the unused portion of the center median, creating three GP freeway lanes in each direction. RCTC can use the existing freeway median for the project. In some portions of the project, the median is 46 feet wide and can accommodate the planned widening. In other portions, the median is only 22 feet wide and is not adequate to accommodate the planned widening. In the areas where the median is only 22 feet wide, outside widening will be required. Using the median to the greatest extent possible will reduce the impacts to homes and businesses located adjacent to the freeway.	An MND (CEQA) and a FONSI (NEPA) were approved on April 12, 2011. Source: www.rctc.org, accessed March 2009; and http://www.i215project.info/central/, accessed November 9, 2011..
I-215 South Widening from Murrieta Hot Springs Road to Scott Road - In City of Murrieta - RCTC and Department project - Construction began in mid-2011. This project is southeast of the SR-91 CIP limits and is not shown on Figure 3.25-1.	The project will add one GP lane to both northbound and southbound I-215, creating three lanes in each direction. Work will occur within the existing freeway median, which will reduce the project’s impact on the community.	An IS/MND was approved on November 14, 2008. With the use of standard conditions during construction and implementation of the mitigation measures, the project impacts would be reduced. Construction is expected to be completed in 2012. Sources: Email communication from Shawn Oriaz at Department District 8 to Elise McCollister at LSA Associates, Inc. on February 10, 2010; Email communication from Steven Keel at RCTC/Bechtel to Elise McCollister on February 11, 2010; and http://www.i215project.info/south/, accessed November 9, 2011.

Table 3.25.1 Summary of Transportation Projects in the SR-91 CIP Study Area¹

Project Name and ID Number (refer to Figure 3.25-1) ^{2,3,4}	Project Description	Summary of Environmental Evaluation, Documentation, and Impacts
HIGHWAY PROJECTS: OTHER HIGHWAY PROJECTS		
Mid County Parkway (MCP) - In western Riverside County - RCTC, Department, and FHWA project - A Draft EIR/EIS was circulated for public review in 2008. Review of comments received from the public and agencies occurred in 2009–2010. - Due to redefinition of the project, a revised Draft EIR/EIS is anticipated to be circulated in 2012. This project is east of the SR-91 CIP limits and is not shown on Figure 3.25-1.	The MCP project is a proposed 16-mile transportation corridor that would relieve traffic congestion for east-west travel in western Riverside County between the San Jacinto and Perris areas and would help address future transportation needs through 2035. Traffic in the MCP study area is projected to double in some segments and increase as much as five times in others. The MCP would provide logical connections with north-south corridors including SR-79 and I-215. It would also serve multimodal bus and rail facilities planned as part of the Perris Valley Line Metrolink service that would connect Perris to Riverside.	The Draft EIR/EIS identified the following potential environmental impacts and issues for this project: biological resources, archaeological and historic resources, floodplain/flooding, toxic/hazardous, noise, recreation/parks, aesthetics/visual, farmlands, water supply, soil erosion/compaction/grading, geologic/seismic, and traffic/circulation. As of November 2011, work on the Draft EIR/EIS and revised technical studies continues. Sources: www.midcountyparkway.org/, Draft EIR/EIS, LSA Associates, Inc., October 2008, accessed March 2009; http://www.midcountyparkway.org/default.asp?link=15, accessed January 21, 2010; and Steven Keel (RCTC), November 9, 2011.
Foothill Parkway Westerly Extension – ID Number 18 (Sheet 3 of Figure 3.25-1) - In the City of Corona and unincorporated Riverside County - City of Corona project - Construction is anticipated to begin in late 2009 and be completed in 2011.	This project would be an extension to the western segment of Foothill Parkway into a four-lane facility from approximately 600 ft west of Skyline Drive to Green Valley River Road, a distance of approximately 2 miles. The project would include either two parallel bridge structures or an aboveground arch structure to protect the existing 108-inch Metropolitan Water District of Southern California feeder line located approximately 1,000 ft east of Paseo Grande. The improvements would require right-of-way acquisition for curb, shoulders, travel lanes, and landscaped medians. Slope easement areas, drainage facilities, and temporary construction easements would be necessary. The project also includes a new signalized intersection at Paseo Grande and two possible additional signalized intersections at the proposed Border Avenue and Chase Drive connections. Source: www.discovercorona.com/, accessed March 2009.	The Final EIR for this project determined there would be significant and unavoidable impacts from short-term construction impacts, impacts to scenic vistas, impacts to the existing character/quality, and cumulative impacts due to the development of the proposed roadway. The project would contribute to significant and unavoidable impacts to air quality from nitrogen oxides (NO_x), particulate matter less than 10 microns but larger than 2.5 microns in size (PM₁₀), and particulate matter less than 2.5 microns in size (PM_{2.5}) emissions during construction, that would remain above the South Coast Air Quality Management District (SCAQMD) thresholds, cumulative construction impacts related to regional emissions would also be significant and unavoidable. Short-term construction noise impacts would have the potential to exceed the City's noise standards and are considered significant and unavoidable. The construction of the project would result in significant and unavoidable impacts to historical resources. Cumulative historical resource impacts would also be significant and unavoidable. Implementation of geologic mitigation measures may not fully mitigate for potential fault rupture impacts, and the project would also cumulatively contribute to fault rupture impacts. Environmental review was finished in 2007. Sources: Foothill Parkway Westerly Extension Final EIR, City of Corona, January 2009, http://www.discovercorona.com/, accessed March 2009; and http://www.discovercorona.com/documents/Public%20Works/Construction%20Project s/4-396B_d.pdf, accessed on January 20, 2010.
State Route 79 (SR-79) Realignment - Near the Cities of Hemet and San Jacinto - RCTC, Department, FHWA, Riverside County, and Cities of Hemet and San Jacinto project - Construction is anticipated to begin in 2014. This project is southeast of the SR-91 CIP limits and is not shown on Figure 3.25-1.	This project would realign SR-79 between Domenigoni Parkway and Gilman Springs Road. The project would improve efficiency, safety, and capacity in the area and provide a more direct route in the San Jacinto Valley. Two corridor alternatives are being analyzed. Both corridors begin south of Domenigoni Parkway and end immediately south of the San Jacinto River on Sanderson Avenue.	The Draft EIR/EIS is under preparation and is anticipated to be circulated for public review in late 2011. Source: http://www.sr79project.info/, accessed March 2009, January 2010, and November 2011.
OTHER TRANSPORTATION PROJECTS IN LOCAL CITIES		
La Sierra Bridge Overpass/SR-91 – ID Number 19 (Sheet 4 of Figure 3.25-1) - In the City of Riverside - City of Riverside project - Construction was completed in 2009.	This project would replace the La Sierra/SR-91 interchange with a new 10-lane bridge over the freeway. La Sierra would have three lanes in each direction with dual left-turn lanes onto SR-91. The freeway ramps would be widened to three lanes. This is the third and last phase of a joint effort by the City and County of Riverside to complete La Sierra from Lake Mathews to SR-91.	A CE/PCE was approved for this project on March 10, 2004. Sources: http://www.riversideca.gov/pworks/ and www.wrcog.ca.us/ewrcog/etumf0702_main1.html, accessed April 2009.
Improvements to Grand Boulevard – ID Number 59 (Sheet 4 of Figure 3.25.1)] - In the City of Corona - Various City and Department projects in the past - No active projects at this time	Past transportation projects have affected the Grand Boulevard Historic District. Specifically, the construction of the original SR-91 facility and other projects in the area have impacted the Grand Boulevard Historic District. Those projects have included a wide range of changes in the Historic District (e.g., road resurfacing and restriping; the installation of traffic and pedestrian control signals and signage; replacement of streetlights in-kind; the relocation, replacement, and removal of street trees; and modifications to the parkways, curbs, and sidewalks). As a result, these projects have resulted in cumulative effects on the Grand Boulevard Historic District that are largely related to the removal of features such as parkways or sidewalks. Some of those projects that have affected the integrity of and resources in the Grand Boulevard Historic District include: - In the northernmost segment, near the SR-91 bridges, the road was widened to 80 ft, elevated, and restriped in 1976. - The parkways under the SR-91 mainline were narrowed in 1961 and are unplanted.	Information on specific environmental analyses for the various projects that have affected the Grand Boulevard Historic District were not available at the time the cumulative impacts analysis was conducted. The information regarding the past projects described here is from the Finding of Effect (August 2011) for the SR-91 CIP.

Table 3.25.1 Summary of Transportation Projects in the SR-91 CIP Study Area¹

Project Name and ID Number (refer to Figure 3.25-1) ^{2,3,4}	Project Description	Summary of Environmental Evaluation, Documentation, and Impacts
	• North of SR-91, most of the original parkways have been narrowed and filled with concrete and tree wells, leaving only a few segments of the original parkway adjacent to the inner curve of Grand Boulevard. • Many segments of the original sidewalks have been narrowed or replaced, and handicapped access ramps have been added to the sidewalks along the entire length of Grand Boulevard. • In 1961, SR-91 was constructed, crossing the northern part of Grand Boulevard generally north of Second Street. The width and configuration of Grand Boulevard were not changed by the construction of SR-91, but the parkways under and adjacent to the freeway were narrowed and the vegetation removed some intersections were altered or removed and two northern pocket parks were removed. • In 1976, a grade separation project elevated the northernmost segment of Grand Boulevard to meet North Main Street, which was reconstructed as a railroad overpass. That segment of the road was widened to accommodate the rising curve by adjusting the outer curve parkway width for approximately 150 ft on either side of the North Main Street intersection. Relocated historic Mexican fan palms, new magnolias, and historic-period streetlights were retained and incorporated in the widened Grand Boulevard segment.	
BUS TRANSIT PROJECTS		
Express Bus Improvements • Throughout Orange and Riverside Counties • OCTA, RCTC, and Riverside Transit Agency (RTA) project • Project began in 2006 with the Riverside County to South Coast Metro route; future routes are planned for implementation by 2010–2011.	This is an SR-91 improvement project proposed for implementation by 2010. The expansion of the Express Bus service between Riverside and Orange County employment centers would add four bus routes from Riverside County to the Northeast Anaheim Canyon Business Center and California State University Fullerton; Anaheim Civic Center, Western Medical Center, and Anaheim Resort; and Irvine Business Complex and University of California, Irvine. Bus service would be coordinated with demand needs. Depending on future budget authority, future routes are planned for implementation by 2010–2011.	No information regarding environmental analyses, documentation or issues for this project was found in the research for the cumulative impacts analysis for the SR-91 CIP. Source: RBF 2008 SR-91 Implementation Plan from www.sr91project.info/_pdf/91-IP_06-2008_Final.pdf , accessed March 2009.
Corona Multimodal Transit Center – ID Number 21 (Sheet 3 of Figure 3.25-1) • In the City of Corona • RCTC and RTA project • Project construction is expected to begin in the summer of 2009.	This project would construct the Corona Bus Transit Terminal one block north of SR-91 and one-half mile west of I-15, next to the Corona Metrolink Station. The terminal would provide intercity train commuters access to the RTA bus system. The project consists of a 10- to 15-bus bay plaza, parking area, and retail shops to accommodate transit patrons. The transit terminal would provide a transfer point for several bus routes serving western Riverside County.	No information regarding environmental analyses, documentation or issues for this project was found in the research for the cumulative impacts analysis for the SR-91 CIP. Source: www.wrcog.cog.ca.us , accessed April 2009.
Perris Multimodal Facility • In the City of Perris • RCTC project • Construction began in January 2009 and has been completed. This project is east of the SR-91 CIP limits and is not shown on Figure 3.25-1.	The project would construct the Perris Multimodal Facility with an RTA bus transit center, a future platform for the Metrolink Perris Valley Line, and a commuter parking lot. The project consists of an eight-bus bay plaza and 141 parking spaces. The project also includes improvements on San Jacinto and C Streets and would close 2nd Street between C and D Streets.	No information regarding environmental analyses, documentation or issues for this project was found in the research for the cumulative impacts analysis for the SR-91 CIP. Source: www.rctc.org/ , accessed April 2009.
City of Temecula/Murrieta Transit Center • At the boundary between the Cities of Temecula and Murrieta • Project is in the early planning stages • The City of Temecula is proposing to conduct a study of transit center options. This project is southwest of the SR-91 CIP limits and is not shown on Figure 3.25-1.	The project proposes the City of Temecula/Murrieta Transit Center adjacent to I-15 and the proposed French Valley Parkway Interchange.	The project is only in the planning stages. No environmental review has been conducted for this project to date. Source: www.rta , accessed April 2009.
RAIL AND RAIL-ASSOCIATED PROJECTS		
Perris Valley Line • In the Cities of Riverside and Perris and unincorporated Riverside County • RCTC and Federal Transit Administration (FTA) project • Project is anticipated to be operational in 2013. This project is east of the SR-91 CIP limits and is not shown on Figure 3.25-1.	The project would extend Metrolink commuter rail service as the Perris Valley Line from the existing Riverside Downtown Station approximately 24 miles to the City of Perris, mostly along the existing San Jacinto Branch Line (SJBL) parallel to I-215. The Perris Valley Line would be operated by the Southern California Regional Rail Authority (SCRRA). Project features include initial construction of four commuter rail stations and appurtenances, replacement of existing track, as necessary, construction of a maintenance-of-way facility, construction of a train layover facility, in-kind replacement of two existing bridges over the San Jacinto River, construction of the Citrus Connection between the Burlington Northern Santa Fe (BNSF) Line to the SJBL in Riverside, construction of about 9 miles of parallel track from south of the SR-60/I-215 interchange to Perris, and improvements to affected rail crossings. This project is part of the Metrolink 91 Line expansion plan.	An EIR was prepared for CEQA compliance; it was certified by RCTC in July 2011. A Supplemental Environmental Assessment (SEA) was prepared for NEPA compliance, and a FONSI is anticipated in early 2012. Sources: Draft EA and Section 4(f) Report, FHWA and RCTC, July 2004, www.perrisvalleyline.info/pdf/draftEA_july04.pdf , accessed March 2009; RCTC, written correspondence from Steven Keel dated October 26, 2009; and Steven Keel (RCTC), November 7, 2011.

Table 3.25.1 Summary of Transportation Projects in the SR-91 CIP Study Area¹

Project Name and ID Number (refer to Figure 3.25-1) ^{2,3,4}	Project Description	Summary of Environmental Evaluation, Documentation, and Impacts
North Main Street Corona Metrolink Station Parking Structure – ID Number 21 (Sheet 3 of Figure 3.25-1) - In the City of Corona - RCTC project - Project is complete.	The project consists of a six-level parking structure with 1,100 parking stalls. The demand for parking has exceeded the capacity at the station. With the addition of the new parking structure, existing demand for parking is anticipated to be met, and Metrolink ridership at this station is also expected to increase as a result of the increased number of parking spaces.	Source: http://www.rctc.org/railprojects.asp , accessed November 9, 2011.
Metrolink Short-Term Expansion Plan - Orange County to Riverside County - OCTA, RCTC, SANBAG, and SCRRA project - Project is expected to be completed by 2010. This project proposes increased rail service levels but does not specifically propose physical improvements at the rail stations; therefore, this project is not shown on Figure 3.25-1.	This project is part of the first set of projects to relieve congestion on SR-91. The project is a short-term expansion that would add two additional Inland Empire-Orange County (IEOC) trains and four additional trains to the 91 Line (which operates from the Inland Empire to Los Angeles via Orange County, and parallels SR-91). Currently, 25 trains run daily, and the project would increase the amount of daily trains to 31.	No information regarding environmental analyses, documentation or issues for this project was found in the research for the cumulative impacts analysis for the SR-91 CIP. Source: RBF 2008 SR-91 Implementation Plan from www.sr91project.info/_pdf/91-IP_06-2008_Final.pdf , accessed March 2009.
Metrolink Service and Station Improvements - Projects in the City of Anaheim, from Orange County through San Bernardino County to Riverside County - OCTA, RCTC, SANBAG, and SCRRA project - This project is expected to be constructed by 2020. This project proposes increased rail service levels but does not specifically propose physical improvements at the rail stations; therefore, this project is not shown on Figure 3.25-1.	This is an SR-91 improvement project proposed for implementation by 2020. The project would provide an extensive expansion of train service from the Inland Empire to Orange County. Additional trains would be added to the IEOC Line that currently provides service between San Bernardino, Riverside, and Orange Counties. Additional service would be added to the 91 Line that provides service from the Inland Empire to Los Angeles via Orange County and parallels SR-91.	No information regarding environmental analyses, documentation or issues for this project was found in the research for the cumulative impacts analysis for the SR-91 CIP. Source: RBF 2008 SR-91 Implementation Plan from www.sr91project.info/_pdf/91-IP_06-2008_Final.pdf , accessed March 2009.
Anaheim to Ontario International Airport High Speed Rail (HSR) - From the City of Anaheim to the City of Ontario - California High-Speed Rail Authority and Federal Railroad Administration (FRA) project - The expected date for the initiation of construction has yet to be determined. The first HSR project would come into Orange County from Los Angeles Union Station to the Anaheim Regional Transportation Intermodal Center (ARTIC) in Anaheim. The rail line and the ARTIC center are southwest of the SR-91 CIP project limits and are not shown on Figure 3.25-1.	This is an SR-91 improvement project proposed for implementation by 2030. Different alternative alignments for the HSR line are being studied. The alignment could be located as part of the MIS Corridor A, which would require right-of-way adjacent to SR-91. A different alignment may be considered along SR-57, west of SR-55. This project is a section of the proposed HSR system to the Nevada state line.	A project-level EIR/EIS environmental document is being prepared for the Los Angeles Union Station to Orange County ARTIC center segment of the proposed HSR system. The project for HSR from Anaheim to Ontario International Airport is in the planning stages, and no tiered environmental review has been conducted for this project to date. Source: RBF 2008 SR-91 Implementation Plan from www.sr91project.info/_pdf/91-IP_06-2008_Final.pdf , accessed March 2009.
Anaheim Regional Transportation Intermodal Center (ARTIC) - In the City of Anaheim - OCTA and City of Anaheim project - The project is in the initial stages of environmental review. This project is east of the SR-91 CIP limits and is not shown on Figure 3.25-1.	This project would construct a new Metrolink station across from the Honda Center in Anaheim. The state-of-the-art facility would develop a transportation hub and mixed-use activity center on a 16-acre site. The center would connect the Platinum Triangle, Anaheim Resort, the Southern California region and beyond. Modes of transit would include train, intercity bus, taxi, car, and local transit. The facility would also include plans for future HSR service and necessary infrastructure.	The project is only in the planning stages. No environmental review has been conducted for this project to date. Source: www.octa.net/articnew.aspx , accessed March 2009.
SR-90 Imperial Highway Rail Grade Separation Project (Orange County) – ID Number 24 (Sheet 1 of Figure 3.25-1) - At the border of the Cities of Anaheim and Yorba Linda - OCTA, Cities of Anaheim and Yorba Linda, County of Orange, and BNSF project - The project is under construction and is expected to be operational in 2010.	This project would provide a bridge that would widen and separate Imperial Highway from its existing at-grade crossing of the BNSF north of La Palma Avenue at the Imperial Highway/Esperanza Road/Orangethorpe Avenue intersection. The project would improve traffic flow at the crossing, improve safety, and reduce train whistle noise at the intersection.	No information regarding environmental analyses, documentation or issues for this project was found in the research for the cumulative impacts analysis for the SR-91 CIP. Source: www.octa.net/imperial.aspx , accessed March 2009.
Auto Center Drive/BNSF Grade Separation Project (Riverside County) – ID Number 25 (Sheet 3 of Figure 3.25-1) - In the City of Corona - City of Corona project - Project is in final design phase. - The project is expected to be operational in May 2013.	This project would provide a four-lane bridge on Auto Center Drive that passes over the existing BNSF tracks. Construction of this project is expected to begin in late 2011 and be completed in May 2013. A gap between the Auxiliary Dike and Floodwall Project (part of the Corps Santa Ana River Mainstem Project) and this grade separation project is now a component of the grade separation project. The funding for that project component will be provided by the City of Corona.	No information regarding environmental analyses, documentation or issues for this project was found in the research for the cumulative impacts analysis for the SR-91 CIP. Sources: RCTC 2008 Grade Separation Funding Strategy, accessed February 2009; County of Orange Agenda Staff Report (March 22, 2011); and State of California, Department of Transportation Memorandum to the California Transportation Commission meeting (August 10–11, 2011).

Table 3.25.1 Summary of Transportation Projects in the SR-91 CIP Study Area¹

Project Name and ID Number (refer to Figure 3.25-1) ^{2,3,4}	Project Description	Summary of Environmental Evaluation, Documentation, and Impacts
Columbia Avenue/BNSF and Union Pacific Railroad (UPRR) Grade Separation Project (Riverside County) - In the City of Riverside - City of Riverside project - Project construction was completed in 2010. This project is east of the SR-91 CIP limits and is not shown on Figure 3.25-1.	This project would provide a four-lane bridge on Columbia Avenue that passes over the existing BNSF and UPRR tracks.	No information regarding environmental analyses, documentation or issues for this project was found in the research for the cumulative impacts analysis for the SR-91 CIP. Source: RCTC 2008 Grade Separation Funding Strategy, accessed February 2009.
Iowa Avenue/BNSF and UPRR Grade Separation Project (Riverside County) - In the City of Riverside - City of Riverside project - Project is in the PS&E phase. - The project is expected to be operational in 2011. This project is east of the SR-91 CIP limits and is not shown on Figure 3.25-1.	The project would construct a four-lane bridge on Iowa Avenue that passes over the existing BNSF and UPRR tracks. The construction of this grade separation would begin after the completion of the Columbia Avenue Overpass in 2010. Modifications would also be made to east and west Citrus Avenue intersections at Iowa Avenue.	Environmental clearance was obtained on July 31, 2008, for this project. No other information regarding environmental analyses, documentation or issues for this project was found in the research for the cumulative impacts analysis for the SR-91 CIP. Sources: RCTC 2008 Grade Separation Funding Strategy, accessed February 2009; and www.riversideca.gov/gs/iowa.asp, accessed April 2009.
Magnolia Avenue/UPRR Grade Separation Project (Riverside County) - In the City of Riverside - City of Riverside project - Project is in the right-of-way acquisition and design phases. - Construction was completed in 2010. This project is east of the SR-91 CIP limits and is not shown on Figure 3.25-1.	The project would lower Magnolia Avenue under the UPRR tracks and construct a two-track railroad bridge over Magnolia Avenue. The project would also shift the alignment of Magnolia Avenue approximately 50 ft to the west. Beatty Drive would be widened between Brockton and De Anza Avenues, and traffic signals would be installed at the intersections of Beatty Drive with Brockton, Magnolia, and De Anza Avenues. Merrill Avenue (on the east and west side of Magnolia Avenue) would be converted to a right-turn-in/out at Magnolia Avenue to facilitate traffic flow.	The City of Riverside adopted a Notice of Exemption on June 26, 2006 in compliance with Public Resources Code Section 21080.13 (any railroad grade-separation project which eliminates an existing grade crossing is exempt). The California Public Utilities Commission agreed that the Notice of Exemption is the documentation required by CEQA and is adequate for their decision-making purposes. Sources: RCTC 2008 Grade Separation Funding Strategy, accessed February 2009; and docs.cpuc.ca.gov/word_pdf/FINAL_DECISION/99950.pdf, accessed May 2009.
Third Street/BNSF and UPRR Grade Separation Project (Riverside County) - In the City of Riverside - City of Riverside project - Project is in the preliminary engineering phase. - The project is expected to be operational in 2013. This project is east of the SR-91 CIP limits and is not shown on Figure 3.25-1.	The project would construct a new BNSF/UPRR bridge and lower Third Street to pass under the existing railroad tracks.	Environmental review for this project is in progress. No information was available on the potential environmental impacts and issues for this project at the time the research for the cumulative impacts analysis for the SR-91 CIP was conducted. Source: RCTC 2008 Grade Separation Funding Strategy, accessed February 2009.
Clay Street Railroad Grade Crossing/UPRR (Riverside County) - In the City of Riverside - Riverside County project - Project is expected to be operational in 2013. This project is east of the SR-91 CIP limits and is not shown on Figure 3.25-1.	The project would construct a new UPRR bridge and lower Clay Street to pass under the existing railroad tracks.	Environmental review for this project is in progress. No information was available on the potential environmental impacts and issues for this project at the time the research for the cumulative impacts analysis for the SR-91 CIP was conducted. Source: RCTC 2008 Grade Separation Funding Strategy, accessed February 2009.
Magnolia Avenue/BNSF Grade Separation Project (Riverside County) – ID Number 26 (Sheet 4 of Figure 3.25-1) - In the City of Riverside - Riverside County project - The project is expected to be operational in 2015.	The project would construct a four-lane bridge on Magnolia Avenue that passes over the existing BNSF tracks. This grade separation project is a funding Priority B project and an RCTC Priority Tier 1 project in the Grade Separation Funding Strategy: A Blueprint for Advancing Projects. This project is not yet fully funded.	This project is in the conceptual engineering/Project Study Report (PSR) phase. Preliminary analyses indicate this grade separation could result in reduced surface traffic delays, accidents, air quality and greenhouse gas emissions, and noise levels. Source: RCTC 2008 <i>Grade Separation Funding Strategy</i> , accessed February 2009.
Riverside Avenue/UPRR Grade Separation Project (Riverside County) - In the City of Riverside - City of Riverside project - The project is expected to be operational in 2012. This project is east of the SR-91 CIP limits and is not shown on Figure 3.25-1.	The project would construct a four-lane bridge on Riverside Avenue that passes over the existing UPRR tracks. This grade separation project is a funding Priority B project and an RCTC Priority Tier 1 project in the <i>Grade Separation Funding Strategy: A Blueprint for Advancing Projects</i> . This project is not yet fully funded.	Environmental review for this project is in progress. Preliminary analyses indicate this grade separation could result in reduced surface traffic delays, accidents, air quality and greenhouse gas emissions, and noise levels. Source: RCTC 2008 <i>Grade Separation Funding Strategy</i> , accessed February 2009.

Table 3.25.1 Summary of Transportation Projects in the SR-91 CIP Study Area¹

Project Name and ID Number (refer to Figure 3.25-1) ^{2,3,4}	Project Description	Summary of Environmental Evaluation, Documentation, and Impacts
Streeter Avenue Grade Separation/UPRR Grade Separation Project (Riverside County) - In the City of Riverside - City of Riverside project - The project is expected to be operational in 2013. This project is east of the SR-91 CIP limits and is not shown on Figure 3.25-1.	The project would construct a four-lane bridge on Streeter Avenue that passes over the existing UPRR tracks. This grade separation project is a funding Priority B project and an RCTC Priority Tier 2 project in the <i>Grade Separation Funding Strategy: A Blueprint for Advancing Projects</i> . This project is not yet fully funded.	Environmental review for this project is in progress. Preliminary analyses indicate this grade separation could result in reduced surface traffic delays, accidents, air quality and greenhouse gas emissions, and noise levels. Source: RCTC 2008 <i>Grade Separation Funding Strategy</i> , accessed February 2009.
McKinley Street/BNSF Grade Separation Project – ID Number 12 (Sheet 4 of Figure 3.25-1) - In the City of Corona - RCTC project - The project completion date is not available.	This grade separation project is a funding Priority C project and an RCTC Priority Tier 1 project in the <i>Grade Separation Funding Strategy: A Blueprint for Advancing Projects</i> . This project is not yet fully funded.	This project is in the conceptual engineering/PSR phase. Preliminary analyses indicate this grade separation could result in reduced surface traffic delays, accidents, air quality and greenhouse gas emissions, and noise levels. Source: RCTC 2008 <i>Grade Separation Funding Strategy</i> , accessed February 2009.
Sunset Avenue/UPRR Grade Separation Project - In the City of Banning - RCTC project - The project is expected to be operational in 2013. This project is located east of the SR-91 CIP limits and is not shown on Figure 3.25-1.	This grade separation project is a funding Priority A project and an RCTC Priority Tier 1 project in the <i>Grade Separation Funding Strategy: A Blueprint for Advancing Projects</i> . This project is fully funded.	This project is in the preliminary engineering phase. Preliminary analyses indicate this grade separation could result in reduced surface traffic delays, accidents, air quality and greenhouse gas emissions, and noise levels. Source: RCTC 2008 <i>Grade Separation Funding Strategy</i> , accessed February 2009.
Madison Street/BNSF Grade Separation Project - In the City of Riverside - RCTC project - The project completion date is not available. This project is east of the SR-91 CIP limits and is not shown on Figure 3.25-1.	This grade separation project is ranked 20 th in the Draft Priority Listing for FY2008/09 by the California Public Utilities Commission (CPUC). No further information for this project was available at the time the research for the cumulative impacts analysis for the SR-91 CIP was conducted.	No information on the status of environmental clearance for this grade separation was available at the time the research for the cumulative impacts analysis for the SR-91 CIP was conducted. Source: RCTC 2008 <i>Grade Separation Funding Strategy</i> , accessed February 2009.
Jurupa Road/UPRR Grade Separation Project - In the County of Riverside - RCTC project - The project is expected to be operational in 2015. This project is east of the SR-91 CIP limits and is not shown on Figure 3.25-1.	This grade separation project is a funding Priority C project and an RCTC Priority Tier 1 project in the <i>Grade Separation Funding Strategy: A Blueprint for Advancing Projects</i> . This project is not yet fully funded. The project is expected to be completed in 2015.	This project is in the conceptual engineering/PSR phase. Preliminary analyses indicate this grade separation could result in reduced surface traffic delays, accidents, air quality and greenhouse gas emissions, and noise levels. Source: RCTC 2008 <i>Grade Separation Funding Strategy</i> , accessed February 2009.
Tyler Street/BNSF Grade Separation Project – ID Number 52 (Sheet 4 of Figure 3.25-1) - In the City of Riverside - RCTC project - The project completion date is not available.	This grade separation project is ranked 20 th in the Draft Priority Listing for FY2008/09 by the CPUC. No further information for this project was available at the time the research for the cumulative impacts analysis for the SR-91 CIP was conducted.	No information on the status of environmental clearance for this grade separation was available at the time the research for the cumulative impacts analysis for the SR-91 CIP was conducted. Source: RCTC 2008 <i>Grade Separation Funding Strategy</i> , accessed February 2009.
Bellegrave Avenue/UPRR Grade Separation - In the County of Riverside - RCTC project - The project completion date is not available. This project is east of the SR-91 CIP limits and is not shown on Figure 3.25-1.	This grade separation project is a funding Priority C project and an RCTC Priority Tier 3 project in the <i>Grade Separation Funding Strategy: A Blueprint for Advancing Projects</i> . This project is not yet fully funded.	This project is in the conceptual engineering/PSR phase. Preliminary analyses indicate this grade separation could result in reduced surface traffic delays, accidents, air quality and greenhouse gas emissions, and noise levels. Source: RCTC 2008 <i>Grade Separation Funding Strategy</i> , accessed February 2009.
Jane Street/BNSF Grade Separation Project – ID Number 54 (Sheet 4 of Figure 3.25-1) - In the City of Riverside - RCTC project - The project completion date is not available.	This grade separation project is ranked 46 th in the Draft Priority Listing for FY2008/09 by the CPUC. No further information for this project was available at the time the research for the cumulative impacts analysis for the SR-91 CIP was conducted.	No information on the status of environmental clearance for this grade separation was available at the time the research for the cumulative impacts analysis for the SR-91 CIP was conducted. Source: RCTC 2008 <i>Grade Separation Funding Strategy</i> , accessed February 2009.
Pierce Avenue/BNSF Grade Separation - In the City of Riverside - RCTC project - The project completion date is not available. This project is east of the SR-91 CIP limits and is not shown on Figure 3.25-1.	This grade separation project is ranked 49 th in the Draft Priority Listing for FY2008/09 by the CPUC. No further information for this project was available at the time the research for the cumulative impacts analysis for the SR-91 CIP was conducted.	No information on the status of environmental clearance for this grade separation was available at the time the research for the cumulative impacts analysis for the SR-91 CIP was conducted. Source: RCTC 2008 <i>Grade Separation Funding Strategy</i> , accessed February 2009.

