

Chapter 5 Comments and Coordination

5.1 Introduction

Early and continuing coordination with the general public and appropriate public agencies involved in the project is an essential part of the environmental process to determine the scope of environmental documentation, the level of analysis, potential impacts and mitigation measures, and related environmental requirements. Agency consultation and public participation for this project have been accomplished through a variety of formal and informal methods, including monthly PDT meetings, interagency coordination meetings, resource agency meetings, and consultation with interested parties. This chapter summarizes the results of the Department's and RCTC's efforts to fully identify, address, and resolve project-related issues through early and continuing coordination.

5.2 Consultation and Coordination with Agencies

5.2.1 Consultation and Coordination with Cooperating and Participating Agencies

Section 6002 of SAFETEA-LU requires preparation of a coordination plan for the project. The *Final SAFETEA-LU 6002 Coordination Plan* for the project documents the coordination of public and agency participation and comments received during the environmental review process. It is the responsibility of the lead agencies to develop the coordination plan to facilitate and document the interaction between the lead agencies and participating and cooperating agencies and the public.

The Department sent letters inviting agencies to be Cooperating and/or Participating Agencies in the environmental process for the project in August 2008. Participating Agencies are federal, State, regional, or local agencies that may have an interest in the project. The following agencies agreed to become Participating Agencies for the project:

- United States Environmental Protection Agency (EPA) Region IX
- United States Fish and Wildlife Service (USFWS)
- United States Army Corps of Engineers (Corps)
- Southern California Association of Governments (SCAG)
- South Coast Air Quality Management District (SCAQMD)
- Transportation Corridor Agencies (TCA)

- Orange County Transportation Authority (OCTA)
- Riverside County Transportation Department
- City of Corona
- City of Riverside
- Riverside County Flood Control and Water Conservation District (RCFC&WCD)

Cooperating Agencies are federal agencies that have jurisdiction by law or special expertise with respect to any environmental impact involved in a proposed project or project alternative. Cooperating Agencies are also Participating Agencies. The Corps accepted the invitation to be a Cooperating Agency for the project.

The Department sent 12 additional letters inviting agencies to be Cooperating and/or Participating Agencies in the environmental process for the project on May 17, 2010.

In an added effort to increase participation, letters were sent to the following nine additional agencies on June 22, 2010, inviting them to become participating agencies:

- SCAQMD
- SCAG
- Corona-Norco Unified School District
- City of Yorba Linda
- City of Norco
- City of Anaheim
- Riverside County Transportation Department
- RCFC&WCD
- Orange County Flood Control District (OCFCD)

In response to this invitation, SCAG, SCAQMD, and the Riverside County Transportation Department agreed to become participating agencies in the environmental process for the project.

The following agencies received packages that included the *Draft SAFETEA-LU 6002 Coordination Plan*, draft purpose and need, and draft range of alternatives for their review and comment:

- EPA
- USFWS
- Corps

- SCAG
- SCAQMD
- TCA
- OCTA
- Riverside County Transportation Department
- City of Corona
- City of Riverside
- RCFC&WCD

The Department, as the Lead Agency, specifically requested the Participating and Cooperating Agencies to provide comments and input on the following:

- Project purpose and need
- Pertinent information about environmental and socioeconomic resources in the area, including identification of resources located in the project area and within the general vicinity of alternatives
- Proposed range of alternatives
- Proposed methodologies for analyzing project effects

The letters from those agencies are provided in Attachment 5.A, Letters from Cooperating and Participating Agencies, which follows the last page of text in this chapter. The issues and input in those letters are summarized in Table 5.1 by agency.

5.2.2 Consultation and Coordination with Public Agencies

This section describes consultation and coordination with public agencies, including some of the Cooperating and Participating Agencies described above. Table 5.2 summarizes the SR-91 CIP project meetings, discussion topics, and the participants at those meetings. Meetings held to discuss specific environmental resources are described below.

5.2.2.1 Biological Resources Meetings

The USFWS was consulted regarding plant and animal species, and threatened and endangered species. A list of species was supplied by the USFWS and is provided in Appendix I, USFWS Species List.

Table 5.1 Summary of Input from Cooperating and Participating Agencies

Agency	Summary of Input/Issues
United States Environmental Protection Agency (EPA)	• Purpose and need for the project • Independent utility of the project • Range of alternatives, including transit, TSM, TDM • Methodologies • MSATs • Waters of the United States • Measures to avoid and minimize impacts to water resources • Compensatory mitigation • GHG emissions and sustainable communities strategies • Section 6002 coordination for future projects (purpose and need, range of alternatives, coordination plan, methodologies, participating agency coordination meetings)
United State Army Corps of Engineers (Corps)	• Jurisdictional delineation of waters of the United States; refer to Attachment 5.A for correspondence from the Corps regarding the jurisdictional delineation • Describe range of alternatives • Impacts to waters of the United States • Permit application prior to the FEIS • Project purpose and need • Independent utility and logical termini • MIS process/other alternative analysis studies • Project description: drainage facilities for wildlife movement • Section 404(b)(1) practicable alternatives • Draft mitigation plan in the FEIS • Compensatory mitigation • Flood risks/changes in floodplains • Use of federally-owned land in the Prado Basin • Balance of project purpose and public interest
Southern California Association of Governments (SCAG)	• Looks forward to continued coordination with the Department on this project.
Orange County Transportation Authority (OCTA)	• Proposed changes to the Coordination Plan • Proposed changes to the project description • Proposed changes to the project purpose and need
Transportation Corridor Agencies (TCA)	• Interest related to the TCA's SR-241/SR-91 Express Lane direct connector project • Cumulative/related projects in Santa Ana Canyon • Coordination between the connector project and SR-91 CIP • Proposed changes to the project purpose and need • Proposed changes to the project description
Riverside County Flood Control and Water Conservation District (RCFC&WCD)	• Potential impacts to RCFC&WCD facilities • Responsible agency under CEQA for changes to RCFC&WCD facilities • List of RCFC&WCD facilities that may be affected by the project

Table 5.1 Summary of Input from Cooperating and Participating Agencies

Agency	Summary of Input/Issues
	• Compliance with regional land use planning programs including the Western Riverside County MSHCP
South Coast Air Quality Management District (SCAQMD)	• Concern regarding potentially significant air quality and health risks • Request to be on project mailing list
County of Riverside Transportation and Land Management Agency	• Agreed to be Participating Agency
City of Corona	• No comments on the Coordination Plan • Comments on the project purpose and need • No comments on the project description

Source: SAFETEA-LU 6002 Coordination Plan State Route 91 Corridor Improvement Project (2011).