Table 3.25.1 Summary of Transportation Projects in the SR-91 CIP Study Area¹

Project Name and ID Number (refer to Figure 3.25-1) ^{2,3,4}	Project Description	Summary of Environmental Evaluation, Documentation, and Impacts
Mary Street/BNSF Grade Separation Project - In the City of Riverside - RCTC project - The project completion date is not available. This project is east of the SR-91 CIP limits and is not shown on Figure 3.25-1.	This grade separation project is a funding Priority C project and an RCTC Priority Tier 1 project in the <i>Grade Separation Funding Strategy: A Blueprint for Advancing Projects</i> . This project is not yet fully funded.	This project is in the preliminary engineering phase. Preliminary analyses indicate this grade separation could result in reduced surface traffic delays, accidents, air quality and greenhouse gas emissions, and noise levels. Source: RCTC 2008 <i>Grade Separation Funding Strategy</i>, accessed February 2009.
Smith Avenue/BNSF Grade Separation Project – ID Number 57 (Sheet 3 of Figure 3.25-1) - In the City of Corona - RCTC project - The project completion date is not available.	This grade separation project is a funding Priority C project and an RCTC Priority Tier 2 project in the <i>Grade Separation Funding Strategy: A Blueprint for Advancing Projects</i> . This project is not yet fully funded.	This project is in the conceptual engineering/PSR phase. Preliminary analyses indicate this grade separation could result in reduced surface traffic delays, accidents, air quality and greenhouse gas emissions, and noise levels. Source: RCTC 2008 <i>Grade Separation Funding Strategy</i>, accessed February 2009.
Railroad Street/BNSF Grade Separation Project – ID Number 58 (Sheet 3 of Figure 3.25-1) - In the City of Corona - RCTC project - The project completion date is not available.	This grade separation project is a funding Priority C project and an RCTC Priority Tier 3 project in the <i>Grade Separation Funding Strategy: A Blueprint for Advancing Projects</i> . This project is not yet fully funded.	This project is in the conceptual engineering/PSR phase. Preliminary analyses indicate this grade separation could result in reduced surface traffic delays, accidents, air quality and greenhouse gas emissions, and noise levels. Source: RCTC 2008 <i>Grade Separation Funding Strategy</i>, accessed February 2009.
Brockton Street/UPRR Grade Separation Project - In the City of Riverside - RCTC project - The project completion date is not available. This project is east of the SR-91 CIP limits and is not shown on Figure 3.25-1.	This grade separation project is ranked 76 th in the Draft Priority Listing for FY2008/09 by the CPUC. No further information for this project was available at the time the research for the cumulative impacts analysis for the SR-91 CIP was conducted.	No information on the status of environmental clearance for this grade separation was available at the time the research for the cumulative impacts analysis for the SR-91 CIP was conducted. Source: RCTC 2008 <i>Grade Separation Funding Strategy</i>, accessed February 2009.
Palm Avenue/UPRR Grade Separation Project - In the City of Riverside - RCTC project - The project completion date is not available. This project is east of the SR-91 CIP limits and is not shown on Figure 3.25-1.	This grade separation project is ranked 93 rd in the Draft Priority Listing for FY2008/09 by the CPUC. No further information for this project was available at the time the research for the cumulative impacts analysis for the SR-91 CIP was conducted.	No information on the status of environmental clearance for this grade separation was available at the time the research for the cumulative impacts analysis for the SR-91 CIP was conducted. Source: RCTC 2008 <i>Grade Separation Funding Strategy</i>, accessed February 2009.
Orange County Gateway (OCG)/BNSF Grade Separation Project (Orange County) – ID Number 27 (Sheet 1 of Figure 3.25-1) - In the Cities of Anaheim and Placentia - City of Placentia and OCTA project - Final EIR November 2008; Final EIS expected mid-2009 - Project is ready for final design. The Kraemer Boulevard undercrossing is not shown on Figure 3.25-1; it is located west of the Orangethorpe Avenue overcrossing.	The project would construct eight grade separations in northeastern Orange County where roads cross the BNSF railroad tracks along Orangethorpe Avenue and Crowther Avenue, between SR-57 and SR-90 (Imperial Highway). The following overcrossings and undercrossings would be constructed for the project: - Kraemer Boulevard undercrossing - Orangethorpe Avenue overcrossing - Tustin Avenue/Rose Drive overcrossing - Jefferson Street overcrossing - Van Buren Street overcrossing - Richfield Road overcrossing - Lakeview Avenue overcrossing - Kellogg Drive undercrossing	Visual impacts would be created by the bridge structures at Orangethorpe Avenue, Tustin Avenue/Rose Drive, Jefferson Street, Van Buren Street, Richfield Road, and Lakeview Avenue separations. The construction of the Orangethorpe Avenue roadway bridge would create a visual impact. The construction of the overcrossings would result in permanent visual impacts. Measures would help to reduce the impacts, but would not completely eliminate them. Community impacts due to property acquisitions for the project, along with potential acquisitions from the SR-90 Grade Separation project, may contribute to cumulative impacts to socioeconomics. The proposed project would contribute to an increase in local traffic noise and create a cumulative effect. The Final EIR determined that the following environmental resources would need mitigation measures for the construction of the project: land use impacts, community impacts, traffic/transportation impacts, visual/aesthetic impacts, hydrology impacts, water quality impacts, geologic/seismic issues, hazardous wastes and materials issues, noise and vibration impacts, energy issue due to efficient lighting fixtures and energy uses, biological resource impacts to wetlands and other waters of the United States and invasive species not introduced to the project area during construction activities. Sources: Orange County Gateway Project, Final EIR, LSA Associates, Inc., December 2008; and Final EIS (LSA Associates, Inc., June 2009).

Table 3.25.1 Summary of Transportation Projects in the SR-91 CIP Study Area¹

Project Name and ID Number (refer to Figure 3.25-1) ^{2,3,4}	Project Description	Summary of Environmental Evaluation, Documentation, and Impacts
BNSF Freight Services BNSF line between Hobart Yard in the Inland Empire and the Los Angeles Redondo Junction This project is east of the SR-91 CIP limits and is not shown on Figure 3.25-1.	The BNSF right-of-way across Orange and Riverside Counties is mostly a three-track cross section. Because the BNSF is a primary east-west rail route for goods being shipped from the Ports of Los Angeles and Long Beach to locations throughout the United States, it is likely that, at some point in the future, the BNSF would install a third track in its right-of-way in the OCG study area to provide a continuous three-track cross section across this part of southern California. Changes in facilities (tracks) or services (number and length of trains) in this corridor and any environmental analyses for those improvements would be entirely within the purview of the BNSF and the applicable passenger service providers. As of March 2010, there is no information available regarding possible improvements in the BNSF rail corridor. It is anticipated that the BNSF would increase the numbers and lengths of freight trains in this corridor in the future. However, there is no information available at this time regarding these possible service increases.	No environmental documentation has been prepared to date, and no further information on possible increases in the number of trains on the BNSF line or improvements to the BNSF tracks is available. Sources: Orange County Gateway Project, Final EIR, LSA Associates, Inc., December 2008, and Final EIS (LSA Associates, Inc., June 2009).

Source: *Final Cumulative Impacts Analysis Report* (July 2010).

¹ This table was updated in January 2010. All the information available at that time is included in this table.

² For listed projects that are outside the project vicinity and that are not shown on Figure 3.25-1, the project locations are described in regard to the SR-91 CIP project limits.

³ Identification numbers 22 and 23 were not assigned to transportation projects and therefore are not cited in this table as being shown on Figure 3.25-1. Identification numbers 22 and 23 were assigned to land development projects as shown in Table 3.25.2.

⁴ Sites 20, 51, 53, 55 and 56 are missing from this table.

Table 3.25.2 Summary of Land Development and Nontransportation Infrastructure Projects in the SR-91 CIP Study Area

Project Name and ID Number (refer to Figure 3.25-1) ¹	Project Description	Summary of Environmental Evaluation, Documentation, and Impacts ²
PROJECTS IN THE CITY OF ANAHEIM		
Mountain Park Specific Plan – ID Number 28 (Sheet 2 of Figure 3.25-1) - An Irvine Company project - The construction date has not yet been determined.	This 3,179-acre (ac) Specific Plan is in the northeast part of the Hill and Canyon area (Gypsum Canyon) in the City of Anaheim, south of State Route 91 (SR-91) and west of Coal Canyon (the existing Cypress Canyon Specific Plan area). The amended Specific Plan provides for the development of up to 2,500 dwelling units (DUs), a City fire station, schools, community parks, public and private recreational facilities, trails, and open space. In addition, the project includes the construction of the State Route 241 (SR-241)/Weir Canyon Road interchange, and a bridge over SR-91 that would connect development areas east and west of SR-241.	An Environmental Impact Report (EIR) was prepared for this project. The analysis determined that potentially significant impacts of this project would include impacts to: landform changes (visual/aesthetics); geology and soils; biological resources (such as a mitigation plan for impacts to wetlands that includes a total of 14.1 ac of riparian mitigation for United States Army Corps of Engineers [Corps] and California Department of Fish and Game [CDFG] jurisdictional areas, a translocation program for the many-stemmed dudleya, and mitigation for the Yuma myotis, as well as the need for a biologist for monitoring and for construction activities to occur outside of the nesting season); traffic and circulation; air and noise quality; and cultural resources. The Final Environmental Impact Report (FEIR) was approved on August 24, 2005. Sources: www.anaheim.net/, accessed March 2009; and Mountain Specific Plan No. 90-4 Amendment No. 1, Mountain Park Specific Plan Amendment, FEIR No. 331 (August 2005), http://www.anaheim.net/citydepartments/planning/specific_plans/mountain_park/Appendix_G-1_Notice_of_Determination(EIR).pdf, accessed January 22, 2010.
RRM Properties, LTD. Tentative Tract Map No. 17289 – ID Number 29 (Sheet 2 of Figure 3.25-1) - RRM Properties, LTD project - The construction date would coincide with the construction of the Mountain Park Specific Plan and would not begin until 2014 at the earliest.	This project would develop a single-family residential subdivision on approximately 15.7 ac. It would include the construction of 56 single-family detached residences, streets, sidewalks, landscaped areas, wet and dry utilities, storm drains, and other related infrastructure improvements. The project site is adjacent to the Mountain Park Specific Plan to the south, west, and north, with vacant land to the northeast, east, and southeast. Being adjacent to the Mountain Park development helps to accommodate and coordinate the infrastructure improvements necessary to support both these developments.	The project would result in less than significant impacts after mitigation related to air quality, biological resources, cultural resources, geologic issues, hazards and hazardous materials, land use and planning, and utilities and service systems. Sources: www.anaheim.net/, accessed March 2009; Initial Study (IS)/Mitigated Negative Declaration (MND) (LSA Associates, Inc., March 2009); and http://www.anaheim.net/images/articles/1854/ResponsetoComments.pdf, accessed January 22, 2010.
Deer Canyon Estates – ID Number 30 (Sheet 1 of Figure 3.25-1) The construction date has not yet been determined.	This 18.9 ac project would provide 35 single-family residences on a parcel south of Santa Ana Canyon Road, west of Festival Drive, and east of South Eucalyptus Drive. The project would include roads, landscaping, architectural elements, fuel modification zones, and over 13 ac of open space, including nearly 7 ac of wildlife habitat.	An EIR was prepared for this project. The analysis determined there are potentially significant impacts during construction that include cumulative air quality impacts. Source: Deer Canyon Estates Draft EIR, January 2005, www.anaheim.net/, accessed March 2009.
PROJECTS IN THE CITY OF YORBA LINDA		
SAVI Ranch Center Retail/Showroom and Office Development – ID Number 31 (Sheet 2 of Figure 3.25-1) - Burke Real Estate Group project - The project is in final planning/design phases.	The project would develop a 3.2 ac site with mixed uses (showroom commercial/general office), including a 28,981 square foot (sf) showroom retail building and a 17,168 sf combination showroom/retail building (8,381 sf of showroom/retail plus a 8,787 sf second-floor office). The project is located at 22744 Eastpark Drive, within the existing SAVI Ranch Business Park.	A Mitigated Negative Declaration (MND) was prepared for the project. No information on the potential project impacts and mitigation was available at the time the research for this cumulative impacts analysis was conducted. Sources: www.ylonline.org/, accessed April 2009; and www.burkesaviranchcenter.com/, accessed January 2010.
The Glen at Yorba Linda (Tentative Tract Map No. 16986) - City of Yorba Linda and Christian Development Company, LLC project - The construction date has not yet been determined. This project is north of and outside the SR-91 Corridor Improvement Project (CIP) limits and is not shown on Figure 3.25-1.	The proposed project is a request to subdivide the 8.378 gross acres into 15 single-family estate lots, for a residential density of 1.8 DUs per acre. The property is located at 5216 Highland Avenue, located south of Yorba Linda Boulevard, west of Lakeview Avenue, on the south side of Highland Avenue. The project would demolish an existing single-family residence and deserted oil production facilities. The project would also construct infrastructure improvements that would support the development of the project. A 10-foot (ft) wide equestrian trail easement would be dedicated as part of the project to connect to an existing trail easement along the eastern boundary of the adjacent properties.	An Initial Study (IS) was prepared for the project. For parks and recreation impacts, the applicant would need to pay in-lieu fees. Mitigation would be needed for the following environmental issues: impacts to air quality due to construction activities (dust emissions), and exhaust emissions from construction equipment. Impacts to biological resources for vegetation removal would need to occur outside of the nesting bird season and would require a biologist to survey all suitable habitats before any clearing of vegetation. Impacts to cultural resources would require the need for monitoring during excavation for cultural and paleontological resources. Impacts to geological issues such as landslides and expansive soils would require that the recommendations from the Preliminary Geotechnical Investigation be followed and a qualified geotechnical engineer be present for excavation, grading, and site preparation activities. There is potential for the release of hazardous materials during site preparation activities because the site was historically used for oil production. These activities include the capping of the oil derrick, removal or treatment of contaminated soils, and conducting a soil gas survey on site. Asbestos and lead-based paint surveys for the existing residence would need to be conducted. Mitigation for noise impacts requires that construction equipment be equipped with noise reduction devices and that the use of construction equipment be staggered so as not to combine construction noise sources. No impacts were considered to contribute to cumulative effects. Source: www.yorba-linda.org/government/departments/Glen%20portal%20page.htm, accessed May 2009.
PROJECTS IN UNINCORPORATED ORANGE COUNTY		
There are no current land development projects in unincorporated Orange County in the project area.		

Table 3.25.2 Summary of Land Development and Nontransportation Infrastructure Projects in the SR-91 CIP Study Area

Project Name and ID Number (refer to Figure 3.25-1) ¹	Project Description	Summary of Environmental Evaluation, Documentation, and Impacts ²
PROJECTS IN THE CITY OF CORONA		
North Main Street District – ID Number 32 (Sheet 3 of Figure 3.25-1) - City of Corona and City of Corona Redevelopment Agency project - The construction of the parking structure for the transit center has begun. The construction date for the additional development has yet to be determined.	This project consists of seven Planning Areas (PAs) in the City's adopted North Main Street District Specific Plan. The project site is just north of SR-91 and west of Interstate 15 (I-15). The Specific Plan area includes approximately 258 ac and generally consists of the north-south commercial corridor along North Main Street, extending north from Grand Boulevard to the Corona/Norco city limits. PAs 1, 2, and 3 are planned for the development of approximately 650 residential units and 124,200 sf of commercial space. PA 4, which is approximately 11 ac, is under consideration for a residential/retail mixed-use area. PA 5, which is approximately 11 ac, may be developed in approximately 240,000 sf of general commercial uses or 528 dwelling units and 191,664 sf of commercial uses. PA 6 would provide three parking structures with 2,174 parking spaces for the Metrolink train station, and approximately 7 ac for a mixed-use project containing 75 percent residential and 25 percent commercial uses.	A Draft EIR was prepared for this project. Potentially significant impacts of this project include the reduction of visual access to the Corona Depot; increased regional air quality emissions for some receptors in the area; exterior noise levels would be exceeded; cumulative population growth would exceed the Southern California Association of Governments (SCAG) projections; funding for police services may potentially be impacted; transportation impacts at six intersections and one road segment; and impacts to Congestion Management Program (CMP) facilities, including SR-91 and I-15. Source: Draft Environmental Impact Report North Main Street District Specific Plan Amendment, www.discovercorona.org/documents/communitydev/, accessed March 2009.
Dos Lagos Specific Plan (SP-99-03) – ID Number 33 (Sheet 6 of Figure 3.25-1) - Located in the City of Corona - SE Development project - The construction of the project is ongoing.	Dos Lagos is a master-planned mixed-use development on a 534 ac site, situated immediately east of I-15 between the Cajalco and Weirick Road interchanges and bisected by Temescal Canyon Road, which is a north/south arterial. The project includes single-family homes, live and work lofts, and senior condominiums. The development includes an 18-hole championship golf course, resort hotels, shopping centers, movie theaters, a 575,000 sf retail village adjacent to the two lakes that are the center of the project. A 65,000 sf office space would be constructed on the east side of Temescal Canyon Road near the golf course. A 575,000 sf office space would be constructed on 15 ac near the highway and next to the Lake District, and 135 ac of hillside open space and habitat would be preserved and restored as are the wetland areas on the golf course.	The Dos Lagos Specific Plan was approved by the Corona City Council in June 2000 and amended in June 2002. No other information regarding environmental analyses, documentation or issues for this project was found in the research for the cumulative impacts analysis for the SR-91 CIP. Sources: Dos Lagos Specific Plan, SE Corporation, 2000, amended June 2002, doslagos.net/news/pdf/Specific_Plan/ExecutiveSummary.pdf, accessed April 2009; and http://www.doslagos.net/, accessed January 22, 2010.
Eagle Valley (East) General Plan Amendment, Specific Plan – ID Number 34 (Sheet 4 of Figure 3.25-1) - Eastern Sphere of Influence for the City of Corona, Riverside County - City of Corona and Eagle Valley Developers, LLC project - Construction is expected to be in five phases. Phase 1 began in late 2008 and is anticipated to be completed by 2010, and Phase 5 (the last phase) is set to begin in 2017 and to be completed in 2023.	The project would develop an 801 ac site for a maximum of 4,600 DUs for single-family attached and detached units and multi-family attached units. A Town Center, which includes mixed-use with 200,000 sf of commercial use, 100 live/work flats, and 224 senior units. A 3 ac Community Campus Center with a Day Care Center is also planned. Facilities for police, schools, and a 45,000 sf office/medical facility would be provided. A regional aquatic center, 40 ac for parks, 46 ac for greenbelt park areas, and 218 ac for open space are planned.	A Draft EIR is being prepared for this project. The environmental evaluation for this project is in the initial phase and there was no specific information regarding environmental analyses, documentation or issues available for this project at the time the research for the cumulative impacts analysis for the SR-91 CIP was conducted. Source: www.ci.corona.ca.us/documents/communitydev/environment_impact_rpt.pdf, accessed April 2009.
El Cerrito Sports Park (DPR07-001) – ID Number 35 (Sheet 6 of Figure 3.25-1) - On El Cerrito Road east of the El Cerrito Road/I-15 interchange - Riverside County and the City of Corona project - El Cerrito Park opened on June 5, 2010	El Cerrito Sports Park is a 26.6 ac public park owned by the County of Riverside and maintained by the City of Corona. Amenities at the park include two full-size baseball/softball diamonds, two Little League baseball/softball diamonds, one T-ball multi-use field, two full-size soccer fields, two basketball courts, a 465-square-meter (5,000-square-foot) community center building, off-street parking, restrooms, landscaping, fencing, sports field lighting, tot lots, and a concession stand. Vehicle access to this park is via Rudell Road, on the northeast side of the park. Pedestrian access to this park is via Rudell Road and El Cerrito Road.	No information regarding environmental analyses, documentation or issues for this project was found in the research for the cumulative impacts analysis for the SR-91 CIP. Sources: Foothill Parkway Westerly Extension Project EIR, www.ci.corona.ca.us/documents/communitydev/, accessed March 2009. http://innercirclecorona.com/blogs/inner-circle/May-2010/El-Cerrito-Sports-Park-Grand-Opening, accessed September 2010.
Springhill Suites Hotel (DPR07-004) – ID Number 36 (Sheet 6 of Figure 3.25-1) - On Compton Avenue, north of Ontario Avenue - OTO Development, LLC project - Construction has begun on this project.	The project requires a Specific Plan Amendment to change 2.6 ac from Light Industrial to Office Professional uses. The planned hotel is to be developed at 2025 Compton Avenue, north of East Ontario Avenue in the City of Corona. The hotel would be a four-story building with 130 suites.	No information regarding environmental analyses, documentation or issues for this project was found in the research for the cumulative impacts analysis for the SR-91 CIP. Source: www.discovercorona.org/, accessed March 2009.
Meta Housing Corporation (Conditional Use Permit [CUP] 08-012, PM 36169) – ID Number 37 (Sheet 3 of Figure 3.25-1) - South of East Sixth Street, west of Rimpau Avenue , in the City of Corona - Meta Housing Corporation and the City of Corona project - The project is expected to be built by 2010.	A CUP was granted for a four-story senior apartment complex consisting of 152 units on approximately 3 ac on the south side of East Sixth Street, approximately 385 ft west of Rimpau Avenue in the pending Transitional Commercial (TC) designation of the Downtown Corona Revitalization Specific Plan (SP98-1). The parcel map was approved February 2009.	An MND was prepared for this project; however, no information regarding environmental analyses, documentation or issues for this project was found in the research for the cumulative impacts analysis for the SR-91 CIP. Source: www.discovercorona.org/, accessed April 2009.
PROJECTS IN THE CITY OF NORCO		
Gateway Specific Plan (SP) – ID Number 23 (Sheets 3 and 5 of Figure 3.25-1) City of Norco project	The area designated as Gateway SP is west of I-15, between Hidden Valley Parkway, Hamner Avenue, and the southern city limits. The primary purpose of this SP is to facilitate private development projects, public infrastructure, and road improvement projects. The Gateway SP area encompasses approximately 345 ac and is currently developed with a self-storage facility, fast food restaurants, a gas station, and a boat sales business.	No information regarding environmental analyses, documentation or issues for this project was found in the research for the cumulative impacts analysis for the SR-91 CIP. Source: City of Norco General Plan, Land Use Element (City of Norco, June 6, 2001, page 21).
Norco Auto Mall Specific Plan (SP) – ID Number 22 (Sheet 5 of Figure 3.25-1) City of Norco project	The SP designation for this project in the study area is the Norco Auto Mall SP. This is an approximately 55 ac site intended for new car dealerships (both sales and service facilities) and auto-related existing commercial uses. There are several car dealerships located in this area.	No information regarding environmental analyses, documentation or issues for this project was found in the research for the cumulative impacts analysis for the SR-91 CIP. Source: City of Norco General Plan, Land Use Element (City of Norco, June 6, 2001, page 24).

Table 3.25.2 Summary of Land Development and Nontransportation Infrastructure Projects in the SR-91 CIP Study Area

Project Name and ID Number (refer to Figure 3.25-1) ¹	Project Description	Summary of Environmental Evaluation, Documentation, and Impacts ²
Silverlakes Equestrian and Sports Park Project – ID Number 38 (Sheet 5 of Figure 3.25-1) - City of Norco, the Norco Redevelopment Agency, and Belstarr Sports Management project - The construction was expected to begin in late 2008 and would be completed in late 2009.	This project proposes a 122 ac equestrian center and sports facility. The project site is at 5555 Hamner Avenue, adjacent to I-15 and bordering the community of Eastvale. The facility would be used for equestrian events, soccer, football, lacrosse, etc. The project may include equestrian trails, campground, recreational vehicle area with water and electrical hook ups, storage and maintenance facilities, temporary and permanent lighting, temporary and permanent horse stalls, and on-site parking.	A Final EIR was prepared for this project in December 2008. The findings indicated the project would produce significant and unmitigable impacts to air quality, transportation, and climate change. The impacts to air quality and climate change are from the long-term emissions of air pollutants (both criteria and greenhouse gases [GHGs]) during operation of the park, including impacts to sensitive receptors, consistency with the Air Quality Management Plan (AQMP), and cumulative emissions from the project. The impacts to transportation are from the obstruction to Hamner Avenue at Sixth Street. The City of Norco found that the project would provide specific economic, social, and other benefits that outweigh the unavoidable environmental impacts of the project such that those impacts are considered acceptable. Sources: www.norco.ca.us/depts/silverlakes, accessed March 2009; Environmental Findings of Fact for the Environmental Impact Report, Silverlakes Equestrian and Sports Park, Michael Brandman Associates, December 2008; and www.norco.ca.us/civica/filebank/blobdload.asp, accessed January 2010.
Gateway to Norco Horsetown USA Retail Center – ID Number 39 (Sheets 3 and 5 of Figure 3.25-1) - City of Norco project - The construction of the project has been completed.	The project is a 4.5 ac shopping center at the northwest corner of Hidden Valley Parkway and I-15. The center includes four buildings with a total of 23,138 sf. Pedestrian/equestrian access would be connected from Valley View Avenue with an equestrian tie-up corral for equestrian patrons.	No information regarding environmental analyses, documentation or issues for this project was found in the research for the cumulative impacts analysis for the SR-91 CIP. Source: www.norco.ca.us/depts/, accessed March 2009.
Walking Horse Ranch – ID Number 40 (Sheet 5 of Figure 3.25-1) The construction of this project was recently completed.	The project provides 83 residential units on approximately 49 ac at the corner of Fifth Street and Hillside Street in Norco, California.	No information regarding environmental analyses, documentation or issues for this project was found in the research for the cumulative impacts analysis for the SR-91 CIP. Source: www.norco.ca.us/depts/, accessed January 2010.
Hidden Hills Estates – ID Number 41 (Sheets 4 and 5 of Figure 3.25-1) - Beazer Homes project - The construction of this project was recently completed.	The project provides 177 residential units on approximately 46 ac at the southeastern City boundary. The development is located at 1508 Valley Drive, north of Hidden Valley Parkway and east of I-15 in Norco, California.	No information regarding environmental analyses, documentation or issues for this project was found in the research for the cumulative impacts analysis for the SR-91 CIP. Source: www.norco.ca.us/depts/, accessed January 2010.
Painted Canyon and Breton Gait - Pacer Communities project - The construction of this project was recently completed. This project is north of and outside the SR-91 CIP limits and is not shown on Figure 3.25-1.	The project provides 122 residential units on approximately 93 ac at the southeastern City boundary.	No information regarding environmental analyses, documentation or issues for this project was found in the research for the cumulative impacts analysis for the SR-91 CIP. Source: www.norco.ca.us/depts/, accessed January 2010.
Chaparral at Norco Ridge Ranch - SunCal Companies project - The project is under construction. This project is north of and outside the SR-91 CIP limits and is not shown on Figure 3.25-1.	The project would provide 55 residences on approximately 35 ac at the end of Mount Shasta and south of Fifth Street and east of Pedley Avenue. Models are open for viewing, and Phases 1 through 4 are under construction.	No information regarding environmental analyses, documentation or issues for this project was found in the research for the cumulative impacts analysis for the SR-91 CIP. Source: www.norco.ca.us/depts/, accessed January 2010.
Norco Ridge Estates - SunCal Companies project - The project is under construction. This project is north of and outside the SR-91 CIP limits and is not shown on Figure 3.25-1.	The project would provide 139 residential units on approximately 113 ac south of Ingall's Park along the eastern City boundary. Models are open for viewing, and the final three phases are under construction.	No information regarding environmental analyses, documentation or issues for this project was found in the research for the cumulative impacts analysis for the SR-91 CIP. Source: www.norco.ca.us/depts/, accessed January 2010.
Cielo at Norco Ridge Ranch - In the City of Norco - SunCal Companies project - The project is under construction. This project is north of and outside the SR-91 CIP limits and is not shown on Figure 3.25-1.	The project would provide 124 residential units on approximately 86 ac west of Crestview Drive and east of Pedley Avenue. Models are open for viewing, and the final phase is under construction.	No information regarding environmental analyses, documentation or issues for this project was found in the research for the cumulative impacts analysis for the SR-91 CIP. Source: www.norco.ca.us/depts/, accessed January 2010.
Hawk's Crest (KB Home) – ID Number 42 (Sheet 5 of Figure 3.25-1) - A KB Homes project - The construction of this project was recently completed.	The project provides 50 residential units on approximately 38 ac at Fifth Street and California Avenue. The construction of this project was recently completed.	No information regarding environmental analyses, documentation or issues for this project was found in the research for the cumulative impacts analysis for the SR-91 CIP. Source: www.norco.ca.us/depts/, accessed January 2010.

Table 3.25.2 Summary of Land Development and Nontransportation Infrastructure Projects in the SR-91 CIP Study Area

Project Name and ID Number (refer to Figure 3.25-1) ¹	Project Description	Summary of Environmental Evaluation, Documentation, and Impacts ²
PROJECTS IN THE CITY OF RIVERSIDE		
La Sierra Senior Center - In the City of Riverside - City of Riverside project - Construction has recently begun on the project and is anticipated to be completed in 2010. This project is north of and outside the SR-91 CIP limits and is not shown on Figure 3.25-1.	The project would construct a 14,000 sf Senior Center that includes a full-service kitchen, fitness room, billiard room, arts and crafts room, computer lab, banquet room, and restrooms. The project also includes a new parking lot north of the building and landscaping around the site. The existing community center would also be remodeled, enhancing the entrance from the south side from the parking lot. This project is adjacent to the existing La Sierra Community Center.	No information regarding environmental analyses, documentation or issues for this project was found in the research for the cumulative impacts analysis for the SR-91 CIP. Source: http://calendar.riversideca.gov/Lists/Calendar/DispForm.aspx , accessed May 2009 and January 2010.
Arlanza Public Library - In the City of Riverside - City of Riverside project - Construction has begun on the project. This project is northeast of and outside the SR-91 CIP limits and is not shown on Figure 3.25-1.	The project would construct a new library at 8267 Philbin Avenue in Riverside. This new library would be a cybrary, which is a library that provides electronic access to reference material. The library would have 50 public computers, internet access, a children's area, and a multipurpose community room.	No information regarding environmental analyses, documentation or issues for this project was found in the research for the cumulative impacts analysis for the SR-91 CIP. Source: http://calendar.riversideca.gov/Lists/Calendar/DispForm.aspx , accessed May 2009.
Arlington Heights Sports Park Master Plan - In the City of Riverside - City of Riverside project - Construction on the project has begun and is expected to be completed in 18 months. This project is southeast of and outside the SR-91 CIP limits and is not shown on Figure 3.25-1.	The project would construct a 35 ac sports complex bounded by Victoria Avenue on the north, Van Buren Boulevard on the west, Cleveland Avenue on the south, and Gibson Street on the east. Various recreational facilities at the complex include three lighted baseball fields, eight lighted soccer/football fields, two lighted basketball courts, a children's play area, picnic facilities, a multipurpose recreational trail, public restrooms, and lighted parking lots.	A Master Plan and MND were prepared for this project. No other information regarding environmental analyses, documentation or issues for this project was found in the research for the cumulative impacts analysis for the SR-91 CIP. Source: http://aquarius.riversideca.gov/clerkdb/docview.aspx?id=58399 , accessed May 2009.
Whitegate Reservoirs 1 & 2 - In the City of Riverside - City of Riverside project - Construction begun in 2007 and is expected to be completed in 2010. This project is east of and outside the SR-91 CIP limits and is not shown on Figure 3.25-1.	The project would construct two replacement concrete reservoirs with adjoining booster pump stations and connecting pipeline for a combined capacity of 9.0 million gallons. The project is located at Overlook Parkway in the Alessandro Heights area in the City of Riverside.	No information regarding environmental analyses, documentation or issues for this project was found in the research for the cumulative impacts analysis for the SR-91 CIP. Source: www.riversiderenaissance.org/projectsdetail.aspx , accessed May 2009.
Alvord Unified School District Joint Use Aquatics Facility – ID Number 43 (Sheet 4 of Figure 3.25-1) - In the City of Riverside - City of Riverside project - The project is in the design phase and is expected to be completed in 2011.	The project would construct an aquatics complex, tennis courts, and a park at the Alvord Unified School district's new high school.	No information regarding environmental analyses, documentation or issues for this project was found in the research for the cumulative impacts analysis for the SR-91 CIP. Source: www.riversiderenaissance.org/projectsdetail.aspx , accessed May 2009.
Arlington Childcare Center - In the City of Riverside - City of Riverside project - The project is in the design phase, and construction is expected to be completed in 2009. This project is northeast of and outside the SR-91 CIP limits and is not shown on Figure 3.25-1.	The project would construct a 3,000 sf childcare facility at the Arlington Park site located at 3860 Van Buren Boulevard. The building would have four classrooms, a director's office, a staff room, and restroom facilities for staff and children.	No information regarding environmental analyses, documentation or issues for this project was found in the research for the cumulative impacts analysis for the SR-91 CIP. Source: www.riversiderenaissance.org/projectsdetail.aspx , accessed May 2009.
PROJECTS IN UNINCORPORATED RIVERSIDE COUNTY		
Alessandro Commerce Centre (EIR #510, TPM #35365, Plot Plan #22925) - In the unincorporated area of Riverside County in the Lake Mathews/Woodcrest Area Plan - Riverside County and Amstar/Kaliber, LLC project - The project is in environmental review, and a construction date for this project has yet to be determined. This project is east of and outside the SR-91 CIP limits and is not shown on Figure 3.25-1.	The project includes Tentative Parcel Map No. 35365 for subdividing 54.4 gross acres into six industrial/commercial parcels. Plot Plan No. 22925 proposed eight buildings comprising approximately 258,100 sf of office, 42,300 sf of light industrial/multi-tenant, 409,400 sf of industrial warehouse/distribution, and 10,000 sf of retail on a 51.21-net-acre site with a total building area of 750,000 sf, including 1,784 parking spaces and 974,727 sf of landscaping area (40 percent). The Draft EIR document for the project ended the public review period on April 10, 2009. The location of the project is east of Interstate 215 (I-215), adjacent to Alessandro Boulevard, west of Brown Street, and east of Gem Lane.	An IS was prepared and the Draft EIR is in review for the project. The IS identified the following environmental concerns for the project: mitigation would be necessary for air quality and noise impacts during construction activities. Access to the Draft EIR was not available at the time of the cumulative review for the SR-91 CIP. Sources: Initial Study EA No. 41468, County of Riverside, June 2008, accessed May 2009; and http://www.amstargroup.com/news/index.asp?page=release_October_20_06 , accessed January 28, 2010.

Table 3.25.2 Summary of Land Development and Nontransportation Infrastructure Projects in the SR-91 CIP Study Area

Project Name and ID Number (refer to Figure 3.25-1) ¹	Project Description	Summary of Environmental Evaluation, Documentation, and Impacts ²
The Villages of Lakeview (Specific Plan No. 342) • In the unincorporated area of Riverside County known as the Lakeview/Nuevo community • Riverside County and Lewis Operating Corporation project • Construction of this project is scheduled to begin in 2011, and construction of the entire project is anticipated to take 20 years. This project is east of and outside the SR-91 CIP limits and is not shown on Figure 3.25-1.	The project site is east of the City of Perris and directly west of the City of San Jacinto on both sides of the Ramona Expressway. The project is nestled between the Lakeview Mountains and the San Jacinto River and is adjacent to the San Jacinto Wildlife Area, which is operated by CDFG. The project proposes development of a 2,800 ac master-planned community, including 11,350 DUs, 500,000 sf of commercial uses concentrated in a Mixed-Use Town Center area located immediately south of the Ramona Expressway, up to four new K–8 schools, over 150 ac of passive and active parks, and nearly 1,000 ac of open space/conservation proposed for permanent protection and conservation. Existing infrastructure such as water, sewer, storm drain, and roadways would also be expanded to serve the site.	An EIR was prepared for this project. The analysis concluded that the potentially significant impacts of this project include aesthetic impacts to the distant panoramic views; loss of agricultural land; project and cumulative air quality impacts, and cumulative GHG emissions; project and cumulative impacts on cultural resources; changes in land use designations and intensity of development; conversion of open space to urban uses; noise impacts due to increases to ambient noise levels in excess of 5 A-weighted decibels (dBA); population and housing impacts due to a substantial increase in residential land use over regional projections for the area; and project contribution and cumulative traffic impacts in the area. Sources: www.rctlma.org/planning/, accessed March 2009; www.rctlma.org/planning/content/temp/villages_of_lakeview.html, accessed April 2009; and http://www.rctlma.org/planning/content/temp/villages_of_lakeview/responses_to_TVO_L_letters_041509_thru_121509.pdf, accessed January 28, 2010.
The Ranch at Eastvale Specific Plan No. 358, General Plan Amendment No. 827, Change of Zone No. 7345, and Agricultural Preserve Case No. 791 – ID Number 44 (Sheet 5 of Figure 3.25-1) • In unincorporated Riverside County in the Eastvale Specific Plan Area • County of Riverside Transportation and Land Management Agency and Master Development Corp. project • Construction is expected to begin in 2010.	The proposed project consists of 119.9 ac of the following land use applications: Specific Plan No. 358, which includes the land use plan, designation of planning areas, development standards, and design and landscaping guidelines associated with the development of The Ranch at Eastvale project site. The Ranch at Eastvale Specific Plan includes approximately 42.9 ac of light industrial uses, 47.7 ac of business park uses, 17.5 ac of commercial/retail uses, and 11.8 ac of major roads. Change of Zone No. 7345 proposes to change the site zoning from A-2-10 (Heavy Agriculture – 10 ac minimum lot size) to SP (Specific Plan), which would reflect the proposed project's land use designations and development standards. General Plan Amendment No. 827 proposes to establish the boundaries of Specific Plan No. 358 in the General Plan and to change the land use designations shown on the General Plan's Eastvale Area Plan Land Use Map from Community Development: Light Industrial (CD:LI) (0.25-0.60 Floor Area Ratio) and Community Development: Medium Density Residential (CD:MDR) (2-5 Dwelling Units per Acre) to Community Development: Commercial Retail (CD:CR) (0.20-0.35 Floor Area Ratio), Community Development: Business Park (CD:BP) (0.25-0.60 Floor Area Ratio), and Community Development: Light Industrial (CD:LI) (0.25-0.60 Floor Area Ratio) within the boundaries of The Ranch at Eastvale Specific Plan. The project is located east of Hellman Avenue and west of Cucamonga Creek, and the Riverside and San Bernardino County lines form the northern and western boundaries, respectively.	An EIR was prepared for this project. A planning department report stated that EIR No. 498 mitigated most of the impacts either by the design of the project or by conditional measures. The impacts include cumulative and direct impacts to agricultural resources for the conversion of agricultural land to urban uses, cumulative and indirect impacts to air quality due to the project's vehicular-related emissions to contribute to the region's inability to attain the ozone standard based on the South Coast Air Quality Management District (SCAQMD) established significance levels for mobile source emissions. Because of the project's incremental contribution to traffic noise, the project would have unavoidable cumulative noise impacts. Some roads have existing noise levels that already exceed the County's noise standards. The project would also contribute to cumulative transportation and traffic impacts to adjacent intersections and road segments that are currently operating at unacceptable levels. On June 30, 2009, the Riverside County Planning Commission recommended: • Certification of EIR No. 498, based on the findings incorporated in the EIR and the conclusion that the project would not have a significant effect on the environment • Approval of Specific Plan No. 358, subject to conditions of approval and based on the findings and conclusions incorporated in the staff report • Approval of General Plan Amendment No. 827, based on final adoption by the Riverside County Board of Supervisors • Approval of Change of Zone No. 7345, based on final adoption by the Riverside County Board of Supervisors Sources: www.scag.ca.gov/igr/pdf/Clearinghouse/2009/, accessed April 2009; www.rctlma.org/planning/content/hearings/pc/2009/pc041509_agenda/sr_5.1.pdf, accessed May 2009; and http://www.clerkoftheboard.co.riverside.ca.us/proceeds/2009/p2009_06_30_files/16.01.pdf, accessed January 29, 2010
Eastvale Specific Plan No. 300 • In unincorporated Riverside County in the Jurupa Community Area Plan • The project is nearly built out. This project is northwest of and outside the SR-91 CIP limits and is not shown on Figure 3.25-1.	The project site is in northwest Riverside County, north of the City of Norco. The Specific Plan covers an approximately 687 ac site. The residential component would provide 2,769 DUs. The project would also provide 51.8 ac of public uses (i.e., an 8 ac elementary school site, 35.2 ac of public park area, and 8.6 ac of open space). As of May 2008, 2,529 units had been built, with the potential to build a maximum of 205–240 additional single-family residences.	A Specific Plan was prepared for this project. No information regarding environmental analyses, documentation or issues for this project was found in the research for the cumulative impacts analysis for the SR-91 CIP. Source: www.rctlma.org/, accessed April 2009.
Lake Hills Estates Specific Plan No. 144 – ID Number 45 (Sheet 4 of Figure 3.25-1) • In unincorporated Riverside County in the Lake Mathews/Woodcrest Area Plan • The project is nearly built out.	The project site is in northern Riverside County, south of SR-91 and south of the City of Riverside. The Specific Plan proposed a total of 1,757 DUs. As of May 2008, 1,414 DUs had been built, with the potential to build a maximum of 250–343 additional residences.	No information regarding environmental analyses, documentation or issues for this project was found in the research for the cumulative impacts analysis for the SR-91 CIP. Source: www.rctlma.org/, accessed April 2009.
Victoria Grove Specific Plan No. 270 – ID Number 46 (Sheet 4 of Figure 3.25-1) • In unincorporated Riverside County in the Lake Mathews/Woodcrest Area Plan • The project is partially built out.	The project Specific Plan was approved in December 1992. As of May 2008, 1,050 DUs had been built, with the potential to build a maximum of 10–144 additional residences.	No information regarding environmental analyses, documentation or issues for this project was found in the research for the cumulative impacts analysis for the SR-91 CIP. Source: www.rctlma.org/, accessed April 2009.

Table 3.25.2 Summary of Land Development and Nontransportation Infrastructure Projects in the SR-91 CIP Study Area

Project Name and ID Number (refer to Figure 3.25-1) ¹	Project Description	Summary of Environmental Evaluation, Documentation, and Impacts ²
The Retreat Specific Plan No. 317 - West of I-15, south of the City of Corona - The project is partially built out. This project is southwest of and outside the SR-91 CIP limits and is not shown on Figure 3.25-1.	Approximately 1,032 ac are being developed with 545 DUs, a golf course, parks, open space, and a trail. As of May 2008, 342 dwelling units had been built, with the potential to build a maximum of 174–203 additional residences.	No information regarding environmental analyses, documentation or issues for this project was found in the research for the cumulative impacts analysis for the SR-91 CIP. Source: www.rctlma.org/ , accessed April 2009.
Mountain Springs Specific Plan No. 221 - West of I-15, south of the City of Corona in the Temescal Canyon Plan Area - The project is partially built out. This project is southwest of and outside the SR-91 CIP limits and is not shown on Figure 3.25-1.	As of May 2008, 1,200 DUs had been built, with the potential to build a maximum of 124–371 additional dwelling units.	No information regarding environmental analyses, documentation or issues for this project was found in the research for the cumulative impacts analysis for the SR-91 CIP. Source: www.rctlma.org/ , accessed April 2009.
Toscana Specific Plan No. 327, Final EIR No. 439 - West of I-15, south of the City of Corona in the Temescal Canyon Plan Area - County of Riverside and Sunny Sage LLC project - The project is partially built out. This project is southeast of and outside the SR-91 CIP limits and is not shown on Figure 3.25-1.	The project would develop 960 ac within the Temescal Canyon area of unincorporated Riverside County. Within 353.29 ac of land, approximately 1,443 residential units would be constructed, which would be an average residential density of approximately 3.21 DUs per acre. A 4.4 ac site would be developed into neighborhood retail commercial use or for an institutional use such as a library or child care center. A known archaeological site within the development would be preserved and left undisturbed. A park, recreation center, and three pocket parks would be part of the development. The recreation center would have a meeting room with kitchen, pool, tennis courts, basketball courts, and a tot lot. A major feature of the project is the inclusion of approximately 510 ac of open space, with 110 ac of the entire length of Temescal Wash within the development, that would be designated as open space-conservation. Construction in this area would be limited to the construction of two bridges crossing Temescal Wash. The conservation of 510 ac fulfills the reserve requirements of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). The on-site open space would preserve a corridor connecting Temescal Wash in the south to Lake Mathews/Estelle Mountain Reserve to the east, and protect a vital wildlife movement linkage for the region.	The Final EIR determined that potential impacts could be mitigated to a less than significant level. However, a Statement of Overriding Considerations was required for unavoidable impacts to air quality due to pollutant emissions that exceed the SCAQMD standards on regional air quality; impacts to water resources include the incremental increase and cumulative demand for water supply; impacts to biological resources due to loss of habitat, direct and indirect take of wildlife, the creation of barriers to wildlife movement, and the disturbances related to urban land uses; impacts to aesthetic resources due to the conversion of open space areas to urban land uses; and for the project's incremental contribution to the County's cumulative impacts to traffic and circulation issues. Source: Toscana Specific Plan No. 327, Draft EIR No. 439, County of Riverside, December 2005.
PUBLIC INFRASTRUCTURE PROJECTS		
Santa Ana River Mainstem Project Reach 9 Phases IIA and IIB – ID Number 47 (Sheets 1, 2, and 3 of Figure 3.25-1) - Located along the 75-mile reach of the Santa Ana River in Orange, Riverside, and San Bernardino Counties - Phase IIA is below Prado Dam and is expected to be approved in late 2011 - Phase IIB is near the Riverside/Orange County line; construction began in December 2009 and is expected to be completed in October 2012 - Orange, Riverside, and San Bernardino Counties, working closely with the Corps, project - Improvements to project features began in 1991 and are ongoing. Prado Dam improvements are expected to be completed in 2010.	The project would provide improvements to the flood control system that is connected to the Santa Ana River. The project would increase levels of flood protection to more than 3.35 million people in the three county areas. The project includes seven independent elements, which are: the Seven Oaks Dam, the Mill Creek Levee, the San Timoteo Creek, the Oak Street Drain, Prado Dam, Santiago Creek, and Lower Santa Ana River. The Lower Santa Ana River improvements began construction in 1991 and were completed in 2006. The Seven Oaks Dam construction began in 1994 and was completed in 1999. Construction of the Prado Dam improvements began in 2003 and is expected to be completed in 2010. As a result of raising the Prado Spillway 20 ft to a total elevation of 563 ft, an additional 2,300 ac of land in the Prado Spillway Flood Control Basin will need to be acquired. Nine dikes and structures are to be constructed in that. Three of those structures have been completed: the housing dike, sewage treatment dike, and the State Route 71 (SR-71) dike. The Auxiliary Embankment (dike and floodwall), which is currently under construction, extends from the Prado Dam Spillway to Auto Center Drive. Construction of the Yorba-Slaughter Adobe structure is planned for fiscal year 2012, the Alcoa Dike and Prison Dike are planned for fiscal year 2013, and the Norco Bluffs and River Road Dike are planned for fiscal year 2014. The timing of the construction of the 566 “take line” structure in Corona was not available.	Individual and combined effects of the elements of the Santa Ana River Mainstem Project were addressed in the 1988 General Design Memorandum Phase II Supplemental Environmental Impact Statement (SEIS). Sources: www.ocflood.com/SAR_projects.asp , accessed April 2009; and http://bos.ocgov.com/legacy3/newsletters/pdf/SARM_SPD_Col_Wehr_22_Aug_2011.pdf , accessed November 7, 2011.
Santa Ana Regional Interceptor (SARI) Repairs Upstream of Prado Dam (Reaches IV-A and IV-B) Project – ID Number 48 (Sheet 3 of Figure 3.25-1) - Located within the unincorporated area of Riverside County, within the Sphere of Influence of the Cities of Corona and Riverside, and within the City of Chino in San Bernardino County - Owned and operated by the Santa Ana Watershed Project Authority (SAWPA) and the Orange County Sanitation District - This project is in environmental/public review phase with a Draft EIR document. The EIR is expected to be certified by July 2009. - Final design is expected to be completed in February 2010 - Orange County SARI Line – Construction began July 2011; estimated completion is August 2013 - Riverside County SARI Line – Construction is scheduled to begin May 2012; estimated completion is July 2013	The project would make repairs and improvements to a portion of the current system of over 90 miles of pipeline that transport “brine” and wastewater from Orange, Riverside, and San Bernardino Counties to the Orange County Sanitation District’s Regional Treatment Plant No. 1 or No. 2. The SARI is a regional water quality asset because it removes “brine” (salts contained in water) from being discharged into the Santa Ana River, which would then percolate into Orange County’s groundwater basin. This project would repair, replace, and/or realign the pipeline in areas designated as Reaches IV-A and IV-B. Reach IV-A serves the Chino Basin area, and Reach IV-B serves the southwestern portion of the City of Riverside. Five types of repair options are being analyzed for the project. Repairs to other portions of the pipeline have either recently been completed or are currently under construction.	A Draft EIR was prepared for this project. Potential impacts of the project include significant and unavoidable impacts after mitigation to air quality issues due to construction activities and impacts related to cumulative projects, which would result in significant short-term air quality effects. Significant and unavoidable impacts would occur from the project due to the conflict of the provisions of an adopted Habitat Conservation Plan (HCP) in the project vicinity. A Determination of Biological Equivalent or Superior Preservation may be required for impacts to 14.69 ac of riparian/riverine habitat, and focused surveys may be required for narrow endemics or criteria area species. The project and its alternatives would affect endangered species and their habitats, including: the Santa Ana sucker, least Bell’s vireo, and the southwestern willow flycatcher. Sources: Draft EIR, February 2009, www.sawpa.org/documents/sari/Executive_Summary.pdf , accessed April 2009; and http://bos.ocgov.com/legacy3/newsletters/pdf/SARM_SPD_Col_Wehr_22_Aug_2011.pdf , accessed November 7, 2011.

Table 3.25.2 Summary of Land Development and Nontransportation Infrastructure Projects in the SR-91 CIP Study Area

Project Name and ID Number (refer to Figure 3.25-1) ¹	Project Description	Summary of Environmental Evaluation, Documentation, and Impacts ²
Western Municipal Water District Riverside-Corona Feeder Project Programmatic Environmental Impact Report (PEIR) – ID Number 49 (Sheets 4 and 6 of Figure 3.25-1) - Located within the unincorporated area of Riverside, and the Cities of San Bernardino, Colton, Grand Terrace, Riverside and Corona - Western Municipal Water District project - The project is being re-evaluated in a Supplemental PEIR environmental review	The Western Municipal Water District (WMWD) is planning the construction of the proposed Riverside-Corona Feeder (RCF) project that would convey potable water from the San Bernardino Basin Area. The RCF would extend across six jurisdictions, including unincorporated portions of Riverside County and the Cities of San Bernardino, Colton, Grand Terrace, Riverside, and Corona. The proposed infrastructure would allow the WMWD to purchase State Water Project water from the Metropolitan Water District when water is available and recharge it in the Basin. The proposed project would also allow the WMWD to extract water from the Basin when the District needs water. The project would include 30 miles of major feeder pipeline that is capable of delivering up to 40,000 acre-feet per year of groundwater at 100 cubic feet per second from the San Bernardino Basin Area to the WMWD's customers and water purveyors within the WMWD boundaries. Other project features include several turnouts along the major feeder, a 2,500 horsepower pump station, and 20 new or existing wells. On June 5, 2007, the House of Representatives passed HR 1139, the Riverside-Corona Feeder Water Supply Act, which would provide budget authority for the Secretary of the Interior in the amount of \$50 million for planning, design, and construction of WMWD's proposed RCF project.	A Final PEIR in 2005 was prepared for this project. Potentially significant impacts that would result from the proposed project include short-term impacts from construction emissions that would have a cumulative contribution. The project would have the potential to create construction emissions for every reach that would have construction activities in it (potentially 2.4 to 6.7 times the allowable threshold for emissions). A Statement of Overriding Considerations would be necessary for construction of the project. A Notice of Preparation for a Draft Supplemental Program EIR was filed with the State Clearinghouse on July 31, 2008, for this project. Sources: Final Programmatic Environmental Impact Report for the Western Municipal Water District Riverside-Corona Feeder Project, Webb Associates, May 2005, www.wmwd.com/pdfs/RivCorFeederFinalPEIR0505.pdf, accessed May 2009; and www.ceqanet.ca.gov/, accessed May 2009.
B Canyon Wildlife Crossing – ID Number 50 (Sheet 2 of Figure 3.25-1) - Located near the border of Orange and Riverside Counties at the east end of the Green River Golf Club - Several agencies with current projects in the area of the B Canyon culvert. These agencies include the City of Corona, the Corps, the Department, and RCTC.	The B Canyon box culvert provides a potential wildlife crossing across SR-91. B Canyon is believed to be an important linkage between the open spaces in the Santa Ana Mountains, the Puente Chino Hills and Prado Basin. Future development along Green River Road, the Green River Ranch and Fresno Canyon Wildlife Corridors could cause further constrained wildlife movement in this area. No project details are available at this time.	No environmental documentation exists for this project. Sources: Regional Conservation Authority (RCA) of Western Riverside County (April 2010).

Sources: *Final Cumulative Impacts Analysis Report* (July 2010) and Regional Conservation Authority (RCA) of Western Riverside County (2010).
¹ For listed projects that are outside the project vicinity and not shown on Figure 3.25-1, the project locations are described in regard to the SR-91 CIP limits.
² Significance of impacts as cited in this table refers to the signifiicance of impacts under the California Environmental Quality Act (CEQA) only.

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Table 3.25.3 Resources for Which the Build Alternatives Would not Contribute to Cumulative Impacts

Resource/Impact Category	Reason Why the SR-91 Build Alternatives Would Not Contribute to a Cumulative Impact for the Resource
Land Use and Planning	As discussed in Section 3.1, Land Use, Alternatives 1 and 2 are included in and/or consistent with the SCAG 2008 RTP, 2008 RCP, and 2011 FTIP. Alternatives 1 and 2 are consistent with the Circulation Elements of the area General Plans in terms of providing improvements to the regional transportation system components to address congestion. Those Circulation Elements either reference improvements to SR-91 specifically or encourage HOV lanes as part of the regional transportation system. Although the Preferred Alternative (Alternative 2f) will remove existing HOV lanes on SR-91 between the Riverside County/Orange County line and Piece Street and convert them to tolled express lanes, this change is consistent with SCAG's proposed Strategic Express/HOT Lanes network (<i>Express Travel Choices Study</i>, SCAG 2011). General Plan Amendments would be required under Alternatives 1 and 2 as a result of the incorporation of land designated for nontransportation uses into the SR-91 and I-15 facilities. The General Plan Amendments would ensure project consistency with land uses as designated in the local general plans. Measure LU-1 would mitigate these impacts. Because Alternatives 1 and 2 and their design variations would not result in direct or indirect impacts related to land use after mitigation, the potential for the Build Alternatives to contribute to cumulative land use impacts was not further evaluated in this analysis.
Parks and Recreation, and Section 4(f) and 6(f) Properties	As discussed in Section 3.1, Alternatives 1 and 2 would result in permanent effects on CHSP as a result of a permanent use of 0.48 ac of land for two columns that would be placed in CHSP to support the elevated Green River Road off-ramp structure, and an aerial easement for that structure. They would also result in visual impacts on trail users, which would be part of the visual impacts of the project that could contribute to cumulative adverse visual and community character impacts as discussed in Section 3.25.5.4, Permanent Impacts. On April 5, 2012, State Parks provided written concurrence that the transportation use of the Section 4(f) resource, together with the 4(f) impact avoidance, minimization, and mitigation or enhancement measures incorporated in the SR-91 CIP, does not adversely affect the activities, features, and attributes that qualify CHSP for protection under Section 4(f). A copy of that letter is provided in Appendix B. Because Alternatives 1 and 2 and their design variations would result in de minimis impacts on Section 4(f) properties, the potential for the SR-91 CIP to contribute to cumulative impacts related to these resources was not further evaluated in this analysis. Visual impacts at CHSP and other sensitive viewsheds are discussed in Section 3.25.5.4. As discussed in Section 3.1, Alternatives 1 and 2 and their design variations would not result in permanent impacts to trails in the vicinity of SR-91 and I-15 but would result in the permanent relocation of an approximately 200 ft long segment of the trail. It is possible that a short segment of the Santa Ana River Trail/Bike Lane may be closed for a short period (hours/days) during construction, for the safety of the users and project construction workers. When it is necessary to close the Santa Ana River Trail/Bike Lane, a temporary detour would be provided. Because Alternatives 1 and 2 and their design variations would not contribute to cumulative impacts to trails, the potential for the Build Alternatives to contribute to cumulative impacts to trails was not evaluated further in this analysis.

Table 3.25.3 Resources for Which the Build Alternatives Would not Contribute to Cumulative Impacts

Resource/Impact Category	Reason Why the SR-91 Build Alternatives Would Not Contribute to a Cumulative Impact for the Resource
Growth-Related Effects	As discussed in Section 3.2, Growth, Alternatives 1 and 2 and their design variations would have little influence on the location, amount, rate, or type of growth in the study area. Because Alternatives 1 and 2 and their design variations would not result in direct or indirect growth-related effects, the potential for the SR-91 CIP to contribute to cumulative impacts related to growth inducement was not further evaluated in this analysis. No mitigation is required.
Timberlands	As discussed in Section 3.0, Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures, there are no designated timberlands affected by Alternatives 1 and 2 and their design variations. Therefore, no direct or indirect impacts to timberlands are anticipated, and timberlands were not evaluated further in this analysis.
Environmental Justice	As discussed in Section 3.4.3, Environmental Justice, the detailed demographic data for the project study area indicate there are both transit-dependent and minority/low-income populations in the census tracts adjacent to the project segments of SR-91 and I-15. As discussed in Section 3.4.3, Alternatives 1 and 2 would not have disproportionately high impacts on Non-White, Hispanic, or low-income populations compared to the totals of those populations in the City of Corona and Riverside County because they would not result in impacts being predominantly borne by an environmental justice population, and the impacts would not be appreciably more severe to these populations. As a result, Alternatives 1 and 2 and their design variations would not result in direct or indirect impacts related to environmental justice, and this environmental topic was not further evaluated in this analysis. No mitigation is required.
Utilities	As discussed in Section 3.5, Utilities/Emergency Services, Alternatives 1 and 2 include modifications to existing storm drains to accommodate the project improvements. Alternatives 1 and 2 would not provide increased capacity for utilities or storm drains and would not include construction of new utility facilities. The effects of Alternatives 1 and 2 on utility facilities would be substantially addressed by encasement or protection in place, relocation of the utility, or removal. Measures UES-1 through UES-3 and Measure HW-17 would mitigate these impacts. As a result, Alternatives 1 and 2 and their design variations would not contribute to cumulative impacts related to utilities and, therefore, this environmental topic was not further evaluated in this analysis.
Public Services	As discussed in Section 3.5, because there are no public service facilities in the disturbance and right-of-way limits for Alternatives 1 and 2, they would not result in direct effects on any public service facilities. Alternatives 1 and 2 and their design variations could result in indirect effects on some public service providers as a result of a short-term increase in the risk of wildfires; temporary ramp/lane closures and other delays to emergency service providers and transit and school bus services; and disposal of construction waste related to landfill capacity and life span. Measures UES-2, T-1, and T-2 would mitigate these impacts. With the implementation of the project-specific measures, Alternatives 1 and 2 and their design variations would not result in direct or indirect impacts related to public services. Therefore, the potential for Alternatives 1 and 2 to contribute to cumulative impacts related to this environmental topic was not further evaluated in this analysis.

Table 3.25.3 Resources for Which the Build Alternatives Would not Contribute to Cumulative Impacts

Resource/Impact Category	Reason Why the SR-91 Build Alternatives Would Not Contribute to a Cumulative Impact for the Resource
Traffic – Long-Term	As discussed in Section 3.6, Traffic and Transportation/Pedestrian and Bicycle Facilities, traffic conditions on average would be better with than without the Build Alternatives. Alternatives 1 and 2 would improve travel conditions in 2035 and in several deficient intersections. Measure T-3 would mitigate those impacts. Because Alternatives 1 and 2 are not anticipated to contribute to traffic impacts, long-term traffic was not further evaluated in this analysis.
Traffic – Pedestrian and Bicycle Facilities	As discussed in Section 3.6, project construction on local streets would include replacing the sidewalks and bicycle facilities. The replaced sidewalks would be consistent with the applicable ADA requirements for handicap access. As a result of the Build Alternatives, the existing pedestrian and bicycle facilities on local streets would either experience no change from the existing conditions or would be improved. Because Alternatives 1 and 2 and their design variations would not result in long-term impacts related to pedestrian and bicycle facilities, this environmental topic was not further evaluated in this analysis. During construction of Alternatives 1 and 2 and their design variations, some sidewalks and on-street bicycle facilities may be temporarily closed at some crossings. One approximately 200 ft long segment of the Santa Ana River Trail/Bike Lane within the SR-91 right-of-way would be relocated to the north as part of the Initial Phases of Alternatives 1 and 2 and their design variations. Segments of the Trail/Bike Lane may be temporarily detoured during construction for the safety of users of the Trail/Bike Lane and the construction personnel. These closures are anticipated to be of very limited duration (e.g., hours and days) and alternate access would be provided. Measures T-1 and T-2 would mitigate these impacts. The short-term impacts to pedestrian and bicycle facilities during construction of the Initial Phases of Alternatives 1 and 2 and their design variations would be largely mitigated based on the implementation of a TMP prior to and during all project construction activities.
Visual and Aesthetic Resources – Temporary Impacts	As discussed in Section 3.7, Visual/Aesthetics, there would be temporary views of construction activity, equipment, and staging areas during the construction of Alternatives 1 and 2. Some night construction lighting may also be visible outside the active construction areas. Measures V-1 and V-3 would mitigate these impacts. However, because these are short-term impacts and would occur only in areas where construction is occurring, these impacts would not contribute to cumulative visual and aesthetics impacts.
Hydrology and Floodplains	As discussed in Section 3.9, Hydrology and Floodplains, the alignments of the Build Alternatives cross or are within floodplains for the Santa Ana River and Wardlow Wash, and the floodplain east of West Grand Boulevard. The Build Alternatives would result in a longitudinal encroachment in the Santa Ana River floodplain near Wardlow Wash; however, SR 91 already encroaches into this floodplain. Avoidance of this longitudinal encroachment because of the Mindeman Landslide on the south side of SR 91 in this area is not practical. Alternatives 1 and 2 and their design variations would not result in any other longitudinal encroachments and would not result in significant risks associated with the project, support of incompatible floodplain development, or significant effects on natural and beneficial floodplain values. In addition, they would not require special measures to minimize impacts or restore

Table 3.25.3 Resources for Which the Build Alternatives Would not Contribute to Cumulative Impacts

Resource/Impact Category	Reason Why the SR-91 Build Alternatives Would Not Contribute to a Cumulative Impact for the Resource
	and preserve natural and beneficial floodplain values, special construction procedures, or significant floodplain encroachments. As discussed in Section 3.10, Water Quality and Storm Water Runoff, Construction Site, Design Pollution Prevention, and Treatment BMPs will be implemented to minimize water quality-related impacts to the 100-year floodplain and the associated beneficial uses. As discussed in Section 3.17, Natural Communities, and Section 3.18, Wetlands and Other Waters, measures to minimize impacts and preserve natural and beneficial floodplain values include installation of construction fencing around riparian/riverine vegetation to be preserved and compensatory mitigation for temporary and permanent impacts to riparian and aquatic habitats. These measures would benefit the hydrologic conditions in the project study area. As a result, because Build Alternatives would not result in impacts related to hydrology and floodplains after mitigation, these environmental topics were not evaluated further in this analysis.
Geology, Soils, Seismicity, and Topography	As discussed in Section 3.11, Geology/Soils/Seismic/Topography, geologic issues in the SR-91 area include the Mindeman Landslide and a number of other ancient and recent smaller landslides; the location of the project site in a seismically active area potentially subject to seismic shaking, soil liquefaction, seismic compaction of soils, the potential slope instability, and other effects associated with earthquakes; the potential for blind or currently unmapped faults or fault traces in the area; and the potential for erosion during and after project construction. Because the analysis indicates the Build Alternatives would not result in substantial impacts related to geology, soils, seismicity, and topography after mitigation, the potential for the Build Alternatives to contribute to cumulative impacts related to these environmental topics is not evaluated further in this analysis.
Hazardous Wastes and Hazardous Materials	As discussed in Section 3.13, Hazardous Waste/Materials, the analysis of the potential hazardous waste and materials impacts of the Build Alternatives indicates potential concerns, during construction and/or operation, related to contaminated groundwater and soil; hazardous waste generators and handlers; asbestos in buildings and freeway structures; lead-based paint in buildings and freeway structures; PCBs and heavy metals in overhead or pad-mounted electrical transformers and in soils around railroad tracks; and pesticides and herbicides in agricultural soils. In addition, the SCE substation located south of SR-91 and west of South Sherman Way may include PCBs in transformers, PCBs in soils surrounding transformers, and asbestos-containing materials in electric insulators. Alternative 2, with design variations 2c, 2d, 2g, or 2h, would require the relocation of that substation. Therefore, there is a potential that such materials may be encountered during the substation relocation. Measures HW-1 through HW-17 would mitigate these impacts prior to and during construction. The analysis of the potential impacts of the Build Alternatives related to hazardous wastes and materials indicates that the SR-91 CIP would not result in substantial impacts related to hazardous wastes and materials after implementation of the measures included in the project. Therefore, the potential for the Build Alternatives to contribute to cumulative impacts related to hazardous wastes and materials was not evaluated further in this analysis.