CEQA = California Environmental Quality Act

CIP = Corridor Improvement Project

Corps = United States Army Corps of Engineers

Department = California Department of Transportation

EPA = United States Environmental Protection Agency

FEIS = Final Environmental Impact Statement

GHG = greenhouse gas

MIS = Major Investment Study

MSATs = Mobile Source Air Toxics

MSHCP = Multiple Species Habitat Conservation Plan

OCTA = Orange County Transportation Authority

RCFC&WCD = Riverside County Flood Control and Water Conservation District

SAFETEA-LU = Safe, Accountable, Flexible, Efficient Transportation Act: a Legacy for Users

SCAG = Southern California Association of Governments

SCAQMD = South Coast Air Quality Management District

SR-241 = State Route 241

SR-91 = State Route 91

TCA = Transportation Corridor Agencies

Transportation Demand Management (TDM)

Transportation Systems Management (TSM)

Table 5.2 SR-91 CIP Meeting Summaries

Meeting Date	Meeting	Description	Participants
06/19/07	Riverside County – Orange County CETAP Corridors Project teleconference	Teleconference meeting: discussion of the MIS, comments from agencies on the MIS, improvements to SR-91, and the future of Corridor B	15 participants: federal, State, and local Agencies, and project team members
03/25/08	SR-91 CIP SAC Meeting #1	Meeting comments and concerns included right-of-way acquisition, adding only one or two lanes to manage future traffic needs, planning of elevated lanes, coordination between Counties, level of service as a result of the project, regional projects and SR-91 CIP, reversible engineering options on SR-91, MIS information on website, high-occupancy/toll lanes, and connectors to SR-241 and SR-71	56 participants: elected officials' representatives; federal, State, and local agencies; resource agencies, and project team members
03/31/08	SR-91 CIP Coordination Meeting with The Irvine Company	Meeting discussion: project overview, process to access The Irvine Company property, and environmental surveys and documentation	10 participants: The Irvine Company and project team members
04/08/08	SR-91 CIP Coordination Meeting with State Parks	Meeting discussion: coordination with State Parks, technical studies and Right-of-Entry Permit, and identification of Section 6(f) resources	22 participants: State Parks personnel and project team members
04/14/08	SR-91 CIP Technical Report Kickoff Meeting with the Department District 8 Environmental	Meeting discussion: technical reports summary, project schedule, MIS study information	24 participants: Department personnel, project technical report authors, and project team members
05/28/08	SR-91 CIP SAC Meeting #2	Meeting discussion: public opinion survey, the project's environmental and scoping processes, and information on the future scoping meeting	42 participants: elected officials' representatives; federal, State, and local agencies; resource agencies; and project team members
08/12/08	Resource Agency Scoping Meeting	Meeting discussion: project overview, the proposed project, the Santa Ana River, Wardlow Wash, Section 404 and Section 7 Permits	26 participants: federal and State resource agencies, Department personnel, and project team members
08/27/08	SR-91 CIP SAC Meeting #3	Meeting discussion: public scoping meeting summary, traffic study update, SR-91/71 project update, information on the public outreach meeting	39 participants: elected officials' representatives; federal, State, and local agencies; resource agencies; and project team members
09/10/08	SR-91, SAR Reach 9, and SARI Project Coordination Meeting #1	Meeting discussion: The SAR Reach 9 Project and SARI Project overviews and updates, proposed project overview and update, the Eastbound Lane Addition Project, the Santa Ana River, and water quality and drainage design for the proposed project	27 participants: local agencies, Department personnel, and project team members
09/16/08	SR-91 CIP (PA&ED Phase) PDT Meeting #12	Meeting discussion: project update, and Green River Area slope stability issues	27 participants: local agencies, Department personnel, and project team members
09/25/08	SR-91 CIP Natural Resources Coordination Meeting	Meeting discussion: SR-91/71 Project overview, wildlife corridor issue summary, biological resources, environmental compliance with habitat plan and anticipated permits	18 participants: federal and State agencies, Department personnel, and project team members
11/05/08	SR-91 CIP (PA&ED Phase) SWDR Coordination Meeting with the Santa Ana RWQCB	Meeting discussion: SR-91 CIP overview, SWDR Design Criteria, report outline and schedule, Conceptual Hydrology Study Report outline, Drainage Concept Plan Report outline and schedule, Floodplain Evaluation and Water Quality Report status	22 Participants: Department personnel, and project team members

Table 5.2 SR-91 CIP Meeting Summaries

Meeting Date	Meeting	Description	Participants
01/13/09	SR-91 CIP, SAR Reach 9, and SARI Project Coordination Meeting #2	Meeting discussion: Overviews of the SAR Reach 9 and SARI Projects and updates, SR-91 CIP overview and update, SR-91 CIP and the Santa Ana River, Green River Road, and the water quality and drainage update	39 participants: federal and local agencies, Department personnel, and project team members
02/19/09	SR-91 CIP MAR Focus Meeting	Meeting discussion: the MAR and non-standard features to be approved by FHWA prior to Draft ED circulation	Information on the participants is not available
03/03/09	SR-91 CIP Public Information Meeting No. 1	16 meeting feedback forms were collected during meeting. Comments included: the meeting was informative; the display boards were helpful; most comments stated their questions were answered but some felt there was more information they needed to know about the project, and most had not looked at the SR-91 Project website	60 participants: elected officials' representatives, local agencies, local media, local business owners, members of the general public, and project team members
03/17/09	SR-91 CIP (PA&ED Phase) OCTA Meeting #1	Meeting discussion: project status, schedule and public outreach, geometrics and construction staging concepts, and open discussion	11 participants: OCTA personnel and project team members
03/24/09	SR-91 CIP, SAR Reach 9, and County Coordination Meeting #1	Meeting discussion: overviews of the SAR Reach 9 and SARI Projects and updates, SR-91 CIP overview and update, SR-91 CIP and the Santa Ana River, Green River Road, utilities relocations, SR-91 CIP water quality and drainage update and the SR-91/71 Interchange project	20 participants: Orange and Riverside Counties personnel and project team members
05/28/09	SR-91 CIP (PA&ED Phase) OCTA Meeting #2	Meeting discussion: project status, schedule and public outreach, geometrics and construction staging concepts, OCTA/RCTC Coordination/Cooperative Agreement, toll and revenue analysis, and cost estimate	10 participants: OCTA personnel and project team members
06/09/09	Formal Section 4(f) Consultation Meeting #1	Meeting discussion: initiation of formal Section 4(f) consultation with agencies	20 participants: State Parks, USFS, NPS personnel, local agencies, and project team members
06/18/09	Focused Section 4(f) Consultation Meeting with USFWS	Meeting discussion: initiation of formal Section 4(f) consultation with USFWS	6 participants: USFWS personnel and project team members
07/01/09	SR-91 CIP (PA&ED Phase) Norco Meeting #1	Meeting discussion: SR-91 CIP overview and update, Build Alternatives, PA&ED and design/build phases, construction staging, public outreach, project schedule, and open discussion	9 participants: City of Norco personnel and project team members
08/04/09	Section 4(f) Consultation Meeting with OC Parks	Meeting discussion: SR-91 CIP overview, Section 4(f) consultation requirements, and open discussion. Comments provided included: the Orange County Department of Public Works personnel are working with the City of Anaheim, The Irvine Company and the Department District 12 to develop the proposed Gypsum Canyon Trail; the SARI project will start construction in 2010 and is anticipated to be complete by mid-2013; a question on who will maintain the parking area on Green River Road for the Santa Ana	8 participants: OC Parks and Orange County Department of Public Works personnel and project team members