Table 3.25.3 Resources for Which the Build Alternatives Would not Contribute to Cumulative Impacts

Resource/Impact Category	Reason Why the SR-91 Build Alternatives Would Not Contribute to a Cumulative Impact for the Resource
Air Quality – Long-Term	As discussed in Section 3.14, Air Quality, operations under Alternatives 1 and 2 would not result in any exceedances of the 1-hour and 8-hour CO standards. That cumulative analysis for air quality also determined that the operation of the Build Alternatives would not contribute to any hot spots related to fine or coarse particulate matter. The analysis also indicated that the potential for MSATs during project operations would be similar to or lower than the MSAT levels under the No Build Alternative. The SR-91 CIP is included in the 2008 RTP, which was found to be conforming by FHWA/FTA on June 5, 2008. The SR-91 CIP is also included in the 2011 FTIP, which was found to be conforming by the FHWA/FTA on November 17, 2008. Because the Build Alternatives would not result in substantial impacts related to long-term air quality, this environmental topic was not evaluated further in this analysis. No mitigation is required.
Noise – Construction	As discussed in Section 3.15, Noise, construction noise would result in a short-term impact on noise-sensitive receivers. Construction noise is not generally considered a substantial impact because of the temporary nature of that noise and the limited exposure of sensitive receptors to construction noise. The construction of the Build Alternatives would include the use of typical construction equipment, which may result in noise levels ranging from 80 to 89 dBA at 50 ft from the noise source, depending on the type of construction equipment. The noise analysis concluded that the project construction would not result in noise effects because the effects are short-term and would be masked by existing traffic-related noise levels on SR-91, I-15, and local streets in the area. In addition, construction-related noise would be substantially controlled based on compliance with Department Standard Specifications Section 7-1.01I and the applicable local jurisdictions' noise standards. Measures N-2 and N-3 would mitigate these impacts. Because Alternatives 1 and 2 and their design variations would not result in impacts related to short-term noise effects during construction, the potential for the Build Alternatives to contribute to cumulative impacts related to this environmental topic was not evaluated further in this analysis.
Energy and Global Climate Change	As discussed in Sections 3.16, Energy, and 3.14, Air Quality, the operation of Alternatives 1 and 2 and their design variations would result in a slight decrease in fuel consumption (i.e., up to a 3.0 percent reduction in 2015 and up to a 4.2 percent reduction in 2035) in the SR-91 CIP study area. However, in the overall SCAG region, this project-related long-term increase in fuel consumption would be negligible in 2015 and would result in a slight decrease (up to a 2.4 percent reduction) in 2035. Therefore, the Build Alternatives would not result in a substantial increase in fuel consumption. Because Alternatives 1 and 2 would not result in impacts related to long-term fuel consumption, this environmental topic was not evaluated further in this analysis. The analysis of the potential for the Build Alternatives to contribute to GHG emissions indicates that the Build Alternatives would not result in a substantial increase in CO₂ emissions compared to the No Build Alternative. Alternatives 1 and 2 would result in a slight decrease in CO₂ emissions (i.e., up to a 4.4 percent decrease) in the SR-91 CIP study area compared to the No Build Alternative. Further,

Table 3.25.3 Resources for Which the Build Alternatives Would not Contribute to Cumulative Impacts

Resource/Impact Category	Reason Why the SR-91 Build Alternatives Would Not Contribute to a Cumulative Impact for the Resource
	Alternatives 1 and 2 would result in a slight decrease in CO₂ emissions in the SCAG region in the short term (2015) and no change in the long term (2030) compared to the No Build Alternative. Because the Build Alternatives would not result in a substantial increase in CO₂ emissions compared to the No Build Alternative, and would not contribute to cumulative increases in CO₂, this environmental topic was not evaluated further in this analysis. Construction of the Build Alternatives would involve the use of diesel-powered heavy equipment, portable diesel generators, and other battery-operated support equipment as well as electricity from the existing grid. It is not expected that operation of the Build Alternatives would substantially change these current energy demands. The energy consumed during project construction would represent a negligible fraction of regional energy consumption. Indirect energy demand associated with manufacturing materials used in the project construction would also represent a negligible fraction of regional energy consumption. Because construction of Alternatives 1 and 2 and their design variations would not result in substantial short-term energy demand, this environmental topic was not evaluated further in this analysis. No mitigation is required.

Sources: Analyses provided in Chapter 3, Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures (2011); and *Final Cumulative Impacts Analysis Report* (July 2010).

ADA = Americans with Disabilities Act

BMPs = best management practices

Department = California Department of Transportation

CIP = Corridor Improvement Project

CO = carbon monoxide

CO₂ = carbon dioxide

dba = A-weighted decibels

FHWA = Federal Highway Administration

FTA = Federal Transit Administration

ft = feet

GHG = greenhouse gas

HOT = high-occupancy toll

HOV = high-occupancy vehicle

I-15 = Interstate 15

mi = miles

MSATs = Mobile Source Air Toxics

National Register = National Register of Historic Places

NEPA = National Environmental Policy Act

NPDES = National Pollutant Discharge Elimination System

PCBs = polychlorinated biphenyls

PMP = Paleontological Mitigation Plan

RCP = Regional Comprehensive Plan

RTIP = Regional Transportation Improvement Program

RTP = Regional Transportation Plan

SCAG = Southern California Association of Governments

SCE = Southern California Edison

SR-91 = State Route 91

SVP = Society of Vertebrate Paleontology

SWPPP = Storm Water Pollution Prevention Plan

TMP = Traffic Management Plan

Table 3.25.4 National Register of Historic Places-Listed Historic Properties

Name and Address of Resource and Listing Number	Date Listed	Historic Significance	Period of Significance	Location Relative to the Project Segments of SR-91 and I-15
City of Anaheim				
Anaheim Colony Multiple Resource Area Bounded by Harbor Boulevard, Sycamore Street, Santa Fe Railroad, and Santa Ana Street No. 78003496	1978	Not Available	Not Available	Slightly more than 1.0 mi south of the SR-91/ Harbor Boulevard interchange (12 mi west of the western terminus of the SR-91 CIP)
Ferdinand Backs House 225 North Claudina Street No. 80000826	1980	Architecture/Engineering	1900 to 1924	Approximately 1.3 mi south of the SR-91/Harbor Boulevard interchange (12 mi west of the western terminus of the SR-91 CIP)
Carnegie Library 241 South Anaheim Boulevard No. 79000511	1979	Event	1900 to 1924	Approximately 1.5 mi southeast of the SR-91/ Harbor Boulevard interchange (12 mi west of the western terminus of the SR-91 CIP)
Kroger [Kroeger]-Melrose District Bounded by Lincoln Avenue, South Kroeger, West Broadway, and South Philadelphia No. 85001326	1985	Event, Architecture/Engineering	1875 to 1924	Approximately 1.6 mi southeast of the SR- 91/Harbor Boulevard interchange (12 mi west of the western terminus of the SR-91 CIP)
Weir Canyon Archaeological District Address restricted No. 80004631	1980	Not Available	Not Available	In the vicinity of Weir Canyon (1–2 mi west of the western terminus of the SR-91 CIP)
City of Yorba Linda				
Anaheim Union Water Company Canal and Pomegranate Road (aka Old Cajon Canal and Bixby Ranch Road) 23901 and 23905 Pomegranate Road No. 98001604	1998	Event, Person, Architecture/Engineering	1925 to 1949 1900 to 1924	Approximately 0.5 mi northwest of the SR-91/ Gypsum Canyon interchange and the western terminus of the project segment of SR-91
Bixby-Bryant Ranch House 5700 Susanna Bryant Drive No. 96001537	1997	Person	1925 to 1949	Approximately 0.6 mi northeast of the SR-91/ Gypsum Canyon interchange and the western terminus of the project segment of SR-91
City of Corona				
Andrew Carnegie Library (aka Old Corona Public Library) Eighth and Main Streets No. 777000324	1977	Event, Architecture/Engineering	1900 to 1924	Approximately 0.5 mi south of the SR-91/Main Street interchange along the project segment of SR-91
Corona High School (aka Corona Civic Center) 815 West Sixth Street No. 05000772	2005	Event, Architecture/Engineering	1950 to 1975 1925 to 1949 1900 to 1924	Approximately 0.6 mi southwest of the SR-91/Main Street interchange along the project segment of SR-91
Corona Theatre (aka Landmark Building) 201 East Sixth Street No. 9002127	1991	Architecture/Engineering, Event	1925 to 1949	Approximately 0.3 mi southeast of the SR-91/Main Street interchange along the project segment of SR-91

Table 3.25.4 National Register of Historic Places-Listed Historic Properties

Name and Address of Resource and Listing Number	Date Listed	Historic Significance	Period of Significance	Location Relative to the Project Segments of SR-91 and I-15
City of Norco				
Lake Norconian Club Junction of Fifth and Western Avenues No. 0000033	2000	Architecture/Engineering, Event	1925 to 1949	Approximately 1.8 mi northwest of the SR-91/I-15 interchange
City of Riverside				
Sherman Institute Administration Building (aka Sherman [Indian] Museum or Sherman Indian High School) 9010 Magnolia Avenue No. 80000831	1980	Event, Architecture/Engineering	1900 to 1924	Approximately 0.6 mi southeast of the SR-91/McKinley Street interchange along the project segment of SR-91
Heritage House (aka Bettner House) 8193 Magnolia Avenue No. 73000423	1973	Architecture/Engineering	1875 to 1899	Approximately 0.5 mi north of the SR-91/Adams Street interchange (east of the eastern terminus of the project segment of SR-91)
Arlington Branch Library and Fire Hall 9556 Magnolia Avenue 93000668	1993	Architecture/Engineering, Event	1925 to 1949 1900 to 1924	Approximately 0.5 mi northwest of the SR-91/Van Buren Boulevard interchange (3 mi east of the eastern terminus of the SR-91 CIP)
All Souls Universalist Church (aka Unitarian-Universalist Church of Riverside) 3657 Lemon Street 78000736	1978	Person, Architecture/Engineering	1875 to 1891	Approximately 0.5 mi north of the SR-91/14 th Street interchange (10 mi east of the eastern terminus of the SR-91 CIP)
Federal Post Office (aka Riverside Municipal Museum) 3720 Orange Street No. 78000737	1978	Architecture/Engineering	1900 to 1924	Approximately 0.6 mi north of the SR-91/14 th Street interchange (10 mi east of the eastern terminus of the SR-91 CIP)
Masonic Temple 3650 11 th Street No. 80000832	1980	Architecture/Engineering	1900 to 1924	Approximately 0.6 mi north of the SR-91/14 th Street interchange (10 mi east of the eastern terminus of the SR-91 CIP)
Mission Inn 3649 Seventh Street (Mission Inn Avenue) No. 71000173	1971	Architecture/Engineering	1900 to 1924	Approximately 0.6 mi north of the SR-91/14 th Street interchange (10 mi east of the eastern terminus of the SR-91 CIP)
First Church of Christ, Scientist (aka Cultural Heritage Board Landmark No. 7, City of Riverside) 3606 Lemon Street No. 92001250	1992	Architecture/Engineering	1900 to 1924	Approximately 0.7 mi north of the SR-91/14 th Street interchange (10 mi east of the eastern terminus of the SR-91 CIP)
Chinatown (aka Chinatown Archaeological Site) Brockton and Tequesquite Avenues No. 90000151	1990	Information Potential, Event	1925 to 1949 1900 to 1924 1875 to 1899	Approximately 0.8 mi northwest of the SR-91/14 th Street interchange (10 mi east of the eastern terminus of the SR-91 CIP)

Table 3.25.4 National Register of Historic Places-Listed Historic Properties

Name and Address of Resource and Listing Number	Date Listed	Historic Significance	Period of Significance	Location Relative to the Project Segments of SR-91 and I-15
Harada House 3356 Lemon Street No. 77000325	1977	Event	1900 to 1924	Approximately 0.8 mi north of the SR-91/14 th Street interchange (10 mi east of the eastern terminus of the SR-91 CIP)
Mission Court Bungalows 3355 to 3373 Second Street and 3362 First Street No. 93000549	1993	Architecture/Engineering	1925 to 1949	Approximately 1.0 mi north of the SR-91/14 th Street interchange (10 mi east of the eastern terminus of the SR-91 CIP)
First Congregational Church of Riverside 3504 Mission Avenue No. 97000297	1997	Architecture/Engineering	1900 to 1924	Approximately 1.9 mi northwest of the SR-91/14 th Street interchange (10 mi east of the eastern terminus of the SR-91 CIP)
William Childs House 1151 Monte Vista Drive No. 99000895	1999	Architecture/Engineering	1900 to 1924	Approximately 2.5 mi southeast of the SR-91/14 th Street interchange (10 mi east of the eastern terminus of the SR-91 CIP)
March Field Historic District (aka March Field Air Force Base) Eschscholtzia Avenue No. 94001420	1994	Event, Architecture/Engineering	1925 to 1949	Approximately 11 mi south of the SR-91/I-215 interchange (12 mi east of the eastern terminus of the SR-91 CIP)

Source: <http://www.nationalregisterofhistoricplaces.com>, website accessed March 1, 2012.

Bold italics = Cultural resources within approximately 1 mi of the project segment of SR-91.

I-15 = Interstate 15

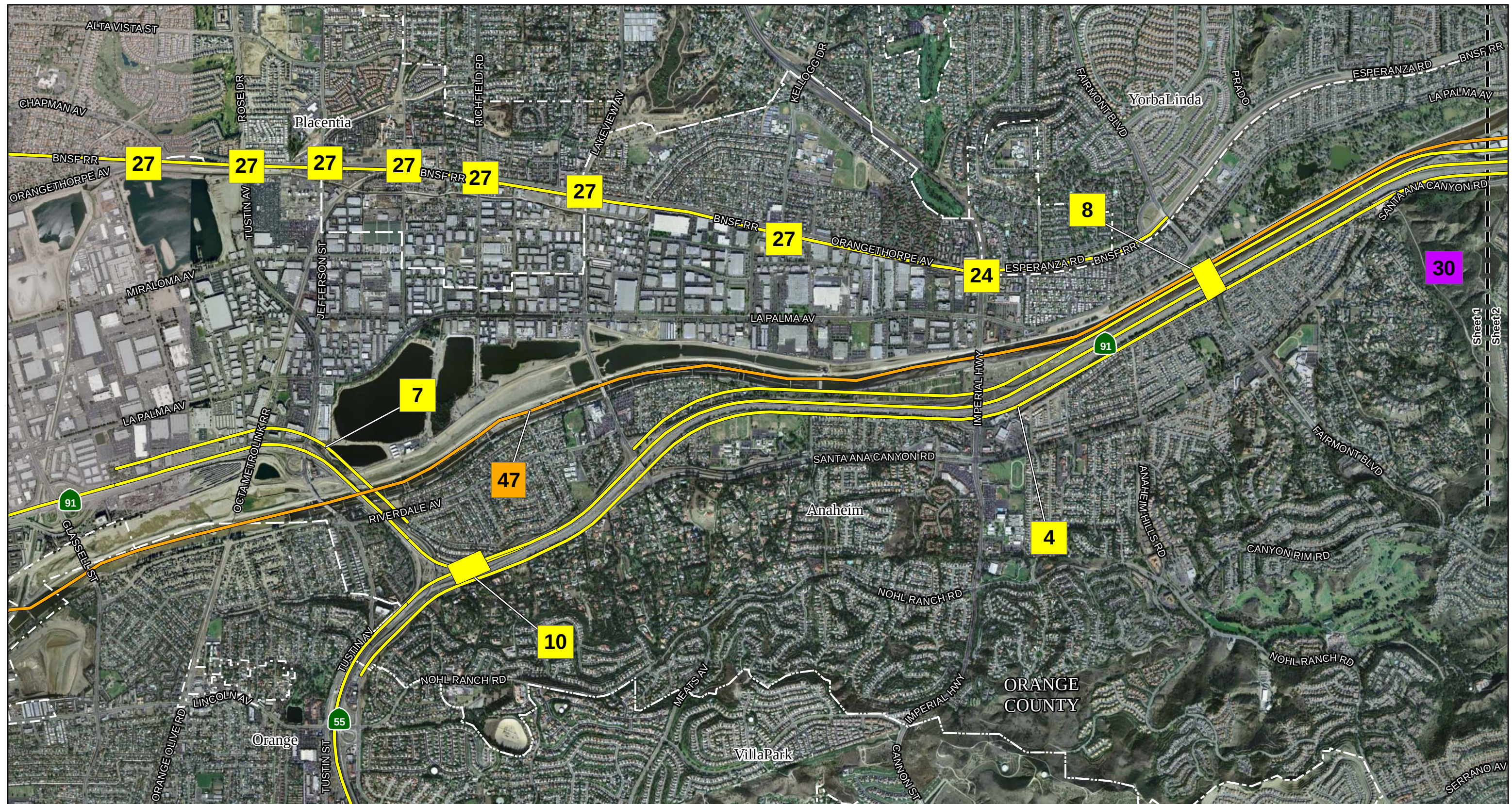
I-215 = Interstate 215

mi = miles

SR-91 = State Route 91

CIP = Corridor Improvement Project

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LEGEND

- Public Infrastructure Projects
- Land Development Projects
- Transportation Projects
- City Boundary
- Match Line



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SOURCES: Thomas Bros. (2007) and LSA Associates, Inc. (2010)

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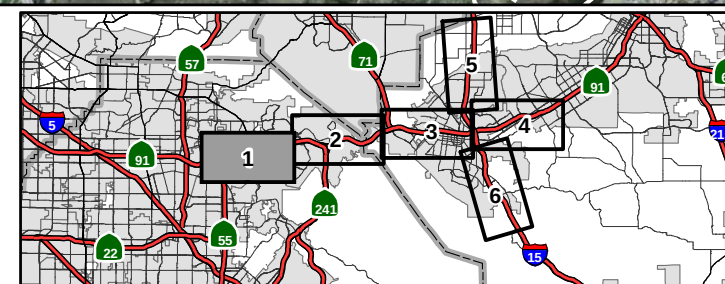
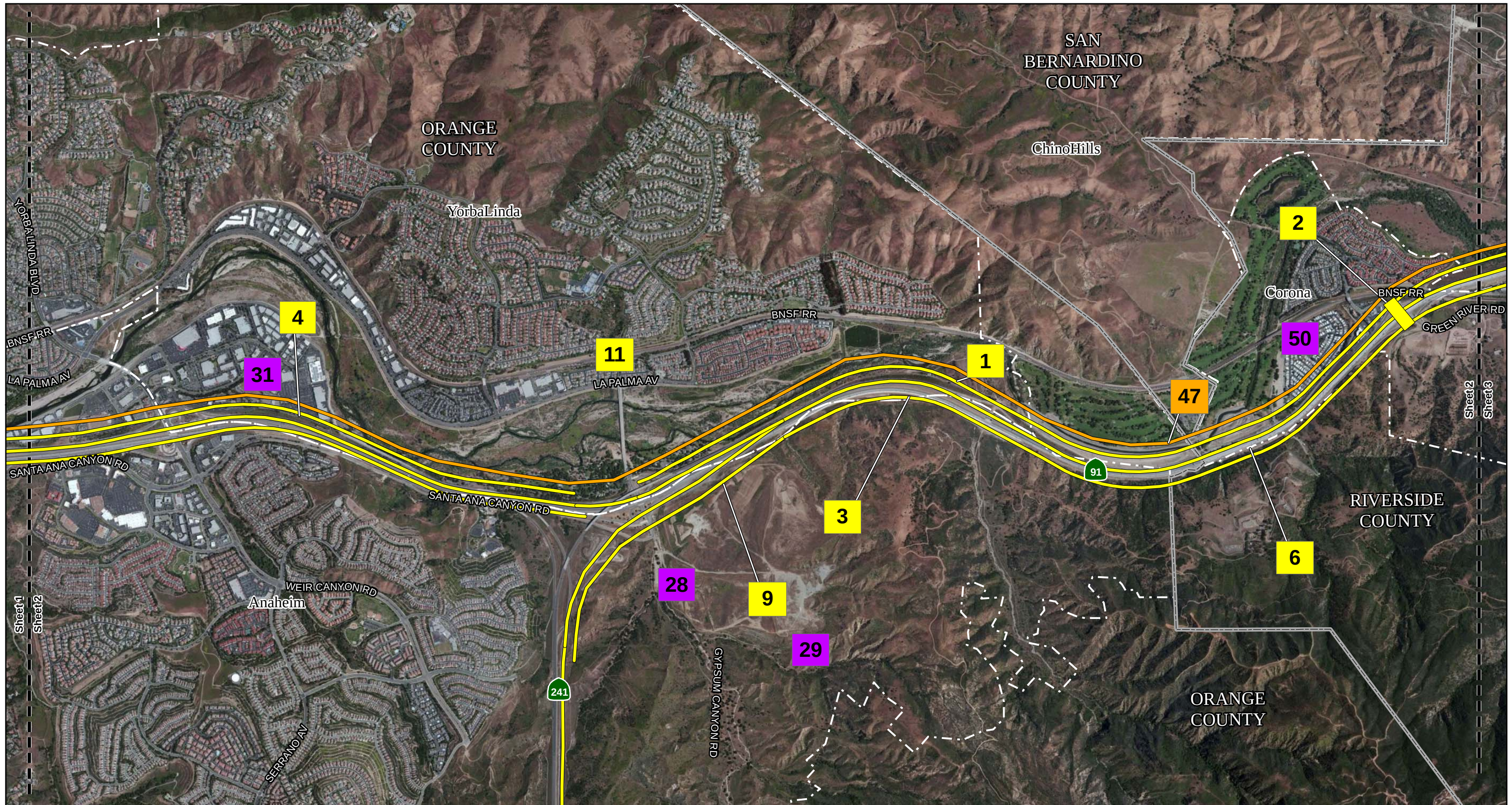


FIGURE 3.25-1
Sheet 1 of 6

SR-91 Corridor Improvement Project Locations of Cumulative Projects

12-Ora-91-R14.43/R18.91
08-Riv-91-R.0.00/R13.04
08-Riv-15-35.64/45.14
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LEGEND

- Public Infrastructure Projects
- Land Development Projects
- Transportation Projects
- City Boundary
- Match Line



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SOURCES: Thomas Bros. (2007) and LSA Associates, Inc. (2010)

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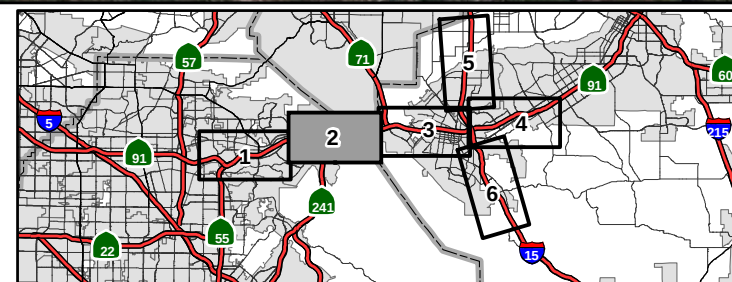


FIGURE 3.25-1

Sheet 2 of 6

SR-91 Corridor Improvement Project
Locations of Cumulative Projects

12-Ora-91-R14.43/R18.91
08-Riv-91-R.0.00/R13.04
08-Riv-15-35.64/45.14
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LEGEND

- Public Infrastructure Projects
- Land Development Projects
- Transportation Projects
- City Boundary
- Match Line



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SOURCES: Thomas Bros. (2007) and LSA Associates, Inc. (2010)

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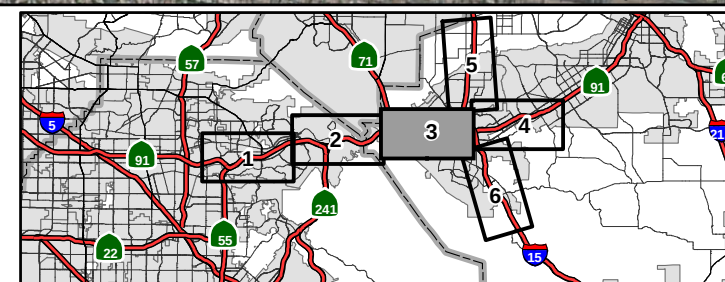
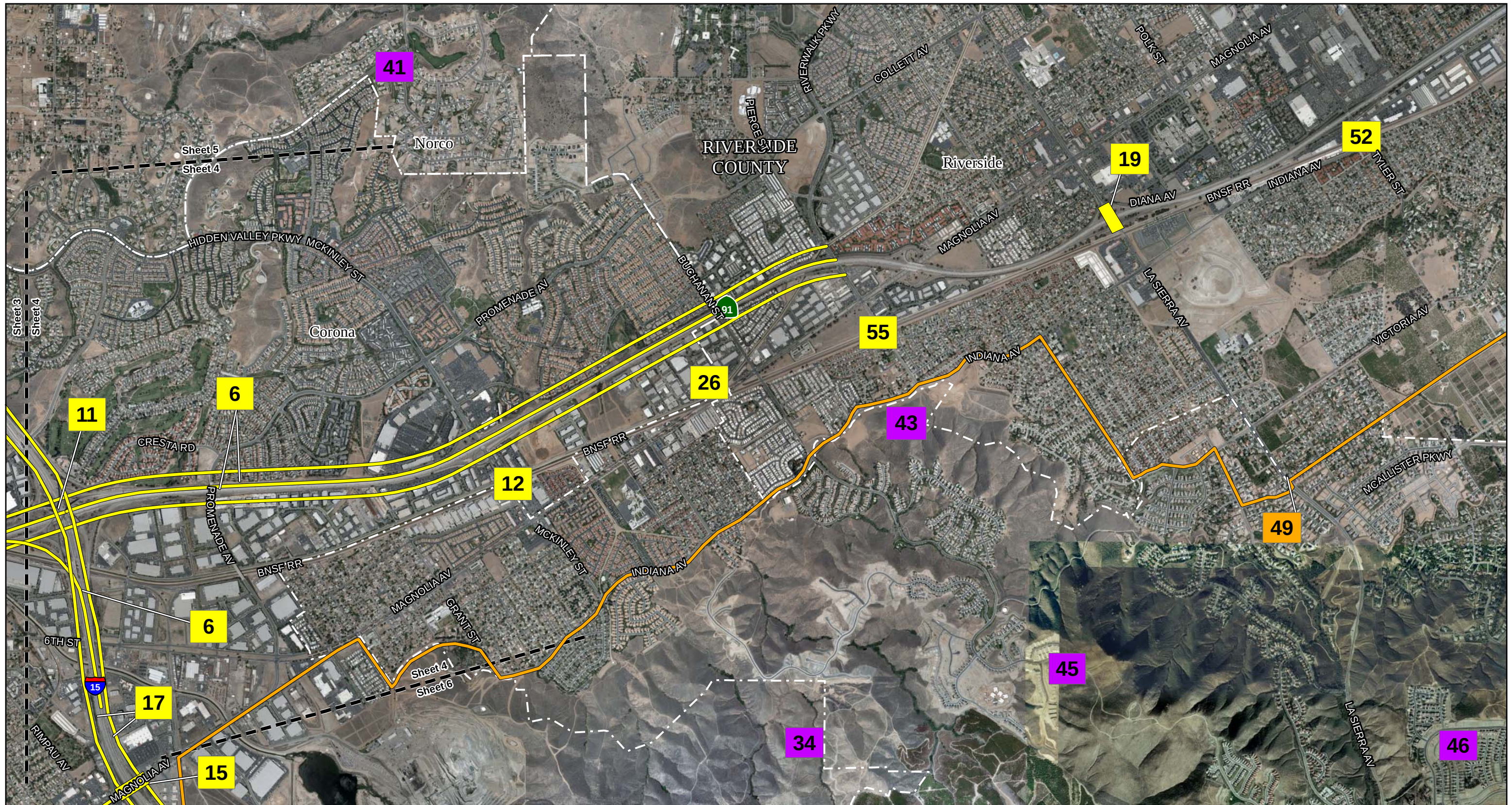


FIGURE 3.25-1
Sheet 3 of 6

SR-91 Corridor Improvement Project
Locations of Cumulative Projects

12-Ora-91-R14.43/R18.91
08-Riv-91-R.0.00/R13.04
08-Riv-15-35.64/45.14
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LEGEND

- Public Infrastructure Projects
- Land Development Projects
- Transportation Projects
- City Boundary
- Match Line



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SOURCES: Thomas Bros. (2007) and LSA Associates, Inc. (2010)
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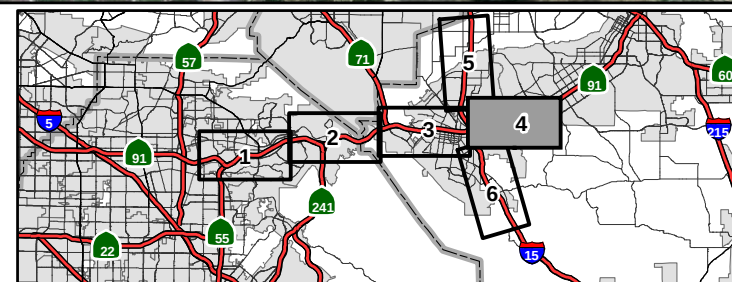
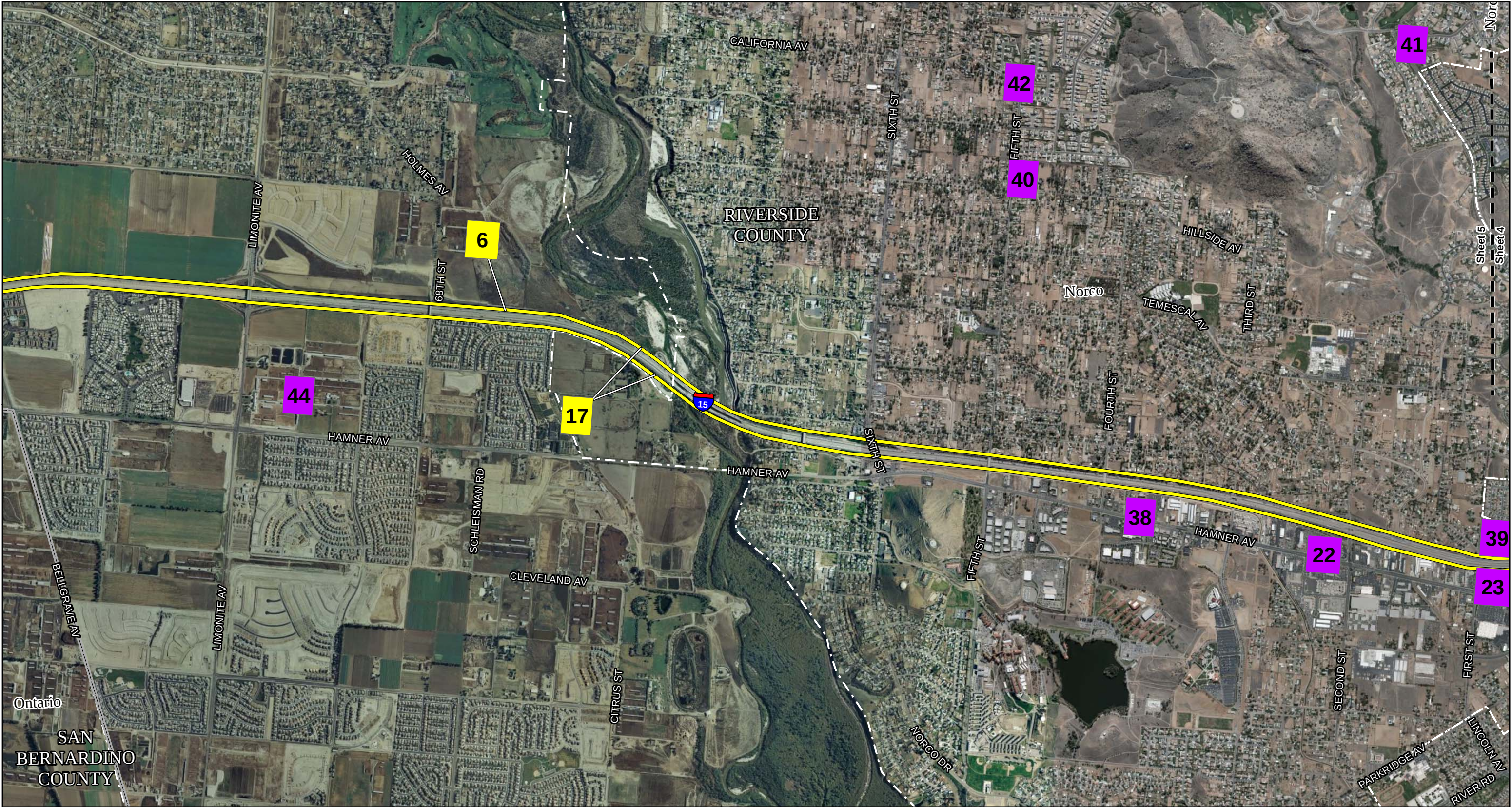