Table 5.2 SR-91 CIP Meeting Summaries

Meeting Date	Meeting	Description	Participants
		River Trail/Bike Lane. OC Parks personnel suggested that buses be used to transport pedestrians and bicyclists from the temporary parking lot for the Santa Ana River Trail/Bike Lane during trail closure for SR-91 CIP construction; that the team consider relocating the Santa Ana River Trail/Bike Lane to the north so that the trail would not be closed during construction, and that OC Parks does not support temporary closure of the Santa Ana River Trail/Bike Lane as part of the project	
09/22/09	TCWG	Meeting discussion: RTIP and RTP updates, Draft Conformity Analysis for the 2010 RTP Amendment #2 and 2011 RTIP Consistency Amendment #08-24, SB 375 update, EPA update, and the Air Districts' update	18 participants: federal, State, and local agencies; Department personnel; and project team members
11/05/09	Environmental Strategy Meeting	Meeting discussion: SR-91 CIP and SR-71/SR-91 project overviews, impacted State Park lands, discussion of mitigation costs to the agencies, update on the Golf Course Feasibility Study, OCTA NCCP/HCP and schedule, joint mitigation with partnering agencies, upcoming Section 7 consultation meeting, and a follow-up meeting	19 participants: County of Orange and OCTA personnel, a Green River Golf Club representative, and project team members
12/10/09	Natural Resources Coordination Meeting	Meeting discussion: SR-91 CIP and SR-71/SR-91 project overviews and impacts, discussion of mitigation requirements and opportunities, joint mitigation with partnering agencies	24 participants: State Parks, Corps, USFWS, CDFG, Orange County Public Works personnel, and project team members
12/21/09	Natural Resources Coordination Meeting	Meeting discussion: project overview, CDFG contacts for consultation, proposed mitigation opportunities and minimum mitigation, and future coordination of meetings	3 participants: CDFG and project team members
01/19/10	Resource Agency Mitigation Strategy Meeting	Meeting discussion: SR-91 CIP and SR-71/SR-91 overview of impacts and mitigation requirements, mitigation options and resource agencies' objectives for both projects	14 participants: Corps, USFWS, and CDFG personnel, and project team members
03/02/10	Biological Mitigation Coordination Meeting with the County of Orange	Meeting discussion: SR-91 CIP overview, biological mitigation needed, mitigation opportunities on Orange County lands and open discussion	11 participants: Orange County Flood Control and Public Works personnel, and project team members
04/19/10	Green River Road/SR-91/SR-71 Projects Meeting with the RCA	Meeting discussion: discussion of four projects in the vicinity of two wildlife crossings (PCL 1 and PCL 2) and the consideration of each project to modify (i.e., enhance) the wildlife crossings in the vicinity of Green River Road and SR-91 and strategies for the projects that affect PCL 1 and PCL 2	16 participants: CDFG, Corps, USFWS, and City of Corona personnel and project team members
05/24/10	Green River Road/SR-91/SR-71 Projects Meeting at RCA	Meeting discussion: independent consistency with the Western Riverside County MSHCP and wildlife crossings affected by the Green River Road, SR-71/SR-91 and the SR-91 CIP projects	15 participants: CDFG, USFWS, and City of Corona personnel and project team members
05/26/10	Field Meeting with State Parks and the SR-91/SR-71 Project Team	Meeting discussion: mitigation and restoration options	6 participants: State Parks personnel and project team members

Table 5.2 SR-91 CIP Meeting Summaries

Meeting Date	Meeting	Description	Participants
06/24/10	SR-91 CIP Coordination Meeting with the TCA and OCTA	Meeting discussion: SR-91/SR-241 toll connector, a third access auxiliary lane, TCA comments on the purpose and need and project description, and open discussion	14 participants: TCA and OCTA personnel and project team members
08/17/10	SR-91 CIP Agency Coordination Meeting	Meeting discussion: SR-91 Agency coordination efforts.	18 participants: representatives from corridor cities, Counties of Riverside and Orange, and project team members,
08/19/10	Wildlife Agencies and RCA Meeting	Meeting discussion: discussion on El Casco, Section 6 Grant Funds follow-up, Railroad Canyon/Franklin Street Interchange on I-15, a workshop, RMO Steering Committee, CPUC briefing on a new project; RCTC to discuss I-215/Scott Road to Nuevo Road; SR-91 improvements and B Canyon mitigation options and the proposed criteria refinement	30 participants: USFWS and CDFG personnel, SCE and CPUC personnel and project team members
08/19/10	Green River Road/SR-91/SR-71 Projects Meeting at RCA	Meeting discussion: monthly wildlife agency and RCA meeting, discussion of incorporation of wildlife movement accommodations for the SR-91 and SR-71 projects, incorporation of an arch culvert near B Canyon, documentation of wildlife movement issues	9 participants: CDFG and USFWS personnel and project team members
08/26/10	Public Information Meeting No. 2	Meeting discussion: SR-91 CIP overview, alternatives, project schedule, and the environmental documentation process	280 participants: local agencies, elected officials' representatives, business owners, members of the general public, and project team members
07/21/11	SR-91 CIP Agency Coordination Wildlife Issues Meeting #3	This meeting was scheduled to discuss the schedule and approach for the formal Section 7 consultation and BO. Comments received from USFWS will be incorporated in the BA to reduce the consultation time period. It was also agreed that formal consultation could be initiated prior to the identification of the Preferred Alternative if the comprehensive project description covers both alternatives and clearly states the worst-case scenario.	8 participants: USFWS and project team members
08/11/11	SR-91 CIP Consultation with State Parks	RCTC and Department staff met with State Parks representatives to discuss the potential project effects at CHSP, the Section 4(f) and 6(f) processes, and consultation on Section 4(f) and 6(f). The discussion addressed needed revisions to include other preliminary alternatives, create a table of overall impacts at CHSP, and identify the planting palette and design changes at Coal Canyon because State Parks considers Coal Canyon to be a unique resource.	13 participants: Department, State Parks, and project team members
08/22/11	SR-91 CIP Consultation with Corps	RCTC and the Department met with Corps staff to discuss Corps' comments on the Draft EIR/EIS, including Purpose and Need, range of alternatives, and the LEDPA determination that will result from the Section 404(b)(1) Alternatives Analysis, and the proposed responses to those comments.	8 participants: Department, RCTC, Corps, and project team members

Table 5.2 SR-91 CIP Meeting Summaries

Meeting Date	Meeting	Description	Participants
10/05/11	SR-91 CIP Coordination with Corps	RCTC and their consultants met with Corps' staff via video conference to review jurisdictional delineation information.	4 participants: RCTC, Corps, and project team members
10/20/11	SR-91 CIP Coordination with State Parks	The Department, State Parks Headquarters, and CHSP staff met via telephone conference to discuss State Parks' comments on the draft L&WCF form for the possible conversion of Section 6(f) park land (RCTC and their consultants joined for the last part of the call).	15-20 participants: Department, RCTC, CHSP, State Parks Headquarters, and project team members
10/20/11	SR-91 Section 7 Consultation	The Department, USFWS, CHSP, and project team members met to review areas within CHSP that may provide opportunities for CAGN mitigation in the form of restoring CSS habitat. Following the field review, the Department and USFWS discussed proposed mitigation ratios that would be included in the Biological Opinion.	6 participants: Department, USFWS, CHSP, and project team members
11/01/11	SR-91 CIP Coordination with Corps	The Department, RCTC and their consultants met with Corps staff at the Prado Visitors Center to discuss the process and requirements of the Section 408 permit process.	15-20 participants: Department, RCTC, Corps, and project team members
11/03/11	SR-91 CIP Coordination with State Parks	The Department, State Parks Headquarters, and CHSP staff along with RCTC and their consultants met via telephone conference to continue discussion of the State Parks' comments on the draft L&WCF form for the possible conversion of Section 6(f) park land and to discuss follow-up actions with the NPS.	15-20 participants: Department, RCTC, CHSP, State Parks Headquarters, and project team members