FIGURE 3.25-1
Sheet 4 of 6

SR-91 Corridor Improvement Project
Locations of Cumulative Projects

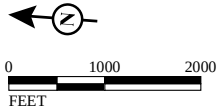
12-Ora-91-R14.43/R18.91
08-Riv-91-R.0.00/R13.04
08-Riv-15-35.64/45.14
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LEGEND

-  Public Infrastructure Projects
-  Land Development Projects
-  Transportation Projects
-  City Boundary
-  Match Line



SOURCES: Thomas Bros. (2007) and LSA Associates, Inc. (2010)
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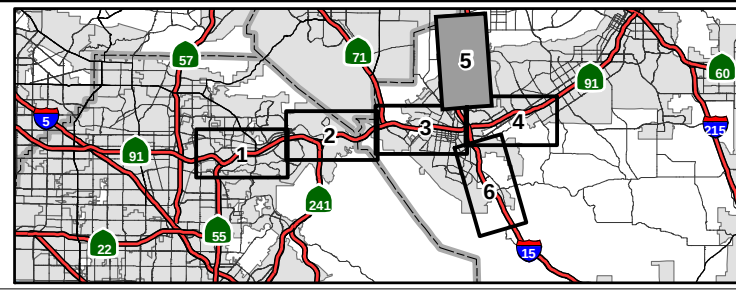
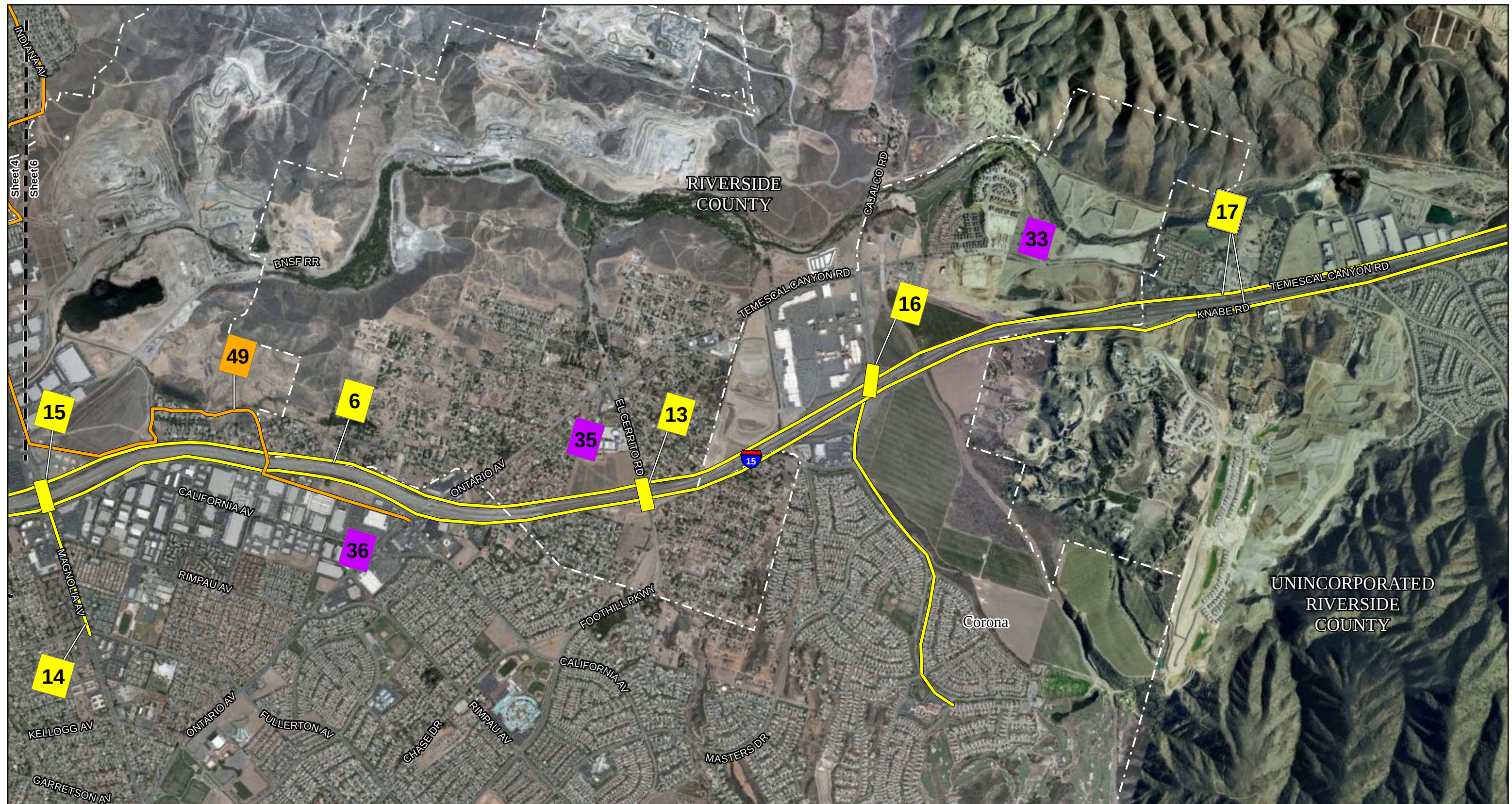


FIGURE 3.25-1
Sheet 5 of 6

SR-91 Corridor Improvement Project
Locations of Cumulative Projects

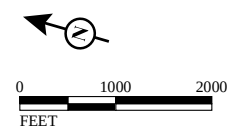
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08-Riv-91-R.0.00/R13.04
08-Riv-15-35.64/45.14
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LEGEND

- Public Infrastructure Projects
- Land Development Projects
- Transportation Projects
- City Boundary
- Match Line



SOURCES: Thomas Bros. (2007) and LSA Associates, Inc. (2010)
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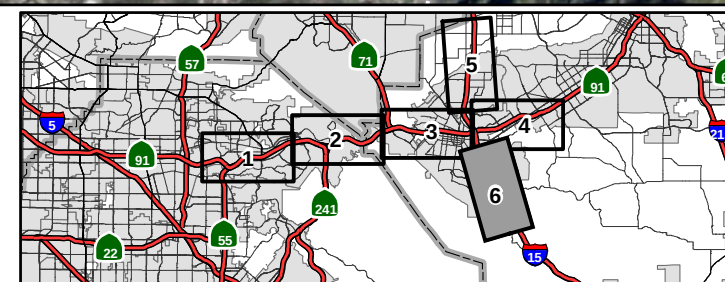


FIGURE 3.25-1
Sheet 6 of 6

SR-91 Corridor Improvement Project
Locations of Cumulative Projects

12-Ora-91-R14.43/R18.91
08-Riv-91-R.0.00/R13.04
08-Riv-15-35.64/45.14
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Chapter 4 California Environmental Quality Act Evaluation

4.1 Determining Significance Under the California Environmental Quality Act

The project is subject to federal as well as RCTC and State environmental review requirements because the RCTC proposes the use of federal funds and/or the project requires a federal approval action. Project documentation, therefore, has been prepared in compliance with both CEQA and NEPA. The RCTC is the project proponent and the Department is the lead agency under CEQA. FHWA's responsibility for environmental review, consultation, and any other action required in accordance with NEPA and other applicable federal laws for this project is being, or has been, carried out by the Department under its assumption of responsibility pursuant to 23 USC 327.

One of the primary differences between NEPA and CEQA is the way significance is determined. Under NEPA, significance is used to determine whether an EIS, or some lower level of documentation, will be required. NEPA requires that an EIS be prepared when the proposed federal action (project) *as a whole* has the potential to “significantly affect the quality of the human environment.” The determination of significance is based on context and intensity. Some impacts determined to be significant under CEQA may not be of sufficient magnitude to be determined significant under NEPA. Under NEPA, once a decision is made regarding the need for an EIS, it is the magnitude of the impact that is evaluated and no judgment of its individual significance is deemed important for the text. NEPA does not require that a determination of significant impacts be stated in the environmental documents.

CEQA, on the other hand, does require the Department to identify each “significant effect on the environment” resulting from the project and ways to mitigate each significant effect. If the project may have a significant effect on any environmental resource, then an EIR must be prepared. Each and every significant effect on the environment must be disclosed in the EIR and mitigated if feasible. In addition, the CEQA Guidelines list a number of mandatory findings of significance, which also require the preparation of an EIR. There are no types of actions under NEPA that parallel the findings of mandatory significance of CEQA. This chapter discusses the effects of this project and CEQA significance.

4.2 Discussion of Significance of Impacts

The significance of the potential impacts of the Build Alternatives under CEQA was assessed based on the CEQA Environmental Checklist provided in Appendix A, CEQA Environmental Checklist, and the analyses of project impacts discussed in detail in Chapter 3, Affected Environment, Environmental Consequences, and Avoidance, Minimization and/or Mitigation Measures. The impacts of the Build Alternatives are summarized in the following sections, including the identification of the level of significance of the potential adverse effects under CEQA. This section discusses the impacts of the two Build Alternatives and their design variations. For discussion of the impacts of the No Build Alternative, refer to Chapter 3.

Because the significance discussion is categorized by level of impact, starting with No Impact and concluding with Significant Effects, and because the CEQA Environmental Checklist asks a variety of questions for each environmental topic, certain environmental topics may be discussed in more than one level of significance discussion. For example, the discussion on Farmlands appears in both the No Impact discussion as it relates to Williamson Act contract lands and in the Significant Effects discussion as it relates to the conversion of designated agricultural lands. Similarly, temporary and permanent impacts for certain resources may be discussed in two different areas because the project would result in different levels of effects on those resources. The environmental topic headings provide clarification on the particular environmental subset being addressed where it appears in more than one level of significance discussion. To better help the reader, the specific CEQA Environmental Checklist questions that are addressed in the discussion are referenced below each heading for each environmental topic.

Lastly, the discussion on GHG emissions and global climate change is discussed in detail later in Section 4.3, Climate Change.

4.2.1 No Impacts of the Project

Based on the CEQA Environmental Checklist in Appendix A and the detailed analyses in Chapter 3, the Build Alternatives are not anticipated to result in impacts related to the following environmental topics. In addition, because there are no impacts to these environmental topics, no avoidance, minimization, or mitigation measures are required.

4.2.1.1 Agriculture and Forest Resources

Checklist Questions: II(b)(ii), (c), (d) and (e)

As described in Section 3.3, Farmlands/Timberlands, Alternatives 1 and 2 and their design variations would not affect any Williamson Act contract lands or cause other changes that would result in the conversion of farmland to nonagricultural uses. There are no timberlands in the project area.

4.2.1.2 Air Quality

Checklist Questions: III(a) and (e)

As discussed in Section 3.14, Air Quality, the project is included in the 2008 RTP and 2011 FTIP. An amendment separating the two phases of the project has been submitted to SCAG to be included in amendment #24 to the 2011 FTIP and in the upcoming 2012 RTP. Once FHWA determines that the 2012 RTP and the updates to 2011 FTIP conform to the SIP, expected June 2012, the SR-91 CIP will be consistent with the SCAQMD AQMP. Road widening projects do not typically produce odors that would affect off-site sensitive receptors. Therefore, Alternatives 1 and 2 and their design variations would not result in impacts related to consistency with the RTP, FTIP, and AQMP, or odors.

As described in Section 3.14, the *Air Quality Conformity Analysis* for the SR-91 CIP documents that all the transportation conformity requirements for the project have been met. The interagency consultation requirement was met when the PM10 hot-spot analysis for the SR-91 CIP was first presented to the SCAG TCWG on September 22, 2009, and again on April 24, 2012. Opportunities for review were provided to the public when the Draft EIR/EIS was circulated for public review in May 2011.

One June 6, 2012, FHWA approved the project-level *Air Quality Conformity Analysis* for the SR-91 CIP in Orange and Riverside Counties. A separate project-level air quality conformity determination will be necessary prior to approval of a ROD for the Ultimate Project.

4.2.1.3 Biological Resources

Checklist Question: IV(e)

There are no known local policies or ordinances for the protection of biological resources applicable to the project segments of SR-91 and I-15. Therefore, Alternatives 1 and 2 and their design variations would not result in impacts related to local policies or ordinances for the protection of biological resources.

As discussed in Section 3.17, Natural Communities, Alternatives 1 and 2 and their design variations are not expected to result in direct permanent impacts to Western Riverside County MSHCP-designated NEPSSAs, CASSAs, criteria areas, or narrow endemic and other sensitive plant species in those areas because none of those species were observed in the BSA.

4.2.1.4 Geology and Soils

Checklist Question: VI(e)

Alternatives 1 and 2 would not include any septic tanks or alternative wastewater disposal systems and, therefore, would not result in any impacts related to soils incapable of supporting the use of those types of disposal systems.

4.2.1.5 Hazards and Hazardous Materials, and Noise

Checklist Questions: VIII(e), (f), and (h), and XII(e), (f)

SR-91 is approximately 0.75 mi from the Corona Municipal Airport. It is the only airport or private air strip within 2 mi of the project. However, the project would not impact or be impacted by the Corona Municipal Airport because the runways are parallel to SR-91. Therefore, the Airport would not have any land use or operating restrictions that would affect SR-91 because these types of restrictions are located at the approach and departure areas at the ends of these parallel runways. As shown on Figure 3.15-1 (Sheet 6), the land uses between SR-91 and the Corona Municipal Airport are commercial uses. In the noise analysis, commercial uses are identified as Activity Category C uses, which are not considered sensitive receptors. Because the runways are parallel to SR-91, the Airport is a general aviation airport with no commercial flight activity, and there are no sensitive land uses between the Airport and SR-91, Alternatives 1 and 2 would not expose people to excessive noise levels associated with an airport. Therefore, Alternatives 1 and 2 and their design variations would not result in impacts related to airport operations, land use plans, or safety policies.

Alternatives 1 and 2 and their design variations would not elevate the risk associated with wildland fires because freeways generally provide a fuel break for containment of wildland fires. Although, on occasion, fires can proceed across freeways when humidity and wind conditions allow for it, the Build Alternatives would widen the existing freeway by a minimum of one lane in each direction, which would widen the fuel break by a minimum of an additional 20 ft. Therefore, the project would have a beneficial effect related to wildland fire hazards.

4.2.1.6 Hydrology and Water Quality

Checklist Questions: IX(b), (g), (i), and (j)

The Build Alternatives would not result in the use of groundwater supplies or in the construction of any structures or project features that would affect groundwater recharge.

As discussed in Section 3.9, Hydrology and Floodplains, Alternatives 1 and 2 would not have any improvements that would result in the placement of housing within a 100-year flood area. The project area is too far from the Pacific Ocean to be affected by a tsunami and is not near other bodies of water that could result in other flooding hazards such as a seiche or mudflow.

4.2.1.7 Mineral Resources

Checklist Questions: XI(a) and (b)

The project limits for the project are not within a mineral resource recovery site designated in a local General Plan, Specific Plan, or other land use plan.

Classification of land for aggregate mining in California takes place according to a priority list established by the State Mining and Geology Board (SMGB) in 1982 or when the SMGB is petitioned to classify a specific area. The SMGB has established Mineral Resources Zones (MRZs) to designate lands that contain mineral deposits. At the interchange of SR-91 and I-15 in Corona, there is an MRZ where the available geologic information indicates a likelihood of substantial mineral deposits. In addition, the area southwest of the SR-91/I-15 interchange has several active or previously active mines. There is also a mining operation near the project limits south of SR-91 just east of SR-241. However, no active mines would be directly or indirectly impacted by the Build Alternatives. In addition, the areas where mineral resources occur are currently not available for resource extraction due to their proximity to SR-91. No productive oil or gas wells would be impacted by the Build Alternatives. Therefore, the Build Alternatives and their design variations would not impact extraction potential or current mining operations of mineral resources.

4.2.1.8 Noise

Checklist Question: XII(d)

Construction noise represents a short-term impact on noise-sensitive receivers. Receivers affected by freeway noise could also be adversely affected by project construction noise. Construction noise is not considered a significant impact because of its temporary nature and limited nighttime exposure. Sound control will conform to the provisions in Section 14-8.02 of the Department “Sound Control Requirements”

and adhere to the updated SSP S5-310, which will be refined specifically for this project for incorporation in the project specifications during the PS&E phase.

The design/build contractor will be responsible for complying with the applicable ordinances for the Cities of Anaheim, Corona, Norco, and Riverside, which all prohibit excessive noise between 7:00 p.m. and 7:00 a.m. during construction days. The noise level requirement will apply to the equipment on the job or related to the job, including but not limited to trucks, transit mixers, or transient equipment that may or may not be owned by the design/build contractor. The use of loud sound signals will be avoided in favor of light warnings except those required by safety laws for the protection of personnel. Construction noise would be short term, intermittent, and in many cases largely overshadowed by existing traffic noise. Refer to Section 4.2.1.5, Hazards and Hazardous Materials, and Noise, for discussion of potential noise effects associated with airports and air strips.

4.2.1.9 Population and Housing

Checklist Question: XIII(a)

As discussed in Section 3.2, Growth, the project is in an area that has experienced substantial population, housing, and employment growth over the last few decades. Substantial future growth is projected for Orange and Riverside Counties. A number of regional and subregional transportation improvements, in addition to the project, are planned to accommodate the existing and forecasted transportation demand in the area. Tables 3.25.1 and 3.25.2 in Section 3.25, Cumulative Impacts, are detailed lists of existing and planned transportation and land use projects in the vicinity of SR-91 and I-15. The type and location of the SR-91 CIP Build Alternatives are not sufficient to result in pressure for additional growth in western Riverside County. The Build Alternatives will accommodate existing, approved, and planned growth in the area but will not influence the amount, timing, or location of growth in the area as a result of the type or location of the project.

4.2.1.10 Public Services, and Utilities and Service Systems

Checklist Questions: XIV(a)(i), (a)(ii), and (a)(iii), and XVII(b), (d), (e), (f), and (g)

Alternatives 1 and 2 and their design variations would not result in temporary or permanent impacts to fire services, police protection, schools, wastewater treatment facilities or providers, water supplies (including groundwater recharge), or landfill policies or capacity because the project would not provide new housing or increase the population in the area.

As discussed in Section 3.5, Utilities/Emergency Services, Alternatives 1 and 2 and their design variations would improve traffic throughput and travel times, and reduce delays on the project segments of SR-91 and I-15. These improvements would benefit law enforcement, fire protection, and emergency service providers because the Build Alternatives may improve response times for emergency services using the project segments of SR-91 and I-15. Accommodations for CHP enforcement facilities have been incorporated into the designs of Alternatives 1 and 2. Therefore, Alternatives 1 and 2 and their design variations would not result in impacts to these public services.

The project was initiated in response to existing and forecast traffic congestion as a result of past and forecasted growth. It does not include the construction of residential or nonresidential uses that would generate wastewater. As discussed in Section 3.2, Alternatives 1 and 2 would not result in growth-inducing impacts. Therefore, Alternatives 1 and 2 would not result in impacts related to wastewater treatment requirements.

4.2.1.11 Recreation

Checklist Questions: XV(a) and (b)

As discussed in Section 3.1.3.5, Land Use, Alternatives 1 and 2 and their design variations would not result in temporary or permanent impacts to, or increased demand for, local or regional parks that would physically deteriorate these facilities. The Build Alternatives do not include construction of new or expansion of existing parks. The Build Alternatives do not have operation or construction components that would lead to park deterioration.

4.2.1.12 Transportation/Traffic

Checklist Questions: XVI(a), (b), (c), and (d)

Permanent Effects

As discussed in Chapter 1, the purpose of the project is to improve traffic movement on the SR-91 in the project limits. The project is currently programmed in the 2012 RTP, which was found to conform by the FHWA/FTA on June 4, 2012. The project is also programmed in the SCAG financially constrained 2011 FTIP (through Amendment 24), which was also found to be conforming by the FHWA/FTA on June 4, 2012. The description of the project in the 2012 RTP is as follows: Project ID No. RIV071250; Description: Phase 1: On SR-91/I-15: SR91 – Construct 1 mixed flow lane (SR-71 through I-15)/1 aux lane at various locations (SR-241 through Pierce) (OC PM 14.43-18.91), CD system (2/3/4 lanes from Main Street to I-15), 1 toll express lane (TEL) and convert HOV to TEL in each direction (OC to I-15); I-15

– construct TEL median direct connector NB I-15 to WB SR-91 and EB SR-91 to SB I-15, 1 TEL in each direction (SR-91 direct connector – Ontario Interchange)(I-15 PM 37.56-42.94). Phase 2: on SR-91/I-15: SR91 – Add 1 mixed flow lane in each direction (SR241 – SR71) (I15 – Pierce); I15 – add toll express lane (TEL) median direct connector (SB15 to WB91 & EB91 to NB15), 1 TEL each direction from Hidden Valley –SR-91 direct connector and from Ontario Interchange to Cajalco Interchange.

The description of the Initial Phase (Phase 1 as described in the RTP) in the 2011 FTIP (Amendment 24) is as follows: Project ID No. RIV071250; Description: On SR-91/I-15: SR91 – Construct 1 mixed flow lane (SR-71 through I-15)/1 aux lane at various locations (SR-241 through Pierce) (OC PM 14.43-18.91), CD system (2/3/4 lanes from Main Street to I-15), 1 TEL and convert HOV to TEL in each direction (OC to I-15); I-15 – construct TEL median direct connector NB I-15 to WB SR-91 and EB SR-91 to SB I-15, 1 TEL in each direction (SR-91 direct connector – Ontario Interchange) (I-15 PM 37.56-42.94).

As described in Section 3.14, the *Air Quality Conformity Analysis* for the SR-91 CIP documents that all the transportation conformity requirements for the project have been met. The interagency consultation requirement was met when the PM10 hot-spot analysis for the SR-91 CIP was first presented to the SCAG TCWG on September 22, 2009, and again on April 24, 2012. Opportunities for review were provided to the public when the Draft EIR/EIS was circulated for public review in May 2011.

On June 6, 2012, FHWA approved the project-level *Air Quality Conformity Analysis* for the SR-91 CIP in Orange and Riverside Counties. A separate project-level air quality conformity determination will be necessary prior to approval of a ROD for the Ultimate Project.

Section 3.6, Traffic and Transportation/Pedestrian and Bicycle Facilities, compares the performance of SR-91 and I-15 with the Build Alternatives to traffic conditions in Baseline/Existing (2007), 2015, and 2035 traffic conditions with the No Build Alternative. Because the Build Alternatives propose to improve existing over-capacity conditions on the SR-91, the permanent traffic impacts of Alternatives 1 and 2 with their design variations would be beneficial to regional and local traffic, as described below.

2007 Traffic Effects

Section 3.6 provides analyses of the SR-91 CIP Build Alternatives in comparison to Baseline/Existing (2007) conditions for freeway corridor daily VMT, VHT, VHD, and peak-hour travel time; freeway segment LOS; freeway ramp LOS; and intersection LOS. These analyses conclude that the transportation system improvements provided by the Build Alternatives for each of these performance metrics when comparing the 2035 Build Alternatives to the 2035 No Build condition also result when comparing the effects of the Build Alternatives. These analytical comparisons of the Build Alternatives to the Baseline/Existing 2007 conditions are provided in the following tables in Section 3.6:

- Freeway corridor daily VMT, VHT, VHD, and peak-hour travel time (Tables 3.6.9 and 3.6.20)
- Freeway segment LOS (Tables 3.6.11 and 3.6.22)
- Freeway ramp LOS (Tables 3.6.12 and 3.6.23)
- Intersection LOS (Tables 3.6.13 and 3.6.24)

2015 Traffic Effects

In Section 3.6, Table 3.6.6 summarizes the freeway ramp LOS in 2015 with the Initial Phase of Alternative 2. When compared to the No Build Alternative, fewer ramps are forecast to operate at LOS F, especially in the vicinity of the Lincoln Avenue and Main Street interchanges on SR-91 under the Initial Phase of Alternative 2. In 2015 with the Initial Phase of Alternative 2, 17 ramps in the a.m. peak hour and 10 ramps in the p.m. peak hour would operate at LOS F, respectively.

Table 3.6.7 shows the LOS for the study area intersections in 2015 with the Initial Phase of Alternative 2. As shown, 4 intersections in the a.m. peak hour and 5 intersections in the p.m. peak hour would operate with unsatisfactory LOS E or F. Fewer intersections under the Initial Phase of Alternative 2 would operate at unsatisfactory LOS in the p.m. peak hour compared to the No Build Alternative.

The Initial Phase of Alternative 1 is anticipated to result in benefits in 2015 similar to the traffic benefits described above for the Initial Phase of Alternative 2.

2035 Traffic Effects

When Alternative 1 2035 LOS is compared to the No Build Alternative 2035 LOS, three freeway segments on SR-91 would be improved from LOS F to LOS D or E under Alternative 1. On I-15, one segment would worsen from LOS E to F, and one segment would improve from LOS F to LOS E. Under Alternative 2 in 2035, six

segments on SR-91 would improve from LOS F to LOS D or E, and on I-15, two segments would improve from LOS F and one segment would worsen to LOS F compared to the No Build Alternative in 2035. Alternatives 1 and 2 would both result in fewer ramps operating at LOS F than under the No Build Alternative.

As shown in Table 3.6.29, generally the same intersections would operate at unsatisfactory LOS E or F under Alternatives 1 and 2. In 2035 with the No Build Alternative, 11 intersections in the a.m. peak hour and 16 intersections in the p.m. peak hour would operate with unsatisfactory LOS E or F. Under Alternative 1 in 2035, 12 intersections in the a.m. peak hour and 13 intersections in the p.m. peak hour would operate at LOS E or F. Under Alternative 2, 13 intersections in both the a.m. and p.m. peak hours would operate at LOS E or F. Alternatives 1 and 2 would result in fewer intersections operating at unsatisfactory LOS in the p.m. peak hour than under the No Build Alternative.

The Build Alternatives would not include any structures that could interfere with designated air space or affect air traffic patterns over the SR-91 and I-15 corridors and surrounding areas. The Build Alternatives would not result in any changes in demand for air travel or any changes that would result in substantial safety risks associated with air travel.

As discussed in Chapter 1, design deficiencies on the existing SR-91 were identified. These SR-91 design deficiencies and connections to local road networks would be improved under Alternatives 1 and 2 and their design variations. Therefore, the implementation of the Build Alternatives would improve the design deficiencies, resulting in a beneficial effect with regard to design.

Because there is limited access to SR-91, and the SR-91 corridor is mostly urban in nature, there are no uses in the project limits that would generate hazards on the freeway, such as farm equipment.

4.2.2 Less Than Significant Effects of the Project

Based on the CEQA Environmental Checklist in Appendix A and the analyses in Chapter 3, the Build Alternatives are anticipated to result in less than significant impacts related to the following environmental topics. No measures are required for these impacts.

4.2.2.1 Agricultural and Forest Resources

Checklist Questions: II(a) and II(b)(i)

Permanent Impacts

Permanent impacts to Farmlands of Local Importance would occur under each Build Alternative, as discussed in Section 3.3. This loss of farmland would occur on the north side of SR-91 in the western part of Riverside County and on the south of SR-91 and east of I-15, as shown on Figures 3.3-2 through 3.3-4. Alternatives 1 and 2 and their design variations would result in the permanent conversion of designated farmlands to nonagricultural uses as follows:

- **Alternative 1:** 17.0 ac
- **Alternative 2:** 20.7 ac
- **Initial Phases of Alternatives 1 and 2:** 6.5 ac

The permanent impacts of Alternatives 1 and 2 related to the conversion of agricultural soils to nonagricultural uses are not considered significant because the results of the analysis documented on the Form NRCS-CPA-106, as described in Section 3.3, determined that the effects of the Build Alternatives are “...well below the 160-point threshold and should be given the minimum level of consideration for protection.”

There is no mitigation for land converted to nonagricultural uses by the Build Alternatives. Therefore, no avoidance, minimization, or mitigation measures related to farmlands have been identified for the Build Alternatives. As a result, the permanent impacts of Alternatives 1 and 2 and their design variations related to the conversion of farmlands to nonagricultural uses are unavoidable but not significant adverse impacts of the project.

As discussed in Section 3.3, land currently zoned for agricultural uses would be acquired and converted to transportation uses by Alternatives 1 and 2 and their design variations. As a result, the affected local jurisdictions are anticipated to revise their local zoning codes to reflect the change in land use on the affected parcels.

Temporary Impacts

As discussed in Section 3.3, the Build Alternatives could result in temporary impacts to farmlands where farmland is used as TCEs during construction. Because agricultural production in the project study area is very limited, and because temporary impacts would occur within and adjacent to the existing public rights-of-way, these temporary impacts of the Build Alternatives are not anticipated to disrupt

access to farms or farming equipment located off site. The TCEs would not be available for farmland activities (e.g., cultivation or grazing) during construction of Alternatives 1 and 2 and their design variations but would be available for farmland uses once project construction is complete. The temporary impacts to farmland are:

- **Alternative 1:** 3.4 ac of temporary impacts to Grazing Land
- **Alternative 2:** 0.1 ac of temporary impacts to Farmland of Local Importance, and 3.5 ac of temporary impacts to Grazing Land

The Initial Phases of Alternatives 1 and 2 and their design variations would result in no temporary impacts to farmlands.

These impacts are considered less than significant because once the construction of the Build Alternatives is completed, the TCEs would no longer be necessary and the farmland would again be available for farming activities. Therefore, Alternatives 1 and 2 and their design variations would not result in significant adverse temporary impacts to farmland.

4.2.2.2 Air Quality

Checklist Questions: III(b), (c), and (d)

As discussed in Section 3.14, historical air quality data show that existing CO levels for the project area and the general vicinity do not exceed either the State or federal AAQS. The Build Alternatives would help to improve traffic flow and reduce congestion on road links in the project vicinity. The project is located in an attainment area for federal CO standards. Using the Department Transportation Project-Level Carbon Monoxide Protocol (Protocol), a screening level CO hot-spot analysis was conducted to determine whether the project would result in any exceedance of the CO federal AAQS. It was determined that Alternatives 1 and 2 and their design variations would not result in any exceedance of the 1-hour or 8-hour CO standards.

The MSAT analysis provided in Section 3.14 indicates there would be similar or lower MSAT emissions in the study area under the Build Alternatives relative to the No Build Alternative in 2035 or Baseline/Existing (2007) conditions due to the improvement in the LOS and the reduction of delay at the project intersections, as well as improvements resulting from stricter engine and fuel regulations issued by the EPA. Therefore, Alternatives 1 and 2 and their design variations would not result in impacts related to MSAT emissions.

The project is located in Orange and Riverside Counties, which are not among the counties listed as containing serpentine and ultramafic rock. Therefore, the impact from naturally occurring asbestos (NOA) during project construction would be minimal to none.

Compliance with SCAQMD rules and regulations during construction would reduce construction-related air quality impacts from fugitive dust emissions and construction equipment emissions to below a level of significance. In addition, standard conditions SC-1 through SC-15 address temporary air quality impacts.

4.2.2.3 Biological Resources, and Land Use and Planning

Checklist Questions: IV(a) and (f), and X(c)

Special-Status Plant and Animal Species

As discussed in Section 3.19, Plant Species, temporary impacts to special-status plant species would occur during construction of Alternatives 1 and 2 and their design variations where habitats in construction areas and TCEs are disturbed or removed during grading, staging, or other construction activities. These impacts would be temporary and would cease on project completion. The TCEs and any other areas disturbed during construction but not incorporated in the road facilities would be revegetated.

Alternatives 1 and 2 and their design variations would affect Southern California black walnut (*Juglans californica* var. *californica*) and Coulter's matilija poppy (*Romneya coulteri*), which are Western Riverside County MSHCP-covered species found in the BSA during the 2008 and 2009 surveys. However, because Southern California black walnut and Coulter's matilija poppy have no legal or regulatory protection beyond the level afforded by the Western Riverside County MSHCP or a CNPS watch list, and the few individuals potentially removed under Alternatives 1 and 2 are not in any Western Riverside County MSHCP conservation areas, the effects to the individual plants under the Build Alternatives are considered less than significant.

As discussed in Section 3.20, Animal Species, the Western Riverside County MSHCP provides a comprehensive, habitat-based approach to the protection of covered animal species by focusing on conservation and management of lands essential for their long-term conservation. This approach is consistent with USFWS regulations concerning the designation of critical habitat in providing for the protection of "...those physical and biological features essential to the conservation ..." of the species (Western

Riverside County MSHCP, Volume 3, Section 14.2). In general, because of the limited amount of habitat involved and its relatively linear configuration, project effects on Western Riverside County MSHCP-covered animal species are considered minimal and below a level of significance based on compliance with the Western Riverside County MSHCP.

Braunton's Milk-vetch

As discussed in Section 3.21, Threatened and Endangered Species, this species is believed to be absent from the BSA. However, there is designated critical habitat for this plant in Coal Canyon in the BSA. This critical habitat unit would not be directly impacted by Alternatives 1 and 2 and their design variations because the previously documented population in this area has been presumed absent from the State right-of-way. The permanent project features are outside the boundary of the critical habitat. Therefore, Alternatives 1 and 2 and their design variations would not result in direct permanent effects to Braunton's milk-vetch.

Coastal California Gnatcatcher

Construction of Alternatives 1 and 2 would each temporarily affect 0.42 ac of CSS habitat in CAGN-designated critical habitat in Orange County. Construction of Alternative 2f will result in temporarily affecting up to 2.09 ac of CAGN-designated critical habitat in Orange County. The temporary loss of CAGN-designated critical habitat will be compensated by restoring habitat in-kind, or better, on-site after the completion of the project. Because the project will be constructed in phases, temporarily affected areas will be replaced between phases if they will be disturbed longer than a single phase. In Riverside County, there is no CAGN critical habitat in the disturbance limits for any of the Build Alternatives and their design variations. Therefore, there would be no temporary effects to CAGN critical habitat in Riverside County during construction of Alternatives 1 and 2.

The Build Alternatives are expected to reduce congestion during peak hours in the project limits and are not expected to increase indirect effects due to automobile traffic and litter in the area. Noise levels with the Build Alternatives would be essentially the same in the vicinity of CSS plant communities, with the exception of a few locations where an increase in noise of between 4 and 7 dB may be expected as a result of the Build Alternatives. All these locations are adjacent to developed areas in which CAGN was not observed and CAGN is not likely to occur in the future. Therefore, Alternatives 1 and 2 and their design variations are not expected to result in noise impacts to CAGN.

Stephens' Kangaroo Rat

It was determined by the agencies and groups involved in developing the Western Riverside County MSHCP that take of SKR outside the boundaries of the SKR HCP area is adequately addressed by the Western Riverside County MSHCP. Therefore, take of SKR outside the SKR HCP boundary in Western Riverside County MSHCP areas is authorized by the Western Riverside County MSHCP. Although SKR is a covered species under the Western Riverside County MSHCP, part of the project is in the SKR conservation fee area in Riverside County. The Initial Phases of Alternatives 1 and 2 and their design variations would not impact the SKR conservation fee area because the Initial Phase footprints do not extend far enough east to conflict with the fee area.

Western Yellow-billed Cuckoo, Southwestern Willow Flycatcher, and Bald Eagle

Alternatives 1 and 2 and their design variations are not expected to directly affect the western yellow-billed cuckoo, SWWF, or bald eagle due to the low probability of these species occurring in the BSA. Effects to these species would be similar to the effects related to the loss of riparian communities. The Initial Phases of Alternatives 1 and 2 and their design variations would result in no permanent effects to riparian habitat.

4.2.2.4 Cultural Resources***Checklist Questions: V(a), (b), and (d)***

As discussed in Section 3.8, Cultural Resources, the Grand Boulevard Historic District is listed on the National Register and the California Register, is a Historic District designated by the City of Corona, and is also a historical resource for the purposes of CEQA in accordance with Section 15064.5(2) of the CEQA Guidelines. The Grand Boulevard Historic District is limited to the public right-of-way. Its primary character-defining feature is its circular design, which is 1 mi in diameter and was part of the original design of the Corona town site in 1886. The road retains its historic-period width of 100 ft, as well as many early acorn-style street lights. The Grand Boulevard Historic District is within the APE for Alternatives 1 and 2 and their design variations.

The Alternative 1 and 2 improvements will require the temporary removal of up to seven acorn-style streetlights, with replacement of those streetlights as close to their original locations as possible based on the project design or elsewhere in the Grand Boulevard Historic District. They will also include curb replacement and restriping in

places within the Grand Boulevard Historic District. Alternatives 1 and 2 would also result in the removal of 18 trees from within the boundary of the Historic District, but those trees would be replaced elsewhere in the Historic District in consultation with the City of Corona.

Conditions placed on the project, provided in Section 3.8, would substantially reduce the impacts of the temporary removal of the acorn-style streetlights and trees during project construction by requiring that the streetlights be relocated and the replacement trees be planted in the Historic District. These are not considered adverse impacts because the changes to the historical resource as a result of the project would be very minor, would be limited to the street right-of-way, and would not be intrusive. In addition, the project improvements are in an area that has previously been altered and does not retain its historic integrity.

As described in detail in Section 3.8, based on the FOE, the finding for the project under Section 106 is No Adverse Effect without Standard Conditions. The Department has used the information in the FOE to make a determination of the potential effect of Alternatives 1 and 2 on the Historic District under CEQA. Based on the FOE, the Department determined that Alternatives 1 and 2 and their design variations would result in no substantial adverse change/less than significant impact under CEQA.

As discussed in Section 3.8, it is possible that previously unknown cultural materials could be discovered during construction of the Build Alternatives. If that occurs, all earth-moving activity within and around the immediate discovery area would be diverted until a qualified archaeologist can assess the nature and significance of the find. In addition, if human remains are discovered during construction of the Build Alternatives, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains and the County Coroner will be contacted. Pursuant to PRC Section 5097.98, if the remains are thought to be Native American, the coroner will notify the NAHC, who will then notify the MLD. At that time, the Department District 8 Environmental Branch Chief or Native American Coordinator will be contacted so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable. No further action would be necessary to address discovery of previously unknown cultural resources or human remains during construction of Alternatives 1 and 2 and their design variations.

4.2.2.5 Energy

Checklist Question: N/A

Direct Energy

Direct energy is defined as the energy needed to move a vehicle in the transportation system. As discussed in Section 3.16, Energy, the Build Alternatives would improve the traffic flow in the project study area and the greater SCAG region. The traffic analysis for the Build Alternatives shows that the road improvements would enhance the traffic flow, resulting in an increase in average vehicle speeds and VMT. This is due to enhanced traffic flow, minimizing vehicle delay, and improving vehicle fuel efficiency. Based on the VMT and VHT, the Build Alternatives would result in a slight decrease in direct energy consumption in the SR-91 study area, ranging from 0.83 to 4.15 percent reductions, depending on the analysis year (2015, 2035) and the Build Alternative. In the larger SCAG region, the only decreases in direct energy consumption compared to the No Build Alternative occur in 2035 for Alternatives 1 and 2; there would be no change from the No Build Alternative in direct energy consumption in 2015. Therefore, Alternatives 1 and 2 would not result in impacts related to direct consumption of energy.

Indirect Energy

Indirect energy demand assessed for the project focused on the energy required to manufacture and build automobiles and trucks using the transportation facilities. In the project study area, Alternatives 1 and 2 would result in very minor increases in indirect consumption of energy (associated with vehicle manufacturing and maintenance) of 0.45 and 0.67 percent, respectively, compared to the No Build Alternative. However, in the larger SCAG region, there would be no increase in total indirect energy consumption as a result of the Build Alternatives. Therefore, the impacts of Alternatives 1 and 2 and their design variations related to indirect energy consumption would be considered less than significant.

4.2.2.6 Hydrology and Water Quality, and Utilities and Service Systems

Checklist Questions: IX(c), (d), (e), and (h), and XVII(c)

As discussed in Section 3.9, the Santa Ana River is being improved and relocated north of SR-91 as part of a separate Corps project. Construction of that Santa Ana River realignment and bank protection project began in late 2009 and would be completed and operational before the project's construction starts. An LOMR would be necessary as part of the Corps project to redefine the floodplains for the affected segment of the Santa Ana River. The LOMR would show the 100-year floodplain of

the Santa Ana River shifted to the north. In addition, the floodplain that extends through the Wardlow Wash double 12 x 9 ft RCB that is used as a wildlife crossing would be extended as part of the separate Corps project to meet the new bank protection area. Prado Dam is currently being raised as part of the Corps Santa Ana River Mainstem Project. That project would result in revisions to the existing floodplain near Prado Dam.

The analysis of possible floodplain encroachments by the Build Alternatives was based on the Santa Ana River having already been shifted to the north and the Prado Dam height having been raised as part of the separate projects described above. That analysis indicates that neither Build Alternative would encroach on the Santa Ana River floodplain near Wardlow Wash or the encroachment would be less than indicated when compared to the existing FEMA FIRMs. Because it is unclear at this time whether or not an encroachment would occur at this location after the Corps projects have been constructed, the analysis assumes an encroachment would still occur under the project. The analysis of floodplain encroachment is based on the existing floodplain, which represents a worst-case scenario.

Without the relocation of the Santa Ana River, the Build Alternatives would result in an encroachment downstream of Prado Dam at the Green River Golf Club. However, after implementation of the Corps projects, the Build Alternatives would not encroach on the floodplain at this location. Because this analysis of floodplain encroachment assumes the Santa Ana River would be relocated prior to construction of the Build Alternatives, it is assumed no encroachment would occur at this location. As a result, no project structures would impede or redirect flood flows, and impacts would be considered less than significant. Therefore, Alternatives 1 and 2 and their design variations would result in an overall finding of less than significant adverse impacts to floodplains.

All storm drain systems for Alternatives 1 and 2 and their design variations have been accounted for in the project design, and improvements were included in the design where necessary. Therefore, impacts to storm water facilities would be less than significant.

4.2.2.7 Land Use and Planning

Checklist Questions: X(b) and (c)

Permanent Impacts

The purpose of the project is to reduce existing and forecast traffic congestion on SR-91 to accommodate existing demand and approved growth in the area and to facilitate movement of people, freight, and goods. The project is consistent with County and City General Plan Circulation Elements and transportation plans. These plans anticipate substantial growth in the study area and include specific goals and policies to reduce congestion. The General Plan Circulation Elements either reference improvements to SR-91 specifically or encourage HOV lanes as part of the regional transportation system. Therefore, Alternatives 1 and 2 and their design variations are supportive of, and consistent with, these local plans. The project's improvements would support continued economic vitality of the surrounding communities by improving conditions for the movement of goods and people. The project would enhance public safety and security through the improvement of driving conditions, would enhance environmental conditions through an improvement in traffic mobility and accessibility, and would serve as a benefit to the surrounding communities and future land use goals.

The project is consistent with the requirements of the Western Riverside County MSHCP. Alternatives 1 and 2 would result in direct or indirect construction-related impacts to any designated NCCP lands in Orange County.

Temporary Impacts

As discussed in Section 3.1, temporary construction impacts to land use during construction of Alternatives 1 and 2 and their design variations include disruption of local traffic patterns and access to residences and businesses; increased traffic congestion; and increased noise, vibration, and dust. Although some businesses could close or relocate during a prolonged construction period, this impact would be localized and would not likely result in long-term changes in land uses. Temporary land use impacts also include lands used as TCEs. At the completion of construction, those TCEs would be returned to their original conditions and original owners. As a result, the TCEs are not expected to be inconsistent with the existing General Plan designations for those parcels or to result in long-term changes in land uses on the parcels. Therefore, these temporary land use impacts under Alternatives 1 and 2 and their design variations are considered less than significant.

4.2.2.8 Noise

Checklist Question: XII(b)

As discussed in Section 3.15, Noise, highways typically are not major sources of ground-borne noise or vibration. Ground-borne vibrations are mostly associated with passenger vehicles and trucks traveling on roads with poor conditions, such as potholes, bumps, expansion joints, or other discontinuities in the road surface. Passenger vehicles and trucks would cause effects such as rattling of windows, and the source is almost always airborne noise. Because the project would use new asphalt pavement, there would be no potholes, bumps, expansion joints, or other discontinuities in the road surface that would generate ground-borne vibration or noise impacts from vehicular traffic traveling on SR-91. Therefore, ground-borne vibration impacts generated by vehicles traveling on SR-91 under the Build Alternatives would be considered less than significant.

However, during construction, there would likely be construction activities involving elevated vibration. Some examples of these activities include earth moving, pile driving, and explosive charges. Construction equipment can result in varying degrees of ground vibration, depending on the equipment. The operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. Buildings on soil near the active construction area respond to these vibrations, which range from no perception to low rumbling sounds with perceptible vibrations and slight damage at the highest vibration levels. Typically, construction-related vibrations do not reach vibration levels that would result in damage to nearby structures. These impacts would be temporary in nature and would be addressed with the standard construction nuisance abatement/reduction measures. Therefore, short-term construction impacts related to vibration or ground-borne noise would be less than significant.

4.2.2.9 Utilities and Service Systems

Checklist Question: XVII(c)

The Build Alternatives include modifications to existing storm water drainage facilities within the State and local street rights-of-way to accommodate the widened freeway facilities. The Build Alternatives also include other storm water management features in the State and local street rights-of-way (which are described in detail in Chapter 2, Project Alternatives) to accommodate storm water flows off the widened freeway facilities. Those facilities would not result in significant impacts related to the human and natural environments because they would not result in the need for

expanded or new storm water facilities outside the State and local street rights-of-way.

4.2.3 Significant Environmental Effects of the Project

The impacts of Alternatives 1 and 2 and their design variations discussed in this section have been determined to be significant and adverse under CEQA. As discussed below, the majority of these significant adverse impacts can be mitigated to below a level of significance based on implementation of specific measures included in the Build Alternatives. Adverse impacts that cannot be mitigated to below a level of significance are identified as significant unavoidable adverse impacts of the Build Alternatives in these discussions and are summarized later in Section 4.2.4, Unavoidable Significant Environmental Effects of the Project.

4.2.3.1 Aesthetics

Checklist Questions: I(a), (b), (c), and (d)

As discussed in Section 3.7, Visual/Aesthetics, expanded right-of-way; modified and new ramps, overcrossings and bridges, and concrete barriers; and new retaining, tieback, and sound walls are all anticipated under Alternatives 1 and 2 and their design variations. Those improvements would modify the visual quality of the study area. Aesthetic features would be considered during final design of the Build Alternatives for retaining walls, sound walls, and bridge structures to reduce potential adverse visual impacts. Landscaping consistent with the *215/91 Corridor Master Plan* would be implemented where expanded right-of-way allows. Overall, long-term adverse impacts under Alternative 1 and its design variations are anticipated to be low to moderate and would be reduced to below a level of significance based on implementation of Measures V-1 through V-3.

Public structures are often the target of graffiti. The permanent structures under Alternatives 1 and 2, including bridges, overcrossings, structural supports, retaining and sound walls, and traffic control devices, may be attractive targets for graffiti. Alternatives 1 and 2 will include treatments on many of those structures that may deter graffiti as described in Measures V-1 through V-3. Those may include anti-graffiti coatings, wall texturing and aesthetic surface treatments and landscaping/ plantings (ivy). In addition to the measures described above, which include wall texturing and aesthetic surface treatments, and landscaping/plantings (ivy) that may deter graffiti, the Department, area cities, and Riverside County have existing ongoing maintenance programs for the control and removal of graffiti. Those ongoing programs would apply to all new and modified structures in Alternatives 1 and 2, on

public and private property, as appropriate. As a result, the potential impacts of the project related to graffiti would be below a level of significance.

Although the visual impacts would remain low to moderate under Alternative 2, the visual quality of the study area would be altered more by Alternative 2 than by Alternative 1 because of the channelizers along SR-91 and I-15, which would be associated with the extension of the express lanes under Alternative 2. This potential visual impact of Alternative 2 would primarily be visible to drivers along those highways; therefore, the overall exposure would be moderate because of the high number of viewers but low rating of the activity (driving) and duration (seconds or minutes). In addition, the extension of the express lanes would be along highway segments where the adjacent uses are primarily commercial and industrial. Therefore, long-term adverse visual impacts as a result of Alternative 2 are also anticipated to be low to moderate and would be reduced to below a level of significance based on implementation of Measures V-1 through V-3.

Community character would be affected by the improvements provided under Alternatives 1 and 2. Specifically, the project would result in expanded right-of-way, which would add additional hardscape, graded slopes, modified and new ramps, overcrossings and bridges, concrete barriers, and new retaining, tieback, and sound walls. The average heights of the retaining walls under Alternatives 1 and 2 would range between 3 and 40 ft, depending on the location along the alignment. These changes would modify the visual quality of the area by introducing more urbanized and hardscape elements and, as a result, would affect the existing community character. However, with the consideration of aesthetic features for retaining walls, sound walls, and bridge structures during final design, some of the project impacts to community character would be minimized. Additional landscaping consistent with the *215/91 Corridor Master Plan* will also be implemented where existing landscaping is removed during construction and/or where the expanded right-of-way allows. The additional landscaping would further minimize the potential impacts of Alternatives 1 and 2 to community character. With the implementation of Measures V-1 through V-3, provided in Section 3.7, impacts associated with the changes in visual character would result in less than significant impacts.

Alternatives 1 and 2 would improve pedestrian and bicycle facilities within the project limits on the arterials crossing SR-91. In addition, an approximately 200 ft long segment of the Santa Ana River Trail/Bike Lane would be relocated north,

further away from SR-91 which would improve the pedestrian and bicycling experience in that area.

On local streets that cross SR-91 and I-15, the widened freeway cross sections would result in wider overcrossings and undercrossings, which would increase the lengths of the roads and sidewalks that are on the overcrossings or in the undercrossings. Therefore, the amount of time pedestrians and bicyclists spend on the overcrossings or in the undercrossings would increase compared to existing conditions. The new parts of the undercrossings would include lighting for vehicles and pedestrians consistent with local standards. However, the segments of those roads under the existing overcrossings would experience a reduction in the amount of natural light, which could be perceived by pedestrians and bicyclists as adversely affecting their experiences crossing under SR-91. Measure T-4, provided in Section 3.6, addresses lighting in the undercrossings during final design, including the provision of appropriate lighting in the new parts of the undercrossings and additional lighting in the existing parts of the undercrossings if it is determined necessary. Measure V-1, provided in Section 3.7, provides for aesthetic treatments on paved slopes at undercrossings. Nonetheless, some pedestrians and bicyclists may perceive the longer overcrossings and undercrossings as negatively affecting their experiences as they cross the freeways, which may inhibit their desire to cross the freeways. With the implementation of Mitigation Measures T-4 and V-3, the community cohesion impacts related to pedestrians and bicyclists would be minimized to below a level of significance.

Although Alternatives 1 and 2 would result in an adverse impact to a segment of SR-91 that is eligible for designation as a State Scenic Highway (refer to the Key View 1 impact discussion in Section 3.7), Alternatives 1 and 2 would also result in a decrease in visual quality to a segment of I-15 that is eligible as a State Scenic Highway (refer to the impact discussion under Key View 8). With implementation of Measures V-1 through V-3, the project would not substantially damage scenic resources (including, but not limited to, trees, rock outcroppings, and historic buildings within a State Scenic Highway), and impacts would be considered less than significant with mitigation.

As discussed in Section 3.7, existing urban and suburban uses in the study area receive light at night from traffic, street lighting, lighted parking lots, security lighting, signalization at the intersections and freeway on- and off-ramps, and other light sources from commercial and residential uses. Existing lighting on existing

streets and freeways would be modified or relocated under Alternatives 1 and 2. Except for safety lighting at the interchanges (e.g., additional lighting to minimize the “tunnel effect” where bridge decks will be widened), no new lighting is anticipated along the project segments of SR-91 and I-15. To minimize light spill into adjoining areas, light fixtures will be designed to direct light downward to only those areas requiring illumination for safety purposes.

Alternatives 1 and 2 would create new sources of glare, shadow, and shade associated with fill slopes, bridges, and other structures. These shade and shadow effects are considered minimal because very few, if any, sensitive viewers would be in the shade or shadow footprints of the individual project features. Increased glare from walls, structures, and pavement will be mitigated by Measures V-1 and V-2, as described in Section 3.7. Therefore, Alternatives 1 and 2 and their design variations would result in less than significant impacts related to light, glare, shade, and shadow.

SR-91 and I-15, within the SR-91 CIP project limits, are not officially designated as State Scenic Highways¹; therefore, the Build Alternatives and their design variations would have no visual or aesthetic impacts to a State Scenic Highway.

4.2.3.2 Biological Resources

Checklist Questions: IV(b), (c), and (d)

As discussed in Section 3.17, the Build Alternatives would result in direct temporary effects to natural communities of special concern through disturbance and/or removal of existing vegetation. Areas of temporary effect would only be affected during construction to allow for construction and equipment staging. Temporary effects are limited to incidental encroachment to three natural communities: CSS, riparian/riverine, and oak woodland.

Alternatives 1 and 2 and their design variations would result in permanent impacts to CSS. Alternatives 1 and 2 and their design variations would permanently impact riparian/riverine and oak woodland, but the Initial Phases of Alternatives 1 and 2 would not impact those two communities. Measures NC-1 through NC-5 and NC-17 through NC-20 in Section 3.17 (Natural Communities), WQ-1 in Section 3.10 (Water Quality and Storm Water Runoff), and IS-1 in Section 3.22 (Invasive Species) address both temporary and permanent impacts to these natural communities. The impacts to CSS and riparian/riverine communities can be mitigated to below a level

¹ Source: State Scenic Highways list, <http://www.dot.ca.gov/hq/LandArch/scenic/cahisys.htm>

of significance based on implementation of Measures NC-1 through NC-5, NC-17 through NC-19, WQ-1, and IS-1.

Operation of the Build Alternatives is not expected to increase indirect permanent effects to CSS, riparian/riverine, and oak woodlands due to automobile traffic, litter, or noise in the area.

Because the development of mature large oak trees requires 40–80 years, the direct removal of oak trees and oak habitat would result in an unavoidable short-term loss of habitat. Alternative 1 would result in a direct permanent effect to 0.01 ac of oak woodland habitat. Alternative 2 would result in 0.02 ac of direct permanent effect to oak woodland habitat. These impacts to oak woodland habitat would be significant unavoidable adverse impacts of Alternatives 1 and 2 and their design variations.

The Build Alternatives would result in temporary, but not significant, adverse impacts on wildlife movement during construction. Those temporary impacts would be mitigated to below a level of significance based on implementation of Measures NC-6 through NC-16, and NC-20. The Build Alternatives would not result in adverse impacts related to wildlife movement after the completion of construction.

Permanent Impacts

Coastal California Gnatcatcher

The Initial Phases of Alternatives 1 and 2 would not result in permanent effects to CSS or chaparral habitats. Alternative 1 would result in 1.84 ac of permanent effects to CAGN-designated critical habitat, and Alternative 2 would result in 3.09 ac of permanent effects to CAGN-designated critical habitat but the Build Alternatives are not expected to result in direct take of CAGN. Alternatives 1 and 2 and their design variations would result in a take of the CSS and CAGN-designated habitat along SR-91 from just east of the SR-241 interchange to just west of the SR-91/ SR-71 interchange. Alternatives 1 and 2 and their design variations would also take chaparral communities that contain constituent elements of CAGN critical habitat and, therefore, those chaparral communities were included in identified project impacts to CAGN. Alternatives 1 and 2 and their design variations would impact 1.84 ac and 3.09 ac, respectively, of combined CSS and chaparral habitat. Measures NC-1 through NC-19, WQ-1, and IS-1 address impacts to natural communities including CSS, which is the habitat of CAGN. As discussed in Section 3.21.4.1, Compensatory Measures, Section 7 Consultation would be necessary to obtain authorization for potential adverse

effects of the Build Alternatives to CAGN and CAGN-designated critical habitat in Orange County. Because the project is a Western Riverside County MSHCP-covered project that is federally funded, the Western Riverside County MSHCP provides for an abbreviated Section 7 permit consultation process for the part of the project in Riverside County for the issuance of an incidental take permit.

The implementation of these measures addresses impacts to habitat and CAGN in compliance with the Western Riverside County MSHCP, ensuring that impacts to CAGN would be less than significant.

Least Bell's Vireo

Alternatives 1 and 2 and their design variations would not result in the direct take of LBV or LBV-designated critical habitat. However, Alternative 1 and its design variations would result in the take of 0.5 ac of occupied riparian/riverine habitat, and Alternative 2 and its design variations would result in the take of 0.82 ac of riparian/riverine habitat. By achieving project consistency with the Western Riverside County MSHCP and implementing measures prior to and during construction, direct effects to LBV would be minimized, although potential adverse effects to occupied habitat may still occur under Alternatives 1 and 2 and their design variations.

Because Alternatives 1 and 2 and their design variations would impact LBV habitat, a Section 7 Consultation would be necessary to obtain authorization for potential adverse project effects to LBV. Authorization from the CDFG for take of LBV would also be required.

Stephens' Kangaroo Rat

Alternative 1 and its design variations are expected to potentially result in direct permanent effects to approximately 1.2 ac of the SKR conservation fee area. Alternative 2 and its design variations are expected to potentially result in direct permanent effects to approximately 5.7 ac of the SKR conservation fee area.

Western Yellow-billed Cuckoo, Southwestern Willow Flycatcher, and Bald Eagle

The permanent loss of suitable riparian habitat under Alternatives 1 and 2 and their design variations would limit the potential habitat for these species in the area. These effects to these species would be similar to those described above for riparian communities and for permanent impacts to LBV.

Compensatory mitigation addresses the potentially significant adverse impacts of Alternatives 1 and 2 to the threatened and endangered species described above, and would reduce those adverse impacts to below a level of significance.

Temporary Impacts

As discussed in Section 3.21, because LBV is likely to occur in or near the disturbance limits at the time of project construction, Alternatives 1 and 2 and their design variations could result in potential indirect temporary effects to LBV during construction. Those effects could include increased exposure of LBV to noise, vibration, dust, and human presence. Without minimization measures, those impacts could potentially adversely affect LBV in the immediate vicinity of construction activities. Potential indirect effects could also occur to the CAGN and Braunton's milk-vetch. Measures NC-2, NC-3, NC-10, and NC-20 address the temporary impacts of the Build Alternatives on these species. Compensatory mitigation would address temporary and permanent impacts to LBV. The impacts of Alternatives 1 and 2 and their design variations on threatened and endangered species would be reduced to below a level of significance based on the implementation of those mitigation measures.

Impacts on Waters

As discussed in Section 3.18, Wetlands and Other Waters, the Build Alternatives would result in temporary and permanent effects on jurisdictional and other waters. The potential temporary effects of Alternatives 1 and 2 and their design variations on Corps jurisdictional and nonjurisdictional areas are summarized in Table 3.18.3. As discussed in Section 3.18, there would be temporary effects on wetland or nonwetland waters of the United States (i.e., areas under Corps jurisdiction) under Alternatives 1 and 2 and their design variations.

Alternatives 1 and 2 and their design variations would result in temporary effects to CDFG and RWQCB jurisdictional areas.

Alternatives 1 and 2 and their design variations would result in permanent effects to wetland and nonwetland waters of the United States. The Build Alternatives would affect waters of the United States and CDFG and RWQCB jurisdictional areas as a result of widening, modifying, or otherwise improving drainages and culverts to accommodate the widening of and improvements to SR-91 and I-15.

The temporary and permanent impacts of the Build Alternatives on wetlands and other waters would be addressed by the required permits described in Measures

WET-1 through WET-3. Impacts to wetland and other waters would be below a level of significance based on implementation of Measures WET-1 and WET-2.

Additional discussion of impacts to biological resources is provided earlier in Section 4.2.2.3, Biological Resources.

4.2.3.3 Paleontological Resources

Checklist Question: V(c)

As discussed in Section 3.12, Paleontology, the Build Alternatives and their design variations would alter existing landforms and potentially expose fossil resources during grading activities such as excavation along the alignment, excavation to various depths to reach competent soil, excavation for wall footings, and excavation for relocated or new utilities.

Paleontological resources could be encountered during excavation and grading for the Build Alternatives. Specifically, construction and excavation for Alternatives 1 and 2 and their design variations could impact paleontological resources in the following sediments: all types of Pleistocene alluvium, sedimentary rocks and sandstone of the Norco area, the Fernando Formation, Chino Hills Pliocene sediments, the Puente Formation, the Topanga Formation, the Sespe and Vaqueros Formations (interfingering), the Santiago Formation, the Silverado Formation, the Williams Formation, and the Ladd Formation. Measure PAL-1 requires a PMP to address paleontological resources that may be encountered during construction. Measure PAL-1 would minimize potential impacts of Alternatives 1 and 2 and their design variations to paleontological resources. Therefore, impacts to paleontological resources under the Build Alternatives are considered less than significant after mitigation.

4.2.3.4 Geology and Soils

Checklist Questions: VI(a)(i–iv), (b), (c), and (d)

Permanent Impacts

The road, structures, slopes, and other features of the Build Alternatives could be impacted by ground motion and liquefaction and possibly ground surface rupture during seismic events. The design and construction of the Build Alternatives to current highway and structure design standards, including applicable seismic standards, would minimize the potential impacts of seismic events on the project facilities.

The primary geologic and geotechnical constraints potentially affecting the design of Alternatives 1 and 2 and their design variations are:

- Moderate to high ground acceleration due to nearby active faults, including the Elsinore (Whittier segments), China-Central Avenue, Elsinore (Glen Ivy segments), Puente Hills Blind Thrust, and San Jacinto faults
- Fault rupture associated with the Whittier and Chino-Central Avenue faults
- Liquefaction and seismic compaction in areas of shallow groundwater and loose granular soils. Areas of high liquefaction potential or liquefaction hazard include the SR-91/I-15 interchange, I-15 north of the interchange in the vicinity of Corona Avenue and Hidden Valley Parkway, SR-91 east of the interchanges in the vicinity of McKinley Street, Buchanan Street, and Pierce Street, and the segment of SR-91 in Orange County between SR-241 and the Orange/Riverside County line
- Slope stability in areas of ancient landslides and other areas of steep natural terrain or cut slopes
- Erosion and surficial instability in hillside areas and areas adjacent to the Santa Ana River floodplain
- Non-rippable (i.e., difficult to excavate) granitic bedrock along SR-91 from I-15 to approximately Pierce Street
- Possibly corrosive soils in areas along westbound SR-91 in the vicinity of the Orange/Riverside County line and along I-15
- A permanent subsurface easement in a designated NNL for underground tiebacks for the tieback wall along SR-91.

These potential impacts are addressed in Measures GEO-1 and GEO-2, which require specific surveys and treatment of these conditions as part of the final design. With these measures, the potential permanent adverse impacts of Alternatives 1 and 2 and their design variations related to geology and soils would be reduced to below a level of significance.

Temporary Impacts

As discussed in Section 3.11, Geology/Soils/Seismic/Topography, Alternatives 1 and 2 and their design variations would alter existing landforms as a result of grading and cut-and-fill. Construction may also temporarily disturb soil outside the project footprint but within the freeway rights-of-way, primarily in the trample zone around work areas, heavy equipment traffic areas, and material laydown areas. Temporary impacts would include soil compaction and an increased possibility of soil erosion.

During construction of the Build Alternatives, excavated soil would be exposed, and there would be an increased potential for soil erosion compared to existing conditions. Additionally, during a storm event, soil erosion could occur at an accelerated rate. The construction of the Build Alternatives would be required to adhere to the requirements of the General Construction Permit and implement erosion and sediment control BMPs specifically identified in a project SWPPP to keep sediment from moving off site into receiving waters.