ac = acres

BA = Biological Assessment

BO = Biological Opinion

CAGN = California gnatcatcher

CDFG = California Department of Fish and Game

CETAP = Community and Environmental Transportation

Acceptability Process

CHSP = Chino Hills State Park

CIP = Corridor Improvement Project

Corps = United States Army Corps of Engineers

CPUC = California Public Utilities Commission

CSS = coastal sage scrub

Department = California Department of Transportation

EPA = United States Environmental Protection Agency

ESF = Environmental Screening Form

EIR = Environmental Impact Report

EIS = Environmental Impact Statement

FHWA = Federal Highway Administration

HCP = Habitat Conservation Plan

I-15 = Interstate 15

L&WCF = Land and Water Conservation Fund

LEDPA = Least Environmentally Damaging Practicable Alternative

MAR = Modified Access Report

MIS - Major Investment Study

MSHCP = Multiple Species Habitat Conservation Plan

NCCP = Natural Communities Conservation Plan

NPS = National Park Service

OC Parks = Orange County Parks

OCTA = Orange County Transportation Authority

PA&ED = Project Approval and Environmental Document

PCL = Proposed Constrained Linkage

PDT = Project Development Team

RCA = Regional Conservation Authority

RCTC = Riverside County Transportation Commission

RMOC = Reserve Management Oversight Committee

RTIP = Regional Transportation Improvement Program

RTP = Regional Transportation Plan

RWQCB = Regional Water Quality Control Board

SAC = Stakeholder Advisory Committee

SAR = Santa Ana River

SARI = Santa Ana River Interceptor

SCE = Southern California Edison

SR-241 = State Route 241

SR-71 = State Route 71

SR-91 = State Route 91

State Parks = State Parks Department

SWDR = Storm Water Data Report

TCA = Transportation Corridor Agencies

TCWG = Transportation Conformity Working Group

USFS = United States Forest Service

USFWS = United States Fish and Wildlife Service

The following meetings were held with the resource agencies noted in regard to biological resources in the project study area:

- **Resources Agency Scoping Meeting (August 12, 2008):** State Parks, USFWS, CDFG, Corps, and United States Forest Service (USFS) – CNF. The objective of this meeting was to coordinate with and obtain feedback from the resource agencies as part of the scoping process for the project.
- **Natural Resources Coordination Meeting (September 25, 2008):** State Parks, USFWS, CDFG, and the Corps. The objective of the meeting was to obtain feedback from the natural resource agencies (particularly State Parks) as part of the ongoing coordination efforts for the project.
- **Preliminary Section 7 Consultation Meeting (December 10, 2009):** State Parks, Corps, OCTA, CDFG, USFWS, and Orange County Public Works (OCPW). The objective of this meeting was to obtain input from the resource agencies on the preliminary mitigation for both the proposed project and the SR-71/SR-91 Interchange Improvement Project.
- **Natural Resources Coordination Meeting (December 21, 2009):** CDFG. The primary intent of this meeting was to meet with Ms. Leslie MacNair (CDFG) to provide background information on the project. In addition, Ms. MacNair was informed of the preliminary Section 7 Consultation process that had been initiated for the proposed project.
- **Resource Agency Mitigation Strategy Meeting (January 19, 2010):** Corps, USFWS, and CDFG. The intent of this meeting was to obtain input from the resource agencies on approaches for biological mitigation opportunities for the proposed project and the SR-71/SR-91 Interchange Improvement Project.
- **Biological Mitigation Coordination Meeting (March 2, 2010):** OCFCD and OCPW. The intent of this meeting was to discuss mitigation areas and acreages for the proposed project with the County of Orange.
- **Western Riverside County RCA Meeting (April 19, 2010):** RCA, CDFG, USFWS, Corps, and City of Corona. The purpose of the meeting was to discuss the process and strategy for moving forward with individual projects, including the proposed project, and their independent consistency with the Western Riverside County MSHCP, specifically the wildlife crossing consideration requirement of Section 7.5.2 of the Western Riverside County MSHCP.
- **Western Riverside County RCA Meeting (May 24, 2010):** RCA, CDFG, USFWS, and City of Corona. The purpose of this meeting was to discuss the process and strategy for moving forward with the individual projects, including

the proposed project, and their independent consistency with the Western Riverside County MSHCP. RCA asked for an update on the locations of the State right-of-way for SR-91. It was also discussed that there may only be TCEs near B Canyon instead of right-of-way acquisitions. The Department and RCTC provided detailed information on several concepts for modifying B Canyon to maximize the openness ratio. A total of six concepts for widening/opening the B Canyon crossings were reviewed in detail.

- **CHSP Field Meeting Regarding Mitigation Sites (May 26, 2010):** State Parks staff and consultant staff. A joint field meeting was held with the SR-71/SR-91 Interchange Improvement Project team to discuss mitigation opportunities with State Parks staff. The intent of the meeting included discussing the proposed project schedule and RCTC providing approximately \$4.7 million in Transportation Enhancement funds. RCTC is willing to move forward with the B Canyon arch culvert concept that was previously shared with the group; there would need to be an administrative change to the Western Riverside County MSHCP to extend criteria cells and to identify B Canyon as a new linkage in place of Proposed Constrained Linkage 1. A follow-up meeting in the field near B Canyon was held on September 21, 2010.
- **Wildlife Agencies and Western Riverside RCA, and the Green River Road/SR-91/SR-71 Projects and Western Riverside RCA Meeting (August 19, 2010):** RCA, CDFG, USFWS, and consultant staff. The intent of the meeting was to discuss SR-91 improvements and B Canyon mitigation options, the incorporation of wildlife movement accommodations for the SR-91 and SR-71 projects, possible funding and construction of an arch culvert near B Canyon, and wildlife movement issues in the environmental documents for the two projects.
- **Resource Agency Jurisdictional Resources Meeting (December 7, 2010):** Corps, CDFG, CHSP, the Department, RCTC, and consultant staff. The intent of the meeting was to discuss the design build process, environmental document, jurisdictional delineation, permit applications, and proposed mitigation.
- **Agency Coordination Meeting (July 21, 2011):** Participants at this meeting included representatives from USFWS, RCA-Dudek, the Department, RCTC, and consultant staff. The purpose of the meeting was to discuss the draft *Biological Assessment* and the formal Section 7 consultation for the SR-91 CIP, including the possibility of initiating formal Section 7 consultation prior to the identification of a Preferred Alternative. The USFWS indicated that it was fine if a comprehensive project description was used that covered the effects of both alternatives, resulting in the worst-case scenario for species take and habitat

impacts. It was discussed that the Department and RCTC will commit to providing compensatory mitigation for the worst-case scenario. It was also noted there is a risk that any changes to the project description following circulation of the Draft EIR/EIS could result in additional time to complete the Section 7 consultation.

- **Corps Meeting Regarding Section 404 Permit (August 22, 2011):** Participants at this meeting included representatives from the Department, Corps, RCTC, and the SR-91 CIP consultant team. The purpose of this meeting was to discuss the Corps' comments on the Draft EIR/EIS, specifically those related to impacts to aquatic resources and the Section 404 permitting process. The agencies agreed on how to include a Section 404(b)(1) alternatives analysis in the Final EIR/EIS if an individual Section 404 permit is required, and further agreed that no such analysis would be required if it could be demonstrated that impacts of the SR-91 CIP preferred alternative (Alternative 2f) were within the criteria for a Section 404 Nationwide Permit.
- **Field Meeting (October 20, 2011):** Participants at this meeting included representatives of the Department, USFWS, CHSP, and SR-91 CIP consultant team members to review areas within CHSP that may provide opportunities for CAGN mitigation in the form of restoring CSS habitat. Following the field review, the Department and USFWS discussed proposed mitigation ratios that would be included in the Biological Opinion.

5.2.2.2 Section 4(f) and Section 6(f) Consultations

Impacts to parks and parkland are discussed in detail in Section 3.1.3, Parks and Recreational Facilities. The Department and RCTC have engaged in regular consultation with the agencies with jurisdiction over the following Section 4(f) properties that may be temporarily or permanently used as a result of the Build Alternatives:

- **Santa Ana River Trail/Bike Lane:** Owned and operated by Orange County (OC) Parks (segment in Orange County) and the City of Corona (segment in the City)
- **Featherly Regional Park:** Owned and operated by OC Parks
- **Chino Hills State Park (CHSP):** Owned and operated by the State Parks Department (State Parks)
- **Griffin Park:** Owned and operated by the City of Corona

- **New Orange County Park (National Natural Landmark) (New OC Park [NNL]):** Owned and operated by OC Parks
- **El Cerrito Sports Park:** Owned and operated by the City of Corona

Informal consultation was initiated with State Parks regarding CHSP in 2008. In addition, the City of Corona, as an active member of the PDT, has been included in discussions of potential project impacts on Griffin Park, El Cerrito Sports Park, and the Santa Ana River Trail/Bike Lane. Consultations with the County of Orange were conducted in 2009. Consultation with OC Parks regarding the New OC Park (NNL) were conducted in 2012. The consultation process regarding project effects on Section 4(f) and 6(f) properties began in 2008 and was completed in May 2012.

The meetings and letters documenting the Section 4(f) consultation with the County of Orange regarding the potential effects of the SR-91 CIP Build Alternatives on the New OC Park (NNL), Santa Ana River Trail/Bike Lane and Featherly Regional Park, with State Parks regarding the potential effects of the SR-91 CIP Build Alternatives on CHSP, and with the City of Corona regarding the potential effects of the SR-91 CIP Build Alternatives on Griffin Park, El Cerrito Sports Park, and the Santa Ana River Trail/Bike Lane are summarized in Table 5.3. Copies of the consultation letters cited in Table 5.3 are provided in Appendix B, Resources Evaluated Relative to the Requirements of Section 4(f).

5.2.2.3 Additional Section 106 SHPO Consultation

The Department approved the *Historic Property Survey Report* (HPSR) for the SR-91 CIP on August 3, 2010, and received SHPO concurrence that none of the properties within the APE were eligible for listing on the National Register on September 22, 2010. Based on that HPSR, the Department proposed a finding of No Historic Properties Affected for the SR-91 CIP pursuant to Stipulation IX.A of the Section 106 Programmatic Agreement (PA).

On July 14, 2011, the Grand Boulevard Historic District in the City of Corona was listed on the National Register. That resource was previously evaluated in the HPSR and determined by the SHPO not to be eligible for the National Register. As a result of the listing of the Grand Boulevard Historic District on the National Register, a Supplemental HPSR was prepared by the Department to reassess the potential effects of the SR-91 CIP on that resource. The Supplemental HPSR (August 2011) was submitted to SHPO for a 30-day review beginning on September 8, 2011.

Table 5.3 Summary of Section 4(f) Consultation

Date of Consultation	Activity	Description of Activity
Summary of Consultation with the County of Orange Regarding the Santa Ana River Trail/Bike Lane (Segment in Orange County) and Featherly Regional Park		
May 27, 2009	Letter	Letter from the Department to Orange County Public Works regarding the "Formal Section 4(f) Consultation for the SR-91 Corridor Improvement Project"
June 9, 2009	Meeting	Consultation meeting with the County of Orange regarding the Santa Ana River Trail/Bike Lane and Featherly Regional Park
August 4, 2009	Meeting	Consultation meeting with Orange County Parks regarding the Santa Ana River Trail/Bike Lane and Featherly Regional Park
October 9, 2009	Letter	Letter from Orange County Parks to LSA Associates, Inc. regarding the "4(f) and 6(f) Evaluation Considerations of Potential Impacts of Caltrans Widening State Route 91 on Featherly Regional Park and the Santa Ana River Trail/Bike Lane"
October 28, 2010	Letter	Letter from the Department to Orange County Parks regarding the "Temporary Occupancy at Featherly Regional Park and the Natural National Landmark"
November 24, 2010	Letter	Letter from the Department to Orange County Parks regarding the "Temporary Occupancy at the Santa Ana River Trail/Bike Lane"
March 22, 2012	Email	Email from Orange County Parks to the Department concurring with temporary occupancy determination at Featherly Regional Park.
March 27, 2012 and March 29, 2012	Emails	Email (March 27, 2012) from the Department to Orange County Parks requesting concurrence with the Department's temporary occupancy determination for the New OC Park (NNL) and email response (March 29, 2012) from Orange County Parks to the Department concurring with that determination.
April 17, 2012	Letter	Letter from the Department to the County of Orange regarding the "Section 4(f): Revised De Minimis Determination at the National Natural Landmark, formerly labeled Anaheim 3 area by the Irvine Company" and the County's concurrence (May 2, 2012) with that determination.
Summary of Consultation with State Parks Regarding CHSP		
April 8, 2008	Meeting	Coordination meeting with the State Parks to discuss the project technical studies, the need for Right-of-Entry Permits for field research, and identification of Section 6(f) resources at CHSP
August 12, 2008	Meeting	Resources Agency Scoping Meeting to coordinate with and obtain feedback from the resource agencies (including State Parks) as part of the scoping process for the project
September 25, 2008	Meeting	Natural Resources Coordination meeting to coordinate with and obtain feedback from the natural resources agencies (including State Parks)
May 27, 2009	Letters	Formal Section 4(f) consultation letters from the Department to State Parks (Ron Krueper, Jon Rowe, and Enrique Arroyo) regarding CHSP
May 27, 2009	Letters	Formal Section 4(f) consultation letters from the Department to the United States Department of the Interior, National Park Service (Naomi Torres and Jim Donovan) regarding CHSP
October 23, 2009	Letter	State Parks letter to the RCTC Toll Project Manager regarding the "Section 4(f) Consultation regarding the State Route 91 Riverside to Orange County Corridor Improvement Project"
October 28, 2010	Letter	Letter from the Department to State Parks regarding the "Temporary Occupancy at Chino Hills State Park"
November 18, 2010	Letter	Letter from the Department to State Parks regarding the "Chino Hills State Park Section 6(f) Consultation for the State Route 91 Corridor Improvement Project"
November 24, 2010	Letter	Letter from the Department to State Parks regarding the "Revised Preliminary De Minimis Determination at Chino Hills State Park"
May 4, 2011	Letter	Letter from the Department to State Parks regarding the "Preliminary 4(f) De Minimis Determination at Chino Hills State Park"
May 4, 2011	Letter	Letter from the Department to State Parks regarding the "6(f) Consultation - Chino Hills State Park"
July 11, 2011	Letter	State Parks letter to the Department commenting on the "Draft Environmental Impact Report/Environmental Impact Statement (DEIR/DEIS) for the State Route 91 Corridor Improvement Project SCH# 200807 1075"
August 11, 2011	Meeting	Meeting between the Department and State Parks to discuss the potential project effects at CHSP, the Section 4(f) and 6(f) processes, and consultation on Sections 4(f) and 6(f)
October 20, 2011	Telephone conference	Telephone conference between the Department and CHSP to discuss State Parks' comments on the draft L&WCF Act form for the possible conversion of Section 6(f) parkland and to discuss follow-up actions with the NPS