The construction activities associated with the Build Alternatives could be impacted by ground motion from seismic activities, possible ground rupture, and liquefaction if an earthquake were to occur during construction. Implementation of safe construction practices and compliance with Department and Cal-OSHA requirements would minimize the impacts of these conditions.

These potential impacts would occur only during the construction of Alternatives 1 and 2 and their design variations. Measures GEO-1 and GEO-2 require specific surveys and treatment of these conditions as part of the final design and construction.

Alternatives 1 and 2 and their design variations may require blasting in areas underlain by non-rippable granitic bedrock, particularly in areas along SR-91 east of the I-15 interchange. Measure GEO-3 requires that the design/build contractor prepare a blasting plan that will address all applicable standards during final design.

With these measures, the temporary potential adverse impacts of Alternatives 1 and 2 and their design variations related to geology and soils would be reduced to below a level of significance.

4.2.3.5 Hazards and Hazardous Materials

Checklist Questions: VIII(a), (b), (c), (d), and (g)

As discussed in Section 3.13, Hazardous Waste/Materials, based on the project ISA, there is no evidence of recognized environmental conditions in connection with the subject property except for the following:

- Potential soil and/or groundwater contamination at two hazardous waste/materials sites that would be used as a TCE and/or a full or partial acquisition
- Potential presence of hazardous wastes routinely stored or generated at multiple industrial and automotive facilities within the disturbance limits of the Build Alternatives

- Asbestos in rails, bearing pads, support piers, expansion joint material in bridges, asphalt, and concrete and road building materials, and other building materials
- LBP on building and freeway structures and lead in yellow paint and tape used for pavement marking
- PCBs in pole-mounted or pad-mounted transformers and/or light ballasts
- Potential soil and/or groundwater contamination in soils adjacent to the railroad right-of-way
- Relocation of the SCE substation under Alternative 2 with design variations 2c, 2d, 2g, and 2h.
- Creosote and pentachlorophenol in wooden utility poles, railroad ties, and other wood treated objects.

Measures HW-1 through HW-15 address the potential impacts from hazards that would potentially occur under both Alternatives 1 and 2. Most of these measures are standard procedures and/or code regulations controlling these types of hazardous materials. Measure HW-15 addresses impacts from hazards that could potentially result from the relocation of the SCE substation under Alternative 2 with design options 2c, 2d, 2g, and 2h. All impacts related to hazardous materials would be reduced to below a level of significance based on implementation of Measures HW-1 through HW-15.

4.2.3.6 Hydrology and Water Quality, and Utilities and Service Systems

Checklist Questions: IX(a) and (f), and XVII(a)

Currently, runoff from SR-91 and I-15 in the study area is untreated. Alternatives 1 and 2 would result in a permanent increase of impervious surfaces and a permanent increase in runoff and pollutant loading (including sediments, trash, and debris) from the project segments of SR-91 and I-15. Compared with existing conditions, there would be a slight increase in runoff volumes due to the addition of new impervious areas from the freeway improvements under Alternatives 1 and 2. Those increases would generally shorten the time of concentrations and runoff travel time to the Santa Ana River. However, because the flow increase to the Santa Ana River is expected to be minimal, the hydrologic impact is considered negligible.

The operation of Alternatives 1 and 2 will be subject to the requirements of the Department's NPDES Permit. Specifically, during project operation, the Department must comply with the requirements of the 1999 Department Statewide NPDES Permit and any subsequent permit, consider approved BMPs to treat the runoff from the

project site, and install these BMPs where feasible. As part of the project, BMPs would be implemented to target constituents of concern in runoff from the newly added freeway facilities. Drainage from the newly added freeway facilities would be treated by biofiltration swales, infiltration basins, detention basins, and/or media filters. All the runoff from the new net impervious surface areas would be treated by the BMPs included in the Build Alternatives. The BMPs would treat runoff from an area equivalent to the impervious surface area added by the project as well as runoff from part of the existing freeway facilities.

The Department has provisions to evaluate and monitor BMP effectiveness in the SWMP. The SWMP also lists provisions to replace a BMP with an alternative practice if monitoring finds the BMP not performing as designed or expected.

BMPs would be implemented in accordance with NPDES Permit requirements as described in Measure WQ-3 in Section 3.10, Water Quality and Storm Water Runoff. They would be implemented in phases as the project improvements are implemented, with 100 percent of the net new impervious area treated for each phase as well as runoff from part of the existing freeway facility. Therefore, Alternatives 1 and 2 would not result in substantial adverse water quality impacts related to sediments, turbidity, and floating materials.

In addition to sediments and trash, pollutants of concern during operation of a transportation facility include petroleum products, metals, nutrients, solvents, waste paint, herbicides, and pesticides. These pollutants of concern can be generated from maintenance activities as well as vehicles operating on the facility. New impervious areas associated with freeway facilities increase the volume of runoff during a storm, which more effectively transports pollutants to receiving waters and may lead to downstream erosion and impairment of water quality objectives and/or beneficial uses of receiving waters.

There would be a net increase in impervious areas under Alternatives 1 and 2 that would result in an increase in the volume of runoff during a storm or a subsequent increase of pollutant loading (including petroleum products, metals, and chemicals) to receiving waters.

The Department's road maintenance activities under Alternatives 1 and 2 would be similar to existing conditions. The new BMPs would require maintenance and would target pollutants of concern from maintenance activities (such as oil and grease). There would be fewer BMPs to maintain for the Initial Phases of Alternatives 1 and 2

compared to Alternatives 1 and 2; therefore, there would be fewer maintenance activities and a lower potential for spills or leaks of petroleum products. Alternative 2 would include construction of a greater number of BMPs compared to Alternative 1. This would increase maintenance activities and therefore increase the potential for spills or leaks of petroleum products. In summary, Alternatives 1 and 2 would not substantially increase the potential for pollutants associated with maintenance activities to impact water quality or result in substantial adverse water quality impacts related to oil, grease, and chemical contamination.

The construction of Alternatives 1 and 2 would also result in temporary effects to potential RWQCB jurisdictional areas; the RWQCB often asserts jurisdiction of these areas under the Porter-Cologne Act. Prior to initiation of construction, a CWA Section 401 Water Quality Certification from the RWQCB will be obtained.

Under the General Construction Activity NPDES Permit, a SWPPP would be prepared and implemented, including implementing specific erosion and sediment control BMPs during construction as detailed in the SWPPP. Appropriate construction BMPs for work in high risk areas would be identified in the SWPPP and implemented during construction. Alternatives 1 and 2 may include, but not be limited to, the construction site BMPs listed in Table 3.10.5. Construction BMPs would be properly designed, implemented, and maintained, as described in Measure WQ-1. Therefore, no substantial adverse water quality impacts related to sediment, turbidity, and floating materials would occur during the construction of Alternatives 1 and 2.

As discussed earlier, under the General Construction Activity NPDES Permit, a SWPPP would be prepared and implemented, including implementing specific construction site BMPs detailed in the SWPPP during construction activities. Measures to control spills, leakage, and dumping during construction would be addressed by structural and nonstructural BMPs. Construction BMPs would be properly designed, implemented, and maintained, and the requirements of the De Minimis Permit (Order No. R8 2009-0003) will be complied with as presented in Measures WQ-1 and WQ-2. Therefore, no substantial adverse water quality impacts related to oil, grease, and chemical contamination would occur during construction of Alternatives 1 and 2.

Dewatering may be necessary to construct structure footings under Alternatives 1 and 2. Dewatered groundwater may contain high levels of TDS, salinity, high nitrates,

or other contaminants. Groundwater and any other non-storm-water dewatering activities are subject to the requirements of the De Minimus Permit, which covers discharge of groundwater and non-storm-water construction waste in the Santa Ana Region. This permit requires monitoring of dewatering discharges and adherence to effluent and receiving water limitations in the permit so that the water quality of surface waters is ensured protection. Compliance with this permit, as described in Measure WQ-2, would minimize the potential for substantial adverse water quality impacts of Alternative 1 during dewatering.

Therefore, with the implementation of measures WQ-1 through WQ-3, Alternatives 1 and 2 and the Initial Phases of Alternatives 1 and 2 would not violate any water quality standards or waste discharge requirements, and impacts would be considered less than significant.

4.2.3.7 Land Use and Planning, and Population and Housing

Checklist Questions: X(a) and XIII(b) and (c)

Permanent Impacts

Alternative 1 and its design variations would result in the acquisition and removal of 21 single-family homes under all variations, and 72 to 96 multifamily homes, depending on the design variation. Alternative 2 and its design variations will result in the acquisition and removal of 23 to 24 single-family homes and 81 to 129 multifamily homes, depending on the design variation. The majority of the homes acquired and removed under both Alternatives 1 and 2 are located in the City of Corona along SR-91 between Green River Road and I-15. Because of Corona's demographics and the commercial and residential resources available in the immediate areas surrounding the project limits, it is anticipated there will be ample resources for all residential and commercial owners and tenant displacees. Refer to Attachments 3.4.A to 3.4.I in Section 3.4, which list available replacement housing and business opportunities. Measures CI-1 through CI-3 would partially mitigate the effects of Alternatives 1 and 2 and their design variations related to community character and cohesion. The remaining impacts would be adverse but not significant after mitigation.

As discussed in Section 3.1, Alternatives 1 and 2 and their design variations would result in permanent impacts to General Plan-designated land uses as a result of the acquisition of right-of-way and the change in land uses on that land to transportation uses. The impacted General Plan-designated land uses are shown on Figures 3.1-3 (Sheets 1–3) and 3.1-4 (Sheets 1–3) for Alternatives 1 and 2, respectively. The total

acres of General Plan-designated land uses affected by the Build Alternatives are summarized in Table 3.1.4. Alternative 1 and its design variations would permanently impact between 191.3 ac and 220.6 ac of land. Alternative 2 and its design variations would permanently impact between 304.5 ac and 345.2 ac of land. The Initial Phases of Alternatives 1 and 2 would impact 190.5 ac of land. As a result, Alternatives 1 and 2 and their design variations may require the affected counties and cities to amend their General Plan Land Use designations for the land currently not designated for transportation uses, which is incorporated in the transportation uses as described in Measure LU-1.

As discussed in Section 3.4, Community Impacts, construction of the Build Alternatives would temporarily affect the communities adjacent to the project segments of SR-91 and I-15. Temporary construction impacts could disrupt local traffic patterns and affect access to residences, businesses, and community facilities. These construction impacts would only be temporary, and would not change or alter community character and cohesion, or divide an existing community adjacent to the project segments of SR-91 and I-15. The TMP required in Measure T-1 would address the short-term impacts during construction through education of motorists, business owners/operators, and local residents about construction activities in each community, local road closures, ramp and connector closures, and detour routes available to maintain traffic flow throughout the construction areas.

Permanent impacts to community character and cohesion during the operation of the project would redistribute traffic flow that currently uses the local road system. As a result, some local residences may be exposed to less local road noise and traffic. On local streets affected by the Build Alternatives, sidewalks and crosswalks familiar to the residents would be modified and/or replaced with new sidewalks and crosswalks. Existing routes that are used to travel from one part of the community to another and are familiar to residents would be redesigned to accommodate associated project-related interchange and road improvements. Additionally, property acquisition would result in the relocation of residents, which would impact community character and cohesion. Measures CI-1, CI-2 and CI-3 would avoid, minimize, and mitigate adverse impacts of the Build Alternatives related to relocations and real property acquisition and the impacts to community character and cohesion.

On local streets that cross SR-91 and I-15, the widened freeway cross sections would result in wider overcrossings and undercrossings, which would increase the lengths of the roads and sidewalks that are on the overcrossings or in the undercrossings.

Therefore, the amount of time pedestrians and bicyclists spend on the overcrossings or in the undercrossings would increase compared to existing conditions. The new parts of the undercrossings would include lighting for vehicles and pedestrians consistent with local standards. However, the segments of those roads under the existing overcrossings would experience a reduction in the amount of natural light, which could be perceived by pedestrians and bicyclists as adversely affecting their experiences crossing under SR-91. Measure T-4, provided in Section 3.6, addresses lighting in the undercrossings during final design, including the provision of appropriate lighting in the new parts of the undercrossings and the provision of additional lighting in the existing parts of the undercrossings, if it is determined to be necessary. Measure V-1, provided in Section 3.7, provides for aesthetic treatments on paved slopes at undercrossings. Nonetheless, some pedestrians and bicyclists may perceive the longer overcrossings and undercrossings as negatively affecting their experiences as they cross the freeways and therefore may inhibit their desire to cross the freeways, which would be an adverse effect on community cohesion. As a result, the impacts of Alternatives 1 and 2 on community cohesion related to pedestrian and bicyclist access effects will be adverse but not significant after mitigation.

As discussed in Section 3.4, it is estimated that Alternative 1 would acquire and remove 93 to 117 homes and displace 110 to 189 businesses, depending on the design variation. Alternative 2 would acquire and remove 114 to 161 homes and displace 88 to 275 businesses, depending on the design variation. All the relocations would occur in the City of Corona. The residential displacements involve multifamily, mobile homes, and single-family units. Adequate resources appear to exist at the present time to relocate the displaced residents and businesses. Measures CI-1, CI-2, and CI-3, provided in Section 3.4, address property acquisition under the Build Alternatives. As described in those measures, all relocations required for the Build Alternatives would be handled by RCTC in accordance with the Uniform Act. Therefore, the displacement and relocation impacts of Alternatives 1 and 2 and their design variations would be mitigated to below a level of significance.

Temporary Impacts

As discussed in Section 3.4, the Build Alternatives have the potential to result in short-term effects to neighborhoods (e.g., temporary road closures) during construction. These activities include grading, excavation, road detours, and temporary road closures. Implementation of a TMP, which is discussed in Measure T-1 in Section 3.6, would reduce the project-related adverse temporary impacts of

Alternatives 1 and 2 and their design variations to community character and cohesion to below a level of significance.

4.2.3.8 Noise

Checklist Questions: XII(a) and (c)

Table 3.15.13 shows that receivers in the project area would experience a traffic noise level increase from future no project noise levels of up to 15 dBA under Alternative 1 and 16 dBA under Alternative 2. A noise level increase of 3 dBA or more is perceptible by the average human ear in an outdoor environment and a noise level increase of 12 dBA or more would be substantial. The increase in noise levels from future no project noise levels under Alternatives 1 and 2 for all receivers within the project area would be perceptible but not substantial, except for Receivers 16, 127M, 28M, 29M, 22, and 23 under Alternative 1, and Receivers 23M, 127M, 20, 28M, 29M, 22, and 23 under Alternative 2. These receivers would experience a substantial noise increase under their respective alternatives and design options.

Tables 3.15.24 and 3.15.25 for Alternative 1 and Tables 3.15.26 and 3.15.27 for Alternative 2 in Section 3.15 show the recommended barriers for the SR-91 CIP.

Even with the implementation of Measures N-1, N-4, and N-5, the noise barriers described in the tables cited above would not reduce traffic noise levels to future no project levels or below. Therefore, the project would result in significant traffic noise impacts under CEQA.

4.2.3.9 Public Services

Checklist Questions: XIV(a)(iv) and (a)(v)

As shown in Table 3.1.7, the Build Alternatives would result in the temporary use of small land areas in CHSP, Featherly Regional Park, Griffin Park, the Santa Ana River Trail/Bike Lane, Griffin Park, and El Cerrito Sports Park for TCEs. The TCEs and permanent easements at these recreation resources are discussed in detail below:

- **Chino Hills State Park:** Alternatives 1 and 2 would result in the permanent use of 0.48 ac of land from CHSP for two columns for the elevated westbound SR-91 off-ramp at Green River Road, an aerial easement for that off-ramp, and a small area south of the off-ramp. Alternatives 1 and 2 would also result in permanent subsurface easements at CHSP. The construction of Alternatives 1 and 2 would result in the temporary use of 2 ac, or approximately 0.0014 percent of the total area of CHSP, for TCEs.

- **Featherly Regional Park:** Alternatives 1 and 2 would not result in the permanent use of land from Featherly Regional Park. The construction of Alternatives 1 and 2 would result in the temporary use of 0.2 ac, or approximately 0.055 percent of the total area of Featherly Regional Park, for TCEs.
- **Griffin Park:** Alternatives 1 and 2 would not result in permanent impacts to this park but would result in the temporary use of 0.5 ac, or approximately 3.88 percent of the total area of Griffin Park, for TCEs.
- **Santa Ana River Trail/Bike Lane:** The Initial Phases of Alternatives 1 and 2 and their design variations would result in temporary use and possible temporary closures of the Santa Ana River Trail/Bike Lane during project construction. The Initial Phases of Alternatives 1 and 2 would relocate an approximately 200 ft long segment of the Santa Ana River Trail/Bike Lane into the Green River Road right-of-way, which would result in the temporary use and possible closure of this trail/bike lane. Any trail closures would be temporary and alternate access would be available during the possible closure. The trail/bike lane would not be closed during construction. The Ultimate Projects Alternative 1 and 2 would not result in any temporary use of the Santa Ana River Trail/Bike Lane. In addition, the Initial Phases of Alternatives 1 and 2 would include the construction of an approximately 30-space parking lot for Santa Ana River Trail/Bike Lane users. Neither of the Build Alternatives or their design variations would permanently use property from the Santa Ana River Trail/Bike Lane. As a result, the impacts of Alternatives 1 and 2 on the Santa Ana River Trail/Bike Lane will be below a level of significance and would not be substantial.
- **El Cerrito Sports Park.** Alternatives 1 and 2 would not result in the permanent use of land from this park. However, Alternatives 1 and 2 would result in the temporary use of 0.173 ac of land from this park for TCEs.
- **New Orange County Park (National Natural Landmark).** Alternatives 1 and 2 would result in a permanent use of two small areas for permanent subsurface easements totaling 0.4 ac and 2.2 ac, respectively. Alternatives 1 and 2 would not result in the temporary use of land from the New OC Park (NNL).

In summary, Alternatives 1 and 2 and their design variations would temporarily use land from public parks and recreation properties for TCEs, would result in some permanent easements at two parks, would result in the permanent use of land from one park (i.e., CHSP), and would result in permanent subsurface easements at two parks (CHSP and New OC Park [NNL]).

As described in Section 3.5, Alternatives 1 and 2 and their design variations would impact existing utility facilities. Measures UES-1 to UES-3, provided in Section 3.5, and Measure HW-15, provided in Section 3.13, require appropriate coordination with utilities prior to and during construction to ensure appropriate project-related utility relocations, removals, and protection in-place.

The existing SCE substation would be impacted by Alternative 2 with design variations 2(c), 2(d), 2(g), and 2(h). Because Alternative 2 would conflict with the substation operations, this alternative would require relocation of the substation facilities. The substation would be permanently relocated to a vacant site west of and adjoining the existing substation property. A project-related BMP water quality basin would also be located on that parcel. There appears to be sufficient space on the parcel to accommodate both the BMP water quality basin and the relocated substation. The substation relocation would require placement of new transformers, steel racks, and switch gear on the new substation site. In addition, minor modifications of the existing overhead electric conductors would be required on the east edge of the existing substation site along South Sherman Avenue. Construction of the relocated substation would not affect any schools, parks or residential uses because the relocation site is a vacant site just west of the existing substation. Once the relocation of the substation is completed, no additional permanent impacts to this facility would occur under Alternative 2 with design variations. The substation would not be affected by Alternative 1. Measure UES-1 addresses impacts associated with relocation of the SCE substation.

Based on compliance with Measures UES-1 to UES-3, Alternatives 1 and 2 and their design variations would not result in permanent adverse impacts to utility providers and facilities. Therefore, the Build Alternatives would result in less than significant adverse impacts related to utilities.

Alternatives 1 and 2 would result in the permanent use of 0.48 ac of land for two columns for the elevated Green River Road off-ramp, an aerial easement for the off-ramp, and a small area south of the off-ramp. Measures PR-1 through PR-3, provided in Section 3.1, Land Use, would substantially reduce the effects of the SR-91 CIP Build Alternatives on CHSP.

4.2.3.10 Transportation/Traffic

Checklist Questions: XVI(e) and (f)

As discussed in Section 3.6, construction of Alternatives 1 and 2 and their design variations would result in short-term adverse traffic impacts. These impacts include temporary lane closures, detours, and ramp closures that may impair the ability of law enforcement, fire, and other emergency service providers to meet response time goals. These impacts are addressed in Measures T-1 and T-2, provided in Section 3.6, which require development and implementation of a TMP and a ramp closure plan, respectively, during construction. These measures will reduce short-term adverse traffic impacts during construction of Alternatives 1 and 2 and their design variations to below a level of significance.

As discussed in Section 3.6, the final design of Alternatives 1 and 2 will include returning the local streets that cross the project segments of SR-91 and I-15 to their existing or, in some cases, widened cross sections. The project construction on local streets would include replacing the sidewalks and bicycle facilities that were closed temporarily during construction and that were not improved in the Initial Phases of Alternatives 1 and 2. In addition, most of the sidewalks replaced under Alternatives 1 and 2 would be designed consistent with the applicable ADA requirements for handicap access. As a result of Alternatives 1 and 2, the existing pedestrian and bicycle facilities on local streets affected by the construction of those alternatives would either experience no change from the existing conditions or would result in improved pedestrian and bicycle facilities compared to existing conditions. Table 3.6.31 provides details of the improvements to existing pedestrian and bicycle facilities under the Build Alternatives. As discussed earlier in Section 4.2.3.7, some pedestrians and bicyclists may perceive the longer overcrossings and undercrossings as negatively affecting their experiences as they cross the freeways and therefore may inhibit their desire to cross the freeways, which would be an adverse effect on community cohesion. Measures T-4 and V-3 would partially mitigate those effects. As a result, the impacts of Alternatives 1 and 2 on community cohesion related to pedestrian and bicyclist access effects will be adverse but not significant after mitigation.

Because the specific alignments and cross sections of proposed bicycle facilities in the study area are not known and right-of-way has not been identified or reserved for those facilities, it is not possible to identify the potential for the Build Alternatives to impact those types of planned facilities. However, if any of these proposed facilities are constructed prior to the construction of Alternatives 1 or 2, potential project

effects and benefits to those facilities would be similar to the effects described above for the existing facilities in the project area. No avoidance, minimization, or mitigation measures are required.

4.2.4 Unavoidable Significant Environmental Effects of the Project

Pursuant to Section 15091 of the CEQA Guidelines, the following adverse impacts of the Build Alternatives cannot be mitigated to below a level of significance and are, therefore, unavoidable significant adverse impacts under CEQA that would require overriding considerations:

- **Long-Term Noise:** Alternatives 1 and 2
- **Permanent Impacts to Oak Woodland Habitat:** Alternatives 1 and 2
- **Cumulative Impacts:** Discussed in detail in Section 3.25 and summarized below in Section 4.2.6.2
- **Adverse Effects on Human Beings:** Discussed in detail below in Section 4.2.6.3

4.2.5 Significant Irreversible Environmental Changes

Sections 3.23, Relationship between Local Short-Term Uses of the Human Environment and the Maintenance and Enhancement of Long-Term Productivity, and 3.24, Irreversible and Irretrievable Commitments of Resources That Would Be Involved in the Proposed Project, describe the potential long-term commitments of resources if a Build Alternative is implemented. The construction of the Build Alternatives would result in long-term and permanent commitments of natural, physical, human, and fiscal resources to the project. Land acquired for the project would be permanently committed to a transportation use and would no longer be available for residential, nonresidential, historical resource, or other uses. Other permanent environmental changes associated with the Build Alternatives include the loss of agricultural lands, altered viewsheds, consumption of construction materials and energy, permanent impacts to wetlands and other natural communities, removal of residential and nonresidential uses, and the potential loss of paleontological resources.

4.2.6 Mandatory Findings

The discussion in this section provides mandatory findings as required in Section 15065 of the CEQA Guidelines.

4.2.6.1 Wildlife and History

Checklist Question: XVIII(a)

As discussed above, the project-related adverse impacts to cultural, paleontological, and biological resources can be mitigated to below a level of significance based on implementation of the measures identified for the project, with the exception of the permanent loss of 0.02 ac of oak woodland. Therefore, Alternatives 1 and 2 and their design variations do not have the potential to directly or indirectly impact cultural or biological resources in a way that would eliminate examples of California history or prehistory, or jeopardize the health of wildlife populations.

4.2.6.2 Cumulative Effects

Checklist Question: XVIII(b)

As discussed in detail in Section 3.25, Alternatives 1 and 2 and their design variations are not anticipated to contribute to cumulative adverse impacts related to the following environmental topics:

- Human Environment
 - Land Use and Planning
 - Parks and Recreation and Section 4(f) and 6(f) Properties
 - Growth Inducement
 - Timberlands
 - Environmental Justice
 - Utilities
 - Public Services
 - Traffic – Long-Term
 - Traffic – Pedestrian and Bicycle Facilities
 - Cultural Resources – Historic Resources
 - Cultural Resources – Archaeological Resources
- Physical Environment
 - Hydrology and Floodplains
 - Geology, Soils, Seismicity, and Topography
 - Paleontological Resources
 - Hazardous Wastes and Hazardous Materials
 - Air Quality – Long-Term
 - Noise – Construction
- Energy and Global Climate Change

The environmental topics for which the project may result in adverse impacts that are not mitigated or offset and which were determined to potentially contribute to cumulative adverse impacts are:

- Human Environment
 - Farmlands
 - Community Character and Cohesion, and Property Acquisition
 - Traffic – Construction
 - Visual and Aesthetic Resources
- Physical Environment
 - Water Quality and Storm Water Runoff
 - Air Quality – Construction
 - Noise – Operations
- Biological Environment
 - Natural Communities, Plant Species, and Animal Species
 - Wetlands and Other Waters of the United States
 - Threatened and Endangered Species
 - Invasive Species

4.2.6.3 Adverse Effects on Human Beings

Checklist Question: XVIII(c)

The Build Alternatives, when combined with other cumulative projects, would potentially contribute to cumulative impacts for some environmental topics as described above. The Build Alternatives also have the potential to result in substantial adverse effects on human beings, particularly as a result of the significant unavoidable impacts described earlier. While not specifically affecting humans, these impacts would change the environment, which could be perceived by some humans as a substantial adverse impact on humans.

4.3 Climate Change

4.3.1 Checklist Question: VII

Climate change refers to long-term changes in temperature, precipitation, wind patterns, and other elements of the earth's climate system. An ever-increasing body of scientific research attributes these climatological changes to greenhouse gases (GHGs), particularly those generated from the production and use of fossil fuels.

While climate change has been a concern for several decades, the establishment of the Intergovernmental Panel on Climate Change (IPCC) by the United Nations and World Meteorological Organization's in 1988, has led to increased efforts devoted to greenhouse gas (GHG) emissions reduction and climate change research and policy. These efforts are primarily concerned with the emissions of GHGs related to human activity that include carbon dioxide (CO₂), methane, nitrous oxide, tetrafluoromethane, hexafluoroethane, sulfur hexafluoride, HFC-23 (fluoroform), HFC-134a (s,s,s,2 –tetrafluoroethane), and HFC-152a (difluoroethane).

There are typically two terms used when discussing the impacts of climate change. "Greenhouse Gas (GHG) Mitigation" is a term for reducing GHG emissions in order to reduce or "mitigate" the impacts of climate change. "Adaptation," refers to the effort of planning for and adapting to impacts due to climate change (such as adjusting transportation design standards to withstand more intense storms and higher sea levels).¹

Transportation sources (passenger cars, light duty trucks, other trucks, buses and motorcycles) in the state of California make up the largest source (second to electricity generation) of greenhouse gas emitting sources. Conversely, the main source of GHG emissions in the United States (U.S.) is electricity generation followed by transportation. The dominant GHG emitted is CO₂, mostly from fossil fuel combustion.

There are four primary strategies for reducing GHG emissions from transportation sources: 1) improve system and operation efficiencies, 2) reduce growth of vehicle miles traveled (VMT) 3) transition to lower GHG fuels and 4) improve vehicle technologies. To be most effective all four should be pursued collectively. The following regulatory setting section outlines state and federal efforts to comprehensively reduce GHG emissions from transportation sources.

4.3.1.1 Regulatory Setting

State

With the passage of several pieces of legislation including State Senate and Assembly Bills and Executive Orders, California launched an innovative and pro-active approach to dealing with greenhouse gas emissions and climate change at the state level.

¹ http://climatechange.transportation.org/ghg_mitigation/

Assembly Bill 1493 (AB 1493), Pavley. Vehicular Emissions: Greenhouse Gases (AB 1493), 2002: Requires the California Air Resources Board (ARB) to develop and implement regulations to reduce automobile and light truck greenhouse gas emissions. These stricter emissions standards were designed to apply to automobiles and light trucks beginning with the 2009-model year. In June 2009, the U.S. Environmental Protection Agency (U.S. EPA) Administrator granted a Clean Air Act waiver of preemption to California. This waiver allowed California to implement its own GHG emission standards for motor vehicles beginning with model year 2009. California agencies will be working with Federal agencies to conduct joint rulemaking to reduce GHG emissions for passenger cars model years 2017-2025.

Executive Order S-3-05: (signed on June 1, 2005, by Governor Arnold Schwarzenegger) The goal of this Executive Order is to reduce California's GHG emissions to: 1) 2000 levels by 2010, 2) 1990 levels by the 2020 and 3) 80 percent below the 1990 levels by the year 2050. In 2006, this goal was further reinforced with the passage of Assembly Bill 32.

AB32 (AB 32), the Global Warming Solutions Act of 2006: AB 32 sets the same overall GHG emissions reduction goals as outlined in Executive Order S-3-05, while further mandating that CARB create a plan, which includes market mechanisms, and implement rules to achieve "real, quantifiable, cost-effective reductions of greenhouse gases." Executive Order S-20-06 further directs state agencies to begin implementing AB 32, including the recommendations made by the State's Climate Action Team.

Executive Order S-01-07: Governor Schwarzenegger set forth the low carbon fuel standard for California. Under this Executive Order, the carbon intensity of California's transportation fuels is to be reduced by at least ten percent by 2020.

Senate Bill 97 (Chapter 185, 2007): Required the Governor's Office of Planning and Research (OPR) to develop recommended amendments to the State CEQA Guidelines for addressing greenhouse gas emissions. The Amendments became effective on March 18, 2010.

Federal

Although climate change and GHG reduction is a concern at the federal level; currently there are, no regulations or legislation that have been enacted specifically addressing GHG emissions reductions and climate change at the project level.

Climate change and its associated effects are also being addressed through various efforts at the federal level to improve fuel economy and energy efficiency, such as the “National Clean Car Program” and Executive Order 13514 – Federal Leadership in Environmental, Energy and Economic Performance.

Executive Order 13514 is focused on reducing greenhouse gases internally in federal agency missions, programs and operations, but also direct federal agencies to participate in the interagency Climate Change Adaptation Task Force, which is engaged in developing a U.S. strategy for adaptation to climate change.

On April 2, 2007, in *Massachusetts v. EPA*, 549 U.S. 497 (2007), the Supreme Court found that greenhouse gases are air pollutants covered by the Clean Air Act and that the U.S. EPA has the authority to regulate GHG. The Court held that the U.S. EPA Administrator must determine whether or not emissions of greenhouse gases from new motor vehicles cause or contribute to air pollution which may reasonably be anticipated to endanger public health or welfare, or whether the science is too uncertain to make a reasoned decision.

On December 7, 2009, the U.S. EPA Administrator signed two distinct findings regarding greenhouse gases under section 202(a) of the Clean Air Act:

- **Endangerment Finding:** The Administrator found that the current and projected concentrations of the six key well-mixed greenhouse gases--carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆)--in the atmosphere threaten the public health and welfare of current and future generations.
- **Cause or Contribute Finding:** The Administrator found that the combined emissions of these well-mixed greenhouse gases from new motor vehicles and new motor vehicle engines contribute to the greenhouse gas pollution which threatens public health and welfare.

Although these findings did not themselves impose any requirements on industry or other entities, this action was a prerequisite to finalizing the U.S. EPA’s *Proposed Greenhouse Gas Emission Standards for Light-Duty Vehicles*, which was published on September 15, 2009.¹ On May 7, 2010 the final *Light-Duty Vehicle Greenhouse Gas Emissions Standards and Corporate Average Fuel Economy Standards* was published in the Federal Register.

¹ <http://www.epa.gov/climatechange/endangerment.html>.