Table 5.3 Summary of Section 4(f) Consultation

Date of Consultation	Activity	Description of Activity
November 3, 2011	Telephone conference	Telephone conference between the Department and State Parks to discuss State Park's comments on the possible CHSP 6(f) conversion (see October 20, 2011 teleconference above)
November 17, 2011	Letter	State Parks letter to the Department regarding the "State Route 91 Corridor Improvement Project, Draft Responses to Comments"
January 11, 2012	Letter	Letter from the Department to State Parks regarding the "Section 4(f): Revised Temporary Occupancy and De Minimis Determination at Chino Hills State Park"
January 26, 2012	Letter	Letter from the NPS to the Department regarding issues associated with L&WCF Act grants to State Parks for CHSP
February 2, 2012	Letter	Letter from State Parks to the Department regarding the "Section 4(f) De Minimis Determination at Chino Hills State Park for the SR-91 Corridor Improvement Project"
March 12, 2012	Meeting	In response to State Parks' concern about fires propagating over parkland from SR-91, representatives from the Department and State Parks met with representatives from the City of Corona Fire Department, City of Corona Department of Public Works, Orange County Fire Authority, and California Department of Forestry and Fire Protection. The prevailing opinion of the local fire experts was that a low, continuous concrete barrier along the shoulder of SR-91 would be effective in arresting freeway-to-wildland fire ignition and preventing the spread of fire from vehicles on SR-91 into adjacent vegetation. The local experts preferred a 3-foot-high barrier to a higher barrier because they would still need to get hoses, equipment, and staff over the barrier to respond to fires and other emergency response needs.
April 5, 2012	Letter	State Parks provided written concurrence that the project effects at CHSP related to the permanent aerial and subsurface easements would be <i>de minimis</i> impacts.
Summary of Consultation with the City of Corona Regarding Griffin Park and El Cerrito Sports Park		
May 27, 2009	Letter	Letters from the Department to the City of Corona (Robert Morin, Joanne Coletta, and Kip Field) regarding "Formal Section 4(f) Agency Consultation for the SR-91 Corridor Improvement Project"
June 9, 2009	Meeting	Consultation meeting with the City of Corona regarding Griffin Park
June 15, 2009	Letter	Letter from the City of Corona to the Department regarding the "Section 4(f) Consultation – Griffin Park"
March 22, 2011	Letter	Letter from the Department to the City of Corona regarding the "Temporary Occupancy at the El Cerrito Sports Park"
May 13, 2011	Email	Email from the City of Corona to the Department, concurring with the Department's determination that the TCEs at El Cerrito Sports Park satisfy the conditions set forth in 23 CFR 774.13(d) and that the requirements of Section 4(f) will not apply to the TCEs at this park
April 10, 2012	Letter	Letter from the Department to the City of Corona regarding the "Temporary Occupancy of the Santa Ana River Trail/Bike Lane" and the City's concurrence with the determination that Section 4(f) does not apply to the project effects on this resource.
Summary of Consultation with the State Historic Preservation Officer (SHPO) regarding the Grand Boulevard Historic District		
June 15, 2012	Letter	Letter from the Department to the SHPO re-initiating consultation regarding the Department making a <i>de minimis</i> finding regarding the use of the Grand Boulevard Historic District.
June 26, 2012	Letter	Letter from the SHPO concurring with the Department's <i>de minimis</i> for the Grand Boulevard Historic District.

Source: Riverside County Transportation Commission (2012).

CFR = Code of Federal Regulations

CHSP = Chino Hills State Park

Department = California Department of Transportation

L&WCF = Land and Water Conservation Fund

New OC Park (NNL) = New Orange County Park

(National Natural Landmark)

NPS = National Park Service

RCTC = Riverside County Transportation Commission

SHPO = State Historic Preservation Officer

SR-91 = State Route 91

State Parks = California Department of Parks and Recreation

TCEs = temporary construction easements

The Department prepared a Finding of Effect (FOE) to assess the effects of the SR-91 CIP on the Grand Boulevard Historic District. The FOE presents the analysis and effects based on the application of the Criteria of Adverse Effects provided in 36 CFR 800.5 and it follows the guidelines for documentation in 36 CFR 800.11 in accordance with Stipulations X and XVI of the Section 106 PA. The Department, under its assumption of responsibilities pursuant to Section 6005 of SAFETEA-LU, and in accordance with the Pilot Program MOU (dated July 1, 2007), proposed a finding of No Adverse Effect Without Standard Conditions as appropriate for the SR-91 CIP. The Department sent a letter to SHPO on September 8, 2011, requesting SHPO concurrence with the Finding of No Adverse Effect. The SHPO received the Finding of No Adverse Effect on September 9, 2011, as noted in the log in the Office of Historic Preservation (OHP) database (OHP Reference No. FHWA110909A). The 30-day SHPO review period for the Finding of No Adverse Effect ended on October 9, 2011. In accordance with the Section 106 PA, if SHPO does not respond within 30 days and FHWA and SHPO have not agreed to extend the 30-day review period specified in 36 CFR 800.5(c), FHWA and the Department may determine that SHPO concurred with the No Adverse Effect finding (Stipulation X.B(1)(b)). Because no comments were received from SHPO within or immediately after the 30-day comment period, the Department is proceeding forward with the undertaking without formal SHPO concurrence per Stipulation X.B(1)b of the Section 106 PA, executed January 1, 2004, because the mandatory SHPO 30-day review period under the PA was met.

The Department sent a letter to SHPO on June 15, 2012, reinitiating consultation with SHPO regarding the Finding of No Adverse Effect for the project effects on the Grand Boulevard Historic District. The intent of the June 15, 2012 letter was to notify the SHPO that the Department, as assigned by FHWA, intends to make a de minimis finding for Section 4(f) use of a historic property, based SHPO's concurrence with Finding of No Adverse effect for the project effects on the Historic District. The SHPO concurred with the Department's de minimis determination for the Grand Boulevard Historic District in a letter dated June 26, 2012. Copies of the Department's June 15, 2012, letter and the SHPO's June 26, 2012, letter are provided in Attachment 5.J.

5.2.3 Notice of Preparation

The NOP for the project under CEQA was distributed on July 11, 2008, to federal, Tribal, State, regional, county, and local agencies; elected officials; special districts;

groups; businesses, major property owners, and organizations; and property owners within 700 ft of the project segments of the SR-91 and I-15 corridors.

The SCH distributed the NOP to Reviewing Agencies on July 15, 2008. The NOP and SCH letter are provided, respectively, in Attachments 5.B, Notice of Preparation, and 5.C, State Clearinghouse Distribution of the Notice of Preparation to State Agencies, which follow the last page of text in this chapter.

Notice of Scoping/Initiation of Studies letters were sent on August 7, 2008, to elected and City officials, agencies, and other interested parties. These letters included a project location map and information on the proposed project.

Written comments on specific topics for consideration in the environmental studies for the project received in response to the NOP and the Notice of Scoping/Initiation of Studies letters are summarized below:

- **Project Alternatives:** Comments related to the individual alternatives, funding, the use of Measure A funds for Alternative 2, operations, public transit instead of the proposed project.
- **Right-of-Way Acquisition and Relocation:** Comments related to the effect of project acquisition and the removal of residences and businesses adjacent to the project segment of SR-91. Comments from the City of Corona regarding the importance of attempting to avoid and minimize right-of-way impacts within the City limits and requesting the identification of potential right-of-way impacts for each Build Alternative.
- **Traffic:** Comments regarding the expected traffic volumes for the proposed MCP project, how the proposed project would address traffic congestion in the area once the MCP begins to distribute numerous vehicles onto I-15 and how that might distribute the congestion onto SR-91, and the importance of optimizing SR-91 corridor traffic to accommodate future traffic demands.
- **Biological Resources:** Comments regarding the importance of maximizing Chino Hills and Santa Ana Mountains habitat protection for future generations, effects of additional incremental lighting at entrances and exits to the constrained wildlife corridors, and the need to protect existing wildlife habitat and listed species on or near the project site.
- **Land Use:** Comments regarding consistency of the project with General Plans and regional plans.

- **Air Quality:** Comments regarding air quality impacts during construction and operations, and compliance with AB 32.
- **Cumulative Impacts:** Suggest including other transportation projects in the analysis, including the MCP; cumulative analysis within the context of other CETAP projects.
- **Growth Inducement**
- **Floodplains and Drainage:** Consider additional flood control improvements in the Lower Santa Ana River, including bank protection on the south bank of the River at several locations between Prado Dam and the western part of the Green River Golf Club as part of the County of Orange and Corps projects. Comments regarding the importance of fully evaluating the potential impacts of the proposed project to master planned drainage facilities such as the La Sierra Master Drainage Plan (MDP) facilities, which would provide flood protection and adequate drainage outlets to relieve substantial flooding problems. Concerns regarding the alteration of existing drainage patterns, the potential diversion or concentration of storm water flows, and the potential for increased runoff and potential impacts that could result from that runoff.
- **Noise:** Comments regarding potential noise and vibration impacts at entrances to and exits from the constrained wildlife corridors.
- **Historical Resources:** Comments to protect historical resources.
- **Hazardous Wastes**
- **Construction Impacts:** Comments regarding potential impacts during construction, including air quality, visibility, noise, traffic, and hazardous wastes; and requests for advanced notice of construction activities.
- Mitigation for direct, indirect, and cumulative impacts
- General comments supporting the project

Copies of the responses to the NOP are provided in Attachment 5.D, Responses to the Notice of Preparation, which follows the last page of text in this chapter.

5.2.4 Notice of Intent

The NOI was prepared by the Department and was published on July 3, 2008, in the Federal Register, Volume 73, No. 129, under NEPA.

No written comment letters were received in response to the NOI. The NOI is provided in Attachment 5.E, Notice of Intent, which follows the last page of text in this chapter.

5.2.5 Scoping Meetings

The RCTC and the Department hosted one public scoping meeting for the proposed project at the City of Corona Multipurpose Room at 400 South Vicentia Avenue in Corona, California, on July 29, 2008. Project aerial maps and display boards that showed the Build Alternatives were provided. Environmental process display boards were also provided, as were tables for scoping meeting participants to use for writing and submitting comment cards. A court reporter was also present to document public verbal comments. The aerial maps and display boards were described by the RCTC, the Department, and consultant staff.

The scoping meeting sign-in sheets showed 14 agencies and elected officials in attendance, as well as 11 property owners. A total of 64 people attended the meeting.

A *Scoping Summary Report* (March 19, 2010) was prepared for the proposed project. The purpose of the scoping process under CEQA is to examine a proposed project early in the environmental analysis/review process in order to identify the range of issues pertinent to the proposed project and feasible alternatives or mitigation measures to avoid the potentially significant adverse environmental effects of those alternatives. The scoping process stresses early consultation with resource agencies, other State and local agencies, Tribal governments, and any federal agency whose approval or funding of the proposed project would be required for completion of the project, as well as interested members of the general public.

Under NEPA, the lead agency is required to conduct an early and open process for determining the scope of issues to be addressed and for identifying the significant issues related to a proposed action (Section 1501.7, 40 CFR). The scoping process is used to identify the range of alternatives to be addressed in the environmental document.

The *Scoping Summary Report* for the proposed project documented the scoping process and documents the following:

- Distribution of the NOP and NOI
- Summary of the comments received in response to the NOP and NOI
- Initiation of Studies letters
- Cooperating and Participating Agency letters
- Scoping meeting

5.2.6 Public Information Meetings

Two public information meetings and a public hearing were held to update interested parties on the progress of the project. Both public information meetings were held at the Corona Public Library at 650 South Main Street, Corona, California 92882. The public hearing was held at the Corona Civic Center Gymnasium at 502 South Vicentia, Corona, California 92882.

5.2.6.1 March 3, 2009, Public Information Meeting

The March 3, 2009, meeting had 60 people in attendance. Advertisements for that meeting included:

- Postcard invitations mailed to 2,160 households on February 4, 2009.
- Newspaper advertisements in *The Orange County Register* (publication date February 21, 2009), *The Press Enterprise* (publication date February 21, 2009), *La Prensa* (publication date February 20, 2009), and *Inland Valley Daily Bulletin* (publication date February 21, 2009).
- SR-91 Project Website listed this meeting on January 29, 2009.
- Email notifications were sent to stakeholders on January 29, February 17, and February 25, 2009.
- Email notifications were sent to the “Corona Email List” group on January 29, February 17, and February 25, 2009.
- Public access television advertisements appeared on public access channels for the City of Corona on February 3, 2009, and the City of Norco on February 9, 2009.
- Corona City Council Meetings mentioned this meeting on February 4 and February 18, 2009.

5.2.6.2 August 26, 2010, Public Information Meeting

The August 26, 2010, meeting had approximately 280 people in attendance. Advertisements for this meeting included:

- Postcard invitations mailed to 2,457 households on August 6, 2010.
- A second mailing to the same 2,457 households on August 18, 2010, including the SR-91 Project Factsheet, Right-of-Way Frequently Asked Questions (FAQs), Tolling FAQs, and a meeting reminder in English and Spanish.
- Newspaper advertisements in *The Orange County Register* (publication date August 22, 2010), *The Press Enterprise* (publication date August 21, 2010), *La Prensa* (Spanish version of *The Press Enterprise*; publication date August 20,

2010), and *Inland Valley Daily Bulletin* (publication dates August 20, August 21, and August 23, 2010).

- Radio station advertisements were sent to KFRG 95.1 F.M. and KOLA 99.9 F.M. on August 18, 2010.
- SR-91 Project Website listed this meeting on August 5, 2010. A meeting banner was posted on the SR-91 Project Website on August 17, 2010.
- Email notifications were sent to stakeholders on August 2, August 18, and August 24, 2010.
- Email notifications were sent to the “Corona Email List” group on August 2, August 18, and August 24, 2010.
- Public access television advertisements appeared on public access channels for the Cities of Corona, Norco, Anaheim, and Yorba Linda on August 2, 2010. The City of Riverside public access television ran a 60-second commercial on August 10, 2010.
- SR-91 public information meeting flyers were provided at the following locations: Cities of Corona, Norco, and Riverside (Front Desks and Public Works counters) on August 10, 2010; Cities of Anaheim and Yorba Linda (Front Desks and Public Works counters) on August 11, 2010; and Corona Chamber of Commerce and Green River Golf Club (Front Desks) on August 17, 2010.
- Additional coverage included mention of this meeting at the City of Corona Council Meeting and City of Corona Redevelopment Agency on August 18, 2010; Agency Coordination Meeting on August 17, 2010; at the Corona Chamber of Commerce “Good Morning Corona” meeting on August 26, 2010; The Inland Gateway Association of Realtors (TIGAR) on August 26, 2010; press release by John Standiford, RCTC Deputy Director; and a tweet through the RCTC’s Twitter account.