U.S. EPA and the National Highway Traffic Safety Administration (NHTSA) are taking coordinated steps to enable the production of a new generation of clean vehicles with reduced GHG emissions and improved fuel efficiency from on-road vehicles and engines. These next steps include developing the first-ever GHG regulations for heavy-duty engines and vehicles, as well as additional light-duty vehicle GHG regulations. These steps were outlined by President Obama in a memorandum on May 21, 2010.¹

The final combined U.S. EPA and NHTSA standards that make up the first phase of this national program apply to passenger cars, light-duty trucks, and medium-duty passenger vehicles, covering model years 2012 through 2016. The standards require these vehicles to meet an estimated combined average emissions level of 250 grams of carbon dioxide per mile, equivalent to 35.5 miles per gallon (MPG) if the automobile industry were to meet this carbon dioxide level solely through fuel economy improvements. Together, these standards will cut GHG emissions by an estimated 960 million metric tons and 1.8 billion barrels of oil over the lifetime of the vehicles sold under the program (model years 2012-2016).

On January 24, 2011, the U.S. EPA along with the U.S. Department of Transportation and the State of California announced a single timeframe for proposing fuel economy and greenhouse gas standards for model years 2017-2025 cars and light-trucks. Proposing the new standards in the same timeframe (September 1, 2011) signals continued collaboration that could lead to an extension of the current National Clean Car Program.

4.3.1.2 Project Analysis

Short-Term Construction-Related Impacts

GHG emissions for transportation projects can be divided into those produced during construction and those produced during operations. Construction GHG emissions include emissions produced as a result of material processing, emissions produced by on-site construction equipment, and emissions arising from traffic delays due to construction. These emissions will be produced at different levels throughout the construction phase; their frequency and occurrence can be reduced through innovations in plans and specifications and by implementing better traffic management during construction phases. In addition, with innovations such as longer pavement lives, improved traffic management plans, and changes in materials, the

¹ <http://epa.gov/otaq/climate/regulations.htm>.

GHG emissions produced during construction can be mitigated to some degree by longer intervals between maintenance and rehabilitation events.

The Sacramento Metropolitan Air Quality Management District (SMAQMD) Road Construction Emissions Model, Version 6.3.2, was used to estimate the CO₂ emissions from a peak day during each of the expected construction phases. Table 4.1 lists these peak-day emissions rates.

Table 4.1 Short-Term Construction Emissions

Project Phases	CO ₂ (lbs/day)
Grubbing/Land Clearing	34,200
Grading/Excavation	63,800
Drainage/Utilities/Sub-Grade	18,200
Paving	13,000
Maximum (lbs/day)	63,800
Total (tons/construction project)	26,700

Source: Riverside County Transportation Commission (2011) and the SMAQMD Road Construction Emissions Model, Version 6.3.2 (November 2011).

Notes: Project Start Year = 2013

Project Length = 60 months

Total Project Area = 165 acres

Maximum Area Disturbed/Day = 20 acres

Total Soil Imported/Exported = 4,000 cy/day

CO₂ = carbon dioxide

cy/day = cubic yards per day

lbs/day = pounds per day

SMAQMD = Sacramento Metropolitan Air Quality Management District

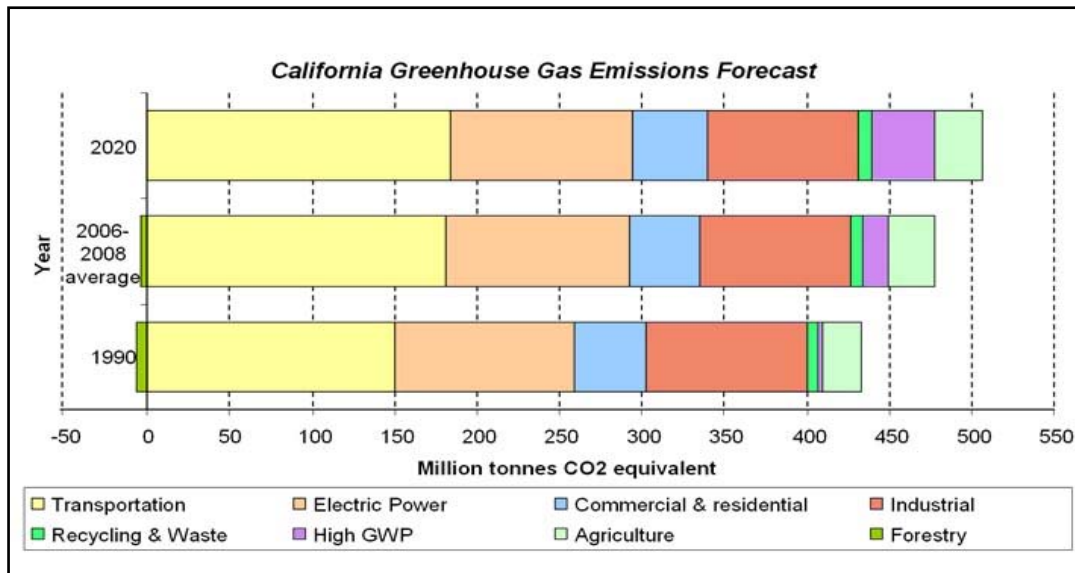
While the quantitative analysis shown above was conducted for purposes of better informing project decisions, it is important to note that the CO₂ emissions numbers are only useful for a comparison between construction of the SR-91 CIP and construction of other roadway projects. The numbers are not necessarily an accurate reflection of what the true CO₂ emissions would be because CO₂ emissions are dependent on other factors that are not part of the model, such as the fuel mix (EMFAC model emission rates are only for direct engine-out CO₂ emissions, not full fuel cycle; fuel cycle emission rates can vary dramatically depending on the amount of additives like ethanol and the source of the fuel components), load factor, and the efficiency of the vehicles.

Long-Term Impacts

An individual project does not generate enough GHG emissions to significantly influence global climate change. Rather, global climate change is a cumulative impact. This means that a project may participate in a potential impact through its incremental contribution combined with the contributions of all other sources of

GHG.¹ In assessing cumulative impacts, it must be determined if a project's incremental effect is "cumulatively considerable." See CEQA Guidelines sections 15064(h)(1) and 15130. To make this determination the incremental impacts of the project must be compared with the effects of past, current, and probable future projects. To gather sufficient information on a global scale of all past, current, and future projects in order to make this determination is a difficult if not impossible task.

The AB 32 Scoping Plan contains the main strategies California will use to reduce GHG. As part of its supporting documentation for the Draft Scoping Plan, CARB released the GHG inventory for California (Forecast last updated: 28 October 2010). The forecast is an estimate of the emissions expected to occur in the year 2020 if none of the foreseeable measures included in the Scoping Plan were implemented. The base year used for forecasting emissions is the average of statewide emissions in the GHG inventory for 2006, 2007, and 2008. The California GHG forecast is shown in Figure 4-1.



Source: <http://www.arb.ca.gov/cc/inventory/data/forecast.htm>

Figure 4-1 California Greenhouse Gas Forecast

¹ This approach is supported by the AEP: *Recommendations by the Association of Environmental Professionals on How to Analyze GHG Emissions and Global Climate Change in CEQA Documents* (March 5, 2007), as well as the SCAQMD (Chapter 6: The CEQA Guide, April 2011) and the US Forest Service (Climate Change Considerations in Project Level NEPA Analysis, July 13, 2009).

Caltrans and its parent agency, the Business, Transportation, and Housing Agency, have taken an active role in addressing GHG emission reduction and climate change. Recognizing that 98 percent of California's GHG emissions are from the burning of fossil fuels and 40 percent of all human made GHG emissions are from transportation, the Department has created and is implementing the Climate Action Program at Caltrans that was published in December 2006 (see Climate Action Program at Caltrans (December 2006)).¹

One of the main strategies in the Department's Climate Action Program to reduce GHG emissions is to make California's transportation system more efficient. The highest levels of CO₂ from mobile sources, such as automobiles, occur at stop-and-go speeds (0–25 mph) and speeds over 55 mph; the most severe emissions occur from 0–25 mph (see Figure 4-2). To the extent that a project relieves congestion by enhancing operations and improving travel times in high congestion travel corridors, GHG emissions, particularly CO₂, may be reduced.

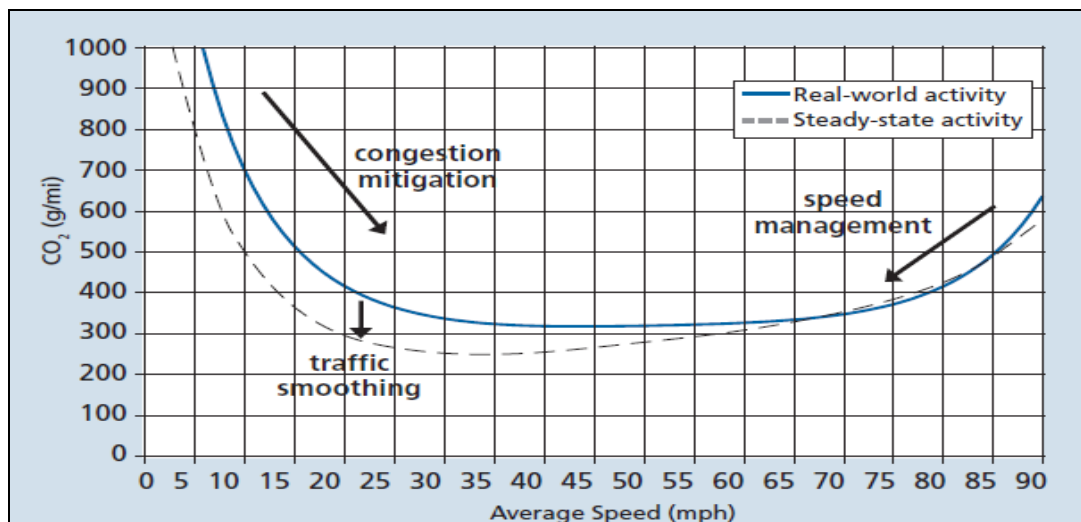


Figure 4-2 Possible Effect of Traffic Operation Strategies in Reducing On-Road CO₂ Emission²

¹ Caltrans Climate Action Program is located at the following web address:
http://www.dot.ca.gov/hq/tpp/offices/ogm/key_reports_files/State_Wide_Strategy/Caltrans_Climate_Action_Program.pdf

² Traffic Congestion and Greenhouse Gases: Matthew Barth and Kanok Boriboonsomsin (TR News 268 May-June 2010) <<http://onlinepubs.trb.org/onlinepubs/trnews/trnews268.pdf>>

The purpose of the project is to address existing and projected deficiencies regarding mobility, access, goods movement, and freeway capacity within the project segments of SR-91. The project will not generate new vehicular traffic trips since it will not construct new homes or businesses. However, there is a possibility that some traffic currently utilizing other routes would be attracted to use the new facility, thus resulting in slight increases in VMT. The impact of GHG emissions is a global rather than a local issue. However, due to lack of global models for project-level analyses, the impact of the Build Alternatives on GHG emissions was calculated using traffic data for the project region.

Table 4.2 lists the estimated daily CO₂ emissions associated with the vehicle trips for each SR-91 CIP Build Alternative in the SR-91 CIP study area and SCAG region for 2015 and 2035. These emissions are based on emissions factors from the EMFAC2007 model for the various years specified (2008 for Baseline/Existing [2007]). As shown in Table 4.2, the SR-91 Build Alternatives would result in a slight decrease in CO₂ emissions (i.e., up to a 4.4 percent decrease by 2035 under Alternative 2) in the SR-91 CIP study area compared to the No Build Alternative.

Table 4.2 SR-91 CIP Study Area and SCAG Region CO₂ Emissions

Alternative	VMT	VHT	CO ₂ Emissions (tons/day)			Percent Change from No Build
			Auto	Truck	Total	
SR-91 CIP Study Area						
Baseline/Existing (2007)	11,003,152	334,688	3,650	1,180	4,830	N/A
2015 No Build	13,671,088	446,546	4,690	1,720	6,410	N/A
2015 Alternative 1	13,894,035	437,352	4,680	1,670	6,350	-0.9%
2015 Alternative 2	13,889,079	428,063	4,600	1,600	6,200	-3.3%
2015 Alternative 2 Initial Phase	13,662,654	433,152	4,630	1,530	6,160	-3.9%
2035 No Build	16,824,059	583,945	5,960	2,160	8,120	N/A
2035 Alternative 1	16,928,339	571,919	5,860	2,080	7,940	-2.2%
2035 Alternative 2	16,984,946	562,795	5,760	2,000	7,760	-4.4%
SCAG Region						
Baseline/Existing (2007)	405,189,479	12,581,617	145,200	32,300	177,500	N/A
2015 No Build	475,317,065	15,386,962	169,300	42,100	211,400	N/A
2015 Alternative 1	475,217,556	15,369,936	169,300	42,000	211,300	0.0%
2015 Alternative 2	475,098,337	15,340,716	169,200	42,000	211,200	-0.1%
2015 Alternative 2 Initial Phase	475,119,071	15,384,975	169,300	41,900	211,200	-0.1%
2035 No Build	558,475,650	19,990,371	226,400	52,700	279,100	N/A
2035 Alternative 1	558,199,250	19,905,264	226,300	52,700	279,000	0.0%
2035 Alternative 2	558,409,584	19,904,436	226,400	52,600	279,000	0.0%

Source: LSA Associates, Inc. (2011).

CO₂ = carbon dioxide

N/A = not applicable

SCAG = Southern California Association of Governments

SR-91 CIP = State Route 91 Corridor Improvement Project

VHT = vehicle hours traveled

VMT = vehicle miles traveled

Additionally, in the SCAG region, the Build Alternatives would result in a slight decrease in CO₂ emissions in the short term (2015) and no change in the long term (2035). When the 2035 GHG emissions are compared to the Baseline/Existing (2007) conditions, there is a 3,000 ton/day increase in GHG emissions within the SR-91 region. This increase is due to regional growth that is independent of the project and that would therefore occur with or without the project. Therefore, implementation of either SR-91 CIP Build Alternative would not result in a substantial increase in CO₂ emissions compared to the No Build Alternative.

As the proposed project would improve an existing facility, there would be no substantial change in the long-term non-traffic-related emissions. The landscaped area within the project vicinity would be similar to or less than under the existing conditions. Therefore, the amount of water required for irrigation is not projected to increase. Any new or replacement lighting would be of higher efficiency, such as light emitting diode (LED), than the lighting currently in use. Therefore, the electricity consumption is not projected to increase.

While the quantitative analysis discussed above was conducted for purposes of better informing project decisions, it is important to note that the CO₂ emissions numbers are only useful for a comparison between alternatives. The numbers are not necessarily an accurate reflection of what the true CO₂ emissions would be because CO₂ emissions are dependent on other factors that are not part of the model, such as the fuel mix (EMFAC model emission rates are only for direct engine-out CO₂ emissions, not full fuel cycle; fuel cycle emission rates can vary dramatically depending on the amount of additives like ethanol and the source of the fuel components), rate of acceleration, and the aerodynamics and efficiency of the vehicles.

4.3.1.3 Time and Efficiency Enhancement of the Project

As discussed in Chapter 1, the purpose of and need for the project address a variety of regional goals. These goals include greater efficiency along the corridor, resulting in reduced travel times. Table 4.3 summarizes SR-91 corridor travel times and speeds under Baseline/Existing (2007), 2015, and 2035 conditions based on peak direction of travel (i.e., westbound in the a.m. peak hour and eastbound in the p.m. peak hour). The travel time and speed comparison of all the Build Alternatives reveals that the a.m. peak-hour westbound travel time through the SR-91 corridor increases by 8 minutes from existing conditions to the No Build Alternative in 2015, and by approximately 15 minutes (or an increase of over 50 percent) from existing conditions

to the 2035 No Build Alternative in 2035. In the eastbound direction for the p.m. peak hour, an increase of 35 minutes in travel time from existing conditions to the No Build Alternative in 2015 is projected, and an 86-minute travel time (an increase of 42 minutes from existing conditions, a 95 percent increase in travel time) is projected along the SR-91 corridor from existing to the No Build Alternative in 2035.

HOV/express lane travel times increase substantially under the No Build Alternative in the future over existing conditions. Due to increased congestion, the HOV lanes in Riverside County are experiencing increased levels of congestion as mainline congestion increases. The a.m. peak-hour westbound corridor speeds in the HOV lanes decrease to approximately 38 mph and 27 mph from the existing 57 mph under existing conditions for the No Build Alternative in 2015 and 2035, respectively.

Existing p.m. peak-hour eastbound corridor speeds in the HOV lanes are low at 23 mph, and this degrades further to approximately 17 and 15 mph under the No Build Alternative in 2015 and 2035, respectively.

Table 4.3 SR-91 Corridor Travel Time Summary

Lanes	Existing	2015				2035		
		No Build	Alt 1	Alt 2	Alt 2 Initial Phase	No Build	Alt 1	Alt 2
SR-91 Westbound (AM Peak Hour)								
Travel Time (min)								
General-Purpose	28.5	36.1	30.7	28.9	32.6	43.2	36.6	37.3
HOV/Express	12.1	18.4	15.5	13.1	12.0	25.9	23.5	12.6
Travel Speed (mph)								
General-Purpose	24.2	19.1	22.5	23.8	21.2	16.0	18.9	18.5
HOV/Express	56.8	37.5	44.4	52.8	57.3	26.6	29.4	55.0
SR-91 Eastbound (PM Peak Hour)								
Travel Time (min)								
General-Purpose	44.0	79.1	66.3	63.7	70.6	86.4	73.3	73.7
HOV/Express	30.0	39.7	31.2	13.0	12.5	47.0	48.1	13.8
Travel Speed (mph)								
General-Purpose	15.7	8.7	10.4	10.8	9.8	8.0	9.4	9.4
HOV/Express	23.0	17.4	22.1	53.0	55.0	14.7	14.4	50.0

Source: Speed Surveys, RCTC Model.

Alt = Alternative

HOV = high-occupancy vehicle

min = minutes

mph = miles per hour

RCTC = Riverside County Transportation Commission

SR-91 = State Route 91

Alternative 1, which adds a GP lane between SR-241 and Pierce Street, improves travel times and speeds compared to the No Build Alternative in 2015 and 2035. The a.m. peak-hour westbound GP lanes for Alternative 1 experience a 15 percent improvement compared to the No Build Alternative, and this 15 percent improvement

holds for 2035 conditions. The p.m. peak-hour eastbound GP lanes experience a similar improvement over the No Build Alternative.

Alternative 2 would provide additional travel time savings through the SR-91 corridor, specifically on the express lanes. While the mainline travel times drop from the No Build Alternative, there is a slight increase from Alternative 1. This is a result of the redistribution of traffic in the SR-91 corridor due to implementation of the express lanes in Alternative 2. While some traffic shifts out of the existing HOV lane into the GP lanes, more overall traffic is attracted to the corridor due to the increased capacity of the facility from implementation of the dual express lanes in each direction. Under the 2035 Alternative 2 conditions, the most substantial improvement is in the express lanes, where the a.m. peak-hour westbound travel time of 12.6 minutes with a speed of 55 mph is reduced to almost the existing travel time (i.e., 12.1 minutes with a speed of 57 mph). The eastbound p.m. peak-hour travel time under the 2035 Alternative 2 conditions is reduced from existing conditions on the HOV lane (i.e., 30 minutes with a speed of 23 mph) to 13.8 minutes with a speed of 50 mph. Therefore, a substantial improvement in travel time is experienced with Alternative 2.

In addition to reducing travel time, the project would also reduce VHT in the project area. Although the project may result in a net increase in VMT, the CO₂ emissions would be reduced due to the reduction in VHT and the improved traffic flow. In most cases, because motor vehicles produce more exhaust per mile at slower speeds and this project would reduce traffic slow-downs, the effect should be to reduce emissions per mile as well as reducing exposure of the population to toxic constituents from vehicle exhaust. Therefore, the added benefit from reduced travel time is an overall reduction in air emissions under Alternatives 1 and 2 and their design variations.

4.3.1.4 Construction Emissions

Greenhouse gas emissions for transportation projects can be divided into those produced during construction and those produced during operations. Construction GHG emissions include emissions produced as a result of material processing, emissions produced by onsite construction equipment, and emissions arising from traffic delays due to construction. These emissions will be produced at different levels throughout the construction phase; their frequency and occurrence can be reduced through innovations in plans and specifications and by implementing better traffic management during construction phases. In addition, with innovations such as longer pavement lives, improved traffic management plans, and changes in materials, the

GHG emissions produced during construction can be mitigated to some degree by longer intervals between maintenance and rehabilitation events.

As discussed below in Section 4.3.1.6, idling times would be restricted to 10 minutes in each direction for passenger cars during lane closures and 5 minutes for construction vehicles. Restricting idling times reduces harmful emissions from passenger cars and diesel-powered construction vehicles.

4.3.1.5 CEQA Conclusion

As discussed above, CO₂ emissions are projected to increase over existing levels in both the No Build and Build conditions. The Department does, however, anticipate a reduction in GHG emissions in the horizon years (2015 and 2035) with the project when compared to the horizon years (2015 and 2035) without the project.

Construction of the proposed project would generate up to 26,700 tons of CO₂. Implementing the proposed project is expected to reduce the long-term vehicle emissions CO₂ per day within the SR-91 CIP region as well as within the SCAG region. Therefore, the short-term construction emissions would be offset by the long-term emission reductions.

Based on the above, it is the Department's determination that in the absence of further regulatory or scientific information related to GHG emissions and CEQA significance, it is too speculative to make a determination regarding the direct impact of the project and its contribution on a cumulative scale to climate change. The Department is taking further measures to help reduce energy consumption and GHG emissions throughout the State.

4.3.1.6 Greenhouse Gas Reduction Strategies

AB 32 Compliance

The Department continues to be actively involved on the Governor's Climate Action Team as CARB works to implement the Executive Orders S-3-05 and S-01-07 and help achieve the targets set forth in AB 32. Many of the strategies Caltrans is using to help meet the targets in AB 32 come from the California Strategic Growth Plan, which is updated each year. Former Governor Arnold Schwarzenegger's Strategic Growth Plan calls for a \$222 billion infrastructure improvement program to fortify the state's transportation system, education, housing, and waterways, including \$100.7 billion in transportation funding during the next decade. The Strategic Growth Plan targets a significant decrease in traffic congestion below today's level and a corresponding reduction in GHG emissions. The Strategic Growth Plan proposes to

do this while accommodating growth in population and the economy. A suite of investment options has been created that combined together are expected to reduce congestion. The Strategic Growth Plan relies on a complete systems approach to attain CO₂ reduction goals: system monitoring and evaluation, maintenance and preservation, smart land use and demand management, and operational improvements as depicted in Figure 4-3: The Mobility Pyramid.

The Department is supporting efforts to reduce vehicle miles traveled by planning and implementing smart land use strategies: job/housing proximity, developing transit-oriented communities, and high density housing along transit corridors. The Department is working closely with local jurisdictions on planning activities; however, the Department does not have local land use planning authority.



Figure 4-3 Mobility Pyramid

The Department is also supporting efforts to improve the energy efficiency of the transportation sector by increasing vehicle fuel economy in new cars, light and heavy-duty trucks; the Department is doing this by supporting on-going research efforts at universities, by supporting legislative efforts to increase fuel economy, and by its participation on the Climate Action Team. It is important to note, however, that the control of the fuel economy standards is held by U.S. EPA and CARB. Lastly, the use of alternative fuels is also being considered; the Department is participating in funding for alternative fuel research at the UC Davis.

Table 4.4 summarizes the Department and statewide efforts that it is implementing in order to reduce GHG emissions. More detailed information about each strategy is included in the Climate Action Program at Caltrans (December 2006).

To the extent that it is applicable or feasible for the project and through coordination with the project development team, the following measures will also be included in the project to reduce the GHG emissions and potential climate change impacts from the project:

1. Landscaping reduces surface warming, and through photosynthesis, decreases CO₂. Landscaping would be provided where necessary within the corridor to provide aesthetic treatment, replacement planting, or mitigation planting for the project. The landscape planting would help offset any potential CO₂ emissions increase.
2. The project would incorporate the use of energy-efficient lighting, such as LED traffic signals, to the extent feasible. LED bulbs—or balls, in the stoplight vernacular—cost \$60 to \$70 apiece but last 5 to 6 years, compared to the 1-year average lifespan of the incandescent bulbs previously used. The LED balls themselves consume 10 percent of the electricity of traditional lights, which will also help reduce the project’s CO₂ emissions.¹
3. According to Caltrans Standard Specification Provisions, idling time for lane closure during construction is restricted to 10 minutes in each direction. In addition, the contractor must comply with Title 13, California CCR Section 2449(d)(3) was adopted by the ARB on June 15, 2008. This regulation restricts idling of construction vehicles to no longer than 5 consecutive minutes. Compliance with this regulation reduces harmful emissions from diesel-powered construction vehicles.

4.3.1.7 Adaptation Strategies

“Adaptation strategies” refer to how the Department and others can plan for the effects of climate change on the State’s transportation infrastructure and strengthen or protect the facilities from damage. Climate change is expected to produce increased variability in precipitation, rising temperatures, rising sea levels, storm surges and intensity, and the frequency and intensity of wildfires. These changes may affect the

¹ Knoxville Business Journal, “LED Lights Pay for Themselves,” May 19, 2008 at <http://www.knoxnews.com/news/2008/may/19/led-traffic-lights-pay-themselves/>.

Table 4.4 Climate Change/CO₂ Reduction Strategies

Strategy	Program	Partnership		Method/Process	Estimated CO ₂ Savings (MMT)	
		Lead	Agency		2010	2020
Smart Land Use	Intergovernmental Review (IGR)	Caltrans	Local Governments	Review and seek to mitigate development proposals	Not Estimated	Not Estimated
	Planning Grants	Caltrans	Local and regional agencies & other stakeholders	Competitive selection process	Not Estimated	Not Estimated
	Regional Plans and Blueprint Planning	Regional Agencies	Caltrans	Regional plans and application process	0.975	7.8
Operational Improvements & Intelligent Trans. System (ITS) Deployment	Strategic Growth Plan	Caltrans	Regions	State ITS; Congestion Management Plan	0.07	2.17
Mainstream Energy & GHG into Plans and Projects	Office of Policy Analysis & Research; Division of Environmental Analysis	Interdepartmental effort		Policy establishment, guidelines, technical assistance	Not Estimated	Not Estimated
Educational & Information Program	Office of Policy Analysis & Research	Interdepartmental, CalEPA, CARB, CEC		Analytical report, data collection, publication, workshops, outreach	Not Estimated	Not Estimated
Fleet Greening & Fuel Diversification	Division of Equipment	Department of General Services		Fleet Replacement B20 B100	0.0045	0.0065 0.045 0.0225
Non-vehicular Conservation Measures	Energy Conservation Program	Green Action Team		Energy Conservation Opportunities	0.117	0.34
Portland Cement	Office of Rigid Pavement	Cement and Construction Industries		2.5% limestone cement mix 25% fly ash cement mix > 50% fly ash/slag mix	1.2 0.36	4.2 3.6
Goods Movement	Office of Goods Movement	CalEPA, CARB, BT&H, MPOs		Goods Movement Action Plan	Not Estimated	Not Estimated
Total					2.72	18.18

transportation infrastructure in various ways, such as damaging roadbeds by longer periods of intense heat, increasing storm damage from flooding and erosion, and inundation from rising sea levels. These effects will vary by location and may, in the most extreme cases, require that a facility be relocated or redesigned. There may also be economic and strategic ramifications as a result of these types of impacts to the transportation infrastructure.

At the federal level, the Climate Change Adaptation Task Force, co-chaired by the White House CEQ, the Office of Science and Technology Policy (OSTP), and the NOAA, released its interagency report October 14, 2010, outlining recommendations to President Obama for how federal agency policies and programs can better prepare the United States to respond to the impacts of climate change. The Progress Report of the Interagency Climate Change Adaptation Task Force recommends that the federal government implement actions to expand and strengthen the nation's capacity to better understand, prepare for, and respond to climate change.

Climate change adaption must also involve the natural environment as well. Efforts are underway on a statewide-level to develop strategies to cope with impacts to habitat and biodiversity through planning and conservation. The results of these efforts will help California agencies plan and implement mitigation strategies for programs and projects.

On November 14, 2008, Governor Schwarzenegger signed EO S-13-08, which directed a number of State agencies to address California's vulnerability to sea level rise caused by climate change. This EO set in motion several agencies and actions to address the concern of sea level rise.

The California Natural Resources Agency (Resources Agency) was directed to coordinate with local, regional, State, and federal public and private entities to develop the California Climate Adaptation Strategy (Dec 2009),¹ which summarizes the best known science on climate change impacts to California, assesses California's vulnerability to the identified impacts, and then outlines solutions that can be implemented within and across state agencies to promote resiliency.

The strategy outline is in direct response to EO S-13-08, which specifically asked the Resources Agency to identify how State agencies can respond to rising temperatures,

¹ <http://www.energy.ca.gov/2009publications/CNRA-1000-2009-027/CNRA-1000-2009-027-F.PDF>.

changing precipitation patterns, sea level rise, and extreme natural events. Numerous other State agencies were involved in the creation of the California Climate Adaptation Strategy document, including Environmental Protection; Business, Transportation and Housing; Health and Human Services; and the Department of Agriculture. The document is broken down into strategies for different sectors that include: Public Health; Biodiversity and Habitat; Ocean and Coastal Resources; Water Management; Agriculture; Forestry; and Transportation and Energy Infrastructure. As data continue to be developed and collected, the State's adaptation strategy will be updated to reflect current findings.

The Resources Agency was also directed to request the National Academy of Science to prepare a Sea Level Rise Assessment Report by December 2010¹ to advise how California should plan for future sea level rise. The report is to include:

- Relative sea level rise projections for California, Oregon, and Washington, taking into account coastal erosion rates, tidal impacts, El Niño and La Niña events, storm surge and land subsidence rates;
- The range of uncertainty in selected sea level rise projections;
- A synthesis of existing information on projected sea level rise impacts to State infrastructure (such as roads, public facilities and beaches), natural areas, and coastal and marine ecosystems; and
- A discussion of future research needs regarding sea level rise.

Prior to the release of the final Sea Level Rise Assessment Report, all State agencies that are planning to construct projects in areas vulnerable to future sea level rise were directed to consider a range of sea level rise scenarios for the years 2050 and 2100 in order to assess project vulnerability and, to the extent feasible, reduce expected risks and increase resiliency to sea level rise. Sea level rise estimates should also be used in conjunction with information regarding local uplift and subsidence, coastal erosion rates, predicted higher high water levels, storm surge, and storm wave data.

Until the final report from the National Academy of Sciences is released, interim guidance has been released by The Coastal and Ocean Resources Working Group for the Climate Action Team (CO-CAT) as well as the Department as a method to initiate action and discussion of potential risks to the State's infrastructure due to projected sea level rise. All projects that have filed a Notice of Preparation, and/or are

¹ The Sea Level Rise Assessment report is currently due to be completed in 2012 and will include information for Oregon and Washington as well as California.

programmed for construction funding from 2008 through 2013, or are routine maintenance projects as of the date of EO S-13-08 may, but are not required to, consider this interim guidance. The Notice of Preparation for the SR-91 CIP was filed in 2008. Therefore, the proposed project does not have to consider these planning guidelines.

Furthermore EO S-13-08 directed the Business, Transportation, and Housing Agency to prepare a report to assess the vulnerability of transportation systems to sea level that affect safety, maintenance, and operational improvements of the system, and economy of the State. The Department continues to work on assessing the transportation system vulnerability to climate change, including the effect of a rise in sea level.

Currently, the Department is working to assess which transportation facilities are at greatest risk from climate change effects. However, without statewide planning scenarios for relative sea level rise and other climate change impacts, the Department has not been able to determine what change, if any, may be made to its design standards for its transportation facilities. Once statewide planning scenarios become available, the Department will be able to review its current design standards to determine what changes, if any, may be warranted in order to protect the transportation system from sea level rise.

Climate change adaptation for transportation infrastructure involves long-term planning and risk management to address vulnerabilities in the transportation system from increased precipitation and flooding; the increased frequency and intensity of storms and wildfires; rising temperatures; and rising sea levels. The Department is an active participant in the efforts being conducted in response to EO S-13-08 and is mobilizing to be able to respond to the National Academy of Science report on Sea Level Rise Assessment, which is due to be released in 2012.

4.4 Mitigation Measures for Significant Impacts Under CEQA

The measures incorporated in Alternatives 1 and 2 and their design variations to address the adverse impacts of those alternatives are described in detail in Chapter 3 and in Appendix E, Environmental Commitments Record, and are summarized in Tables S.3 and S.4 in the Executive Summary.

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