5.2.6.3 June 9, 2011, Public Hearing

Description of the Public Hearing

On June 9, 2011, RCTC and the Department held an open-house format public hearing from 3:30 p.m. to 7:30 p.m. at the Corona Civic Center Gymnasium in Corona, California. The purpose of the public hearing was to provide information to the public regarding the project alternatives and the Draft EIR/EIS and to solicit input from the attendees regarding the project alternatives and the analyses provided in the Draft EIR/EIS.

A Notice of Availability for the Draft EIR/EIS was published in the Federal Register on May 26, 2011. A copy of that notice is provided in Attachment 5.F, Notice of

Availability. That Notice indicated that the Draft EIR/EIS was available for public review between May 26, 2011, and July 11, 2011.

The newspaper notices announcing the public hearing date, location, purpose, and format, and the availability of the Draft EIR/EIS are provided in the *Record of Public Hearing* (2011). The newspaper notices published on May 20, 2011, indicated that the Draft EIR/EIS was available for public review from May 20 to July 5, 2011. The newspaper notices published on June 2 and 3, 2011, indicated that the public review period for the Draft EIR/EIS was extended to July 11, 2011. The newspaper notices are provided in Attachment 5.G, Newspaper Publications.

A total of 49 agency and consultant staff persons, including three Spanish translators, one American Sign Language interpreter, and two court reporters, were present at the meeting. Based on the number of individuals who signed in at the Sign-In and Information Station, a total of 260 people (excluding agency and consultant personnel) attended the public hearing. The sign-in-sheets and materials that were available to attendees at the public hearing are provided in the *Record of Public Hearing*.

The set-up of the public hearing included 17 individual stations (described below), 53 exhibit boards, 5 large maps, and 6 viewing display monitors. Information handouts were distributed at the Sign-In and Information, Noise, and GIS stations. Agency and consultant staff were available at each station to greet the attendees, describe the material at the station, answer attendees' questions, and direct attendees to other stations for other information relevant to their questions and/or comments. The meeting format allowed attendees to move from station to station at their own pace, and to review the available materials and discuss their questions/comments with the staff at each station.

The public hearing was scheduled to start at 3:30 p.m. However, attendees began arriving at 3:00 p.m. As a result, the Sign-In and Information Station began signing in attendees shortly after 3:00 p.m. and staff began assisting attendees at each station at that time. The meeting ended shortly after 7:30 p.m.

The exhibit boards and handouts available at each station were:

1. **Sign-in and Information Station:** Attendees were invited to provide their names and addresses on the sign-in sheet and were offered the following handouts:
 - English and Spanish SR-91 Fact Sheet

- English and Spanish Comment Card
 - Public Hearing Station Site Plan
2. **Project Overview Video Presentation**
 3. **Welcome Station:** 4 exhibit boards and 1 project map on display
 4. **Environmental Station:** 4 exhibit boards on display
 5. **Cumulative Impacts/Major Investment Study Station:** 2 exhibit boards on display
 6. **Resources/Wildlife Station:** 4 exhibit boards on display
 7. **Visual Station:** 7 exhibit boards on display
 8. **Noise Station:** 2 exhibit boards on display and 1 handout describing the noise barrier survey process and the availability of the survey letters
 9. **Construction Station:** 5 exhibit boards on display
 10. **Traffic/Toll Station:** 5 exhibit boards on display
 11. **Video Presentation on Alternatives 1 and 2**
 12. **Right-of-Way/GIS Station:** 2 exhibit boards and 4 large-scale project plan boards on display, 4 video monitors for GIS applications, and 1 GIS information handout
 13. **Geometric Station:** 18 exhibit boards showing cross sections for Alternatives 1 and 2 and the geometric comparisons of Alternatives 1 and 2 were on display
 14. **Project Website Station:** Laptop connected to a 24-inch monitor was used to show the public how comments on the Draft EIR/EIS could be submitted through the SR-91 CIP project website, and where the electronic copies of the Draft EIR/EIS were available for download.
 15. **Comment Card Station:** 3 tables with English and Spanish comment cards and 3 collection boxes for written comments provided by the meeting attendees
 16. **Draft EIR/EIS Station:** Displayed copies of the Draft EIR/EIS and the project technical studies
 17. **Court Reporter Station:** 2 court reporters were available to transcribe oral public comments

Comments Received at the June 9, 2011, Public Hearing

A total of 49 comment cards and 19 verbal comments transcribed by the court reporters were received. In addition, many attendees discussed their concerns with staff present at the individual topic stations. Based on those interactions, the majority of the comments raised were related to right-of-way acquisition and the removal of homes and businesses on the acquired parcels. Other topics of concern included the

location of noise walls, the phasing of the project, the proposed construction date of the project, and a preference for a certain alternative or design variation.

The written and verbal comments received at the June 9, 2011, public hearing are included and responded to in Appendix O, Responses to Comments.

5.2.7 Noise Barrier Survey Public Outreach Efforts

Permanent noise impacts were identified at 416 properties. In accordance with Department procedures, surveys of affected and adjacent property owners were conducted to determine if each noise barrier would be constructed as part of the project. Barriers proposed on private property require 100 percent of the affected property owners to vote in favor of the specific barrier. For noise barriers within the State-owned freeway right-of-way, a majority of the adjacent property owners must vote in favor of the specific barrier. Extensive survey efforts were conducted between May 2011 and January 2012. Those efforts included multiple mailings of survey packages specific to each noise barrier and the property owners at each wall, community meetings with property owners, and door-to-door personal visits. The survey process is described in greater detail, including the voting results for each barrier, in Section 3.15.3.2, Noise Barrier Survey Results.

5.3 Interagency Coordination Regarding Air Quality

5.3.1 Transportation Conformity Working Group

As discussed in Section 3.14, Air Quality, this project is considered a POAQC. Therefore, a qualitative project-level PM_{2.5} and PM₁₀ hot-spot analysis was conducted to assess whether the project would cause or contribute to any new localized PM_{2.5} or PM₁₀ violations, increase the frequency or severity of any existing violations, or delay timely attainment of the PM_{2.5} and PM₁₀ AAQS.

The related interagency consultation required for this project with SCAG's TCWG deemed the PM Hot-Spot Qualitative Analysis acceptable for NEPA circulation at their September 22, 2009, meeting. The TCWG determination that the qualitative analysis was acceptable is provided in Attachment 5.H, Transportation Conformity Working Group Determination for the Qualitative PM Hot-Spot Analysis, which follows the last page of text in this chapter. In December 2010, the PM_{2.5} standard was revised. As a result, an updated Particulate Matter Hot-Spot Qualitative Analysis for the project was prepared and is included in Section 3.14. The updated analysis did not need to be submitted to the TCWG.

On April 12, 2012, the Department submitted a memo to the TCWG advising them that a preferred alternative had been identified for the SR-91 CIP. On April 24, 2012, the TCWG reviewed and concurred that the identified preferred alternative (Alternative 2f) meets PM conformity requirements.

5.3.2 Federal Highway Administration Air Quality Conformity Determination

Section 3.14.2.3, Regional Air Quality Conformity, provides the description of the SR-91 CIP in the 2012 RTP. A project-level *Air Quality Conformity Analysis* was prepared and concluded that the project's design concept and scope have not changed from what was analyzed in the 2012 RTP. The 2012 RTP was approved by SCAG in April 2012. FHWA approved the regional air quality conformity determination for the 2012 RTP on June 4, 2012. The individual projects contained in the RTP will be conforming projects and will have air quality impacts consistent with those identified in the SIP for achieving the NAAQS.

The SR-91 CIP Alternative 2 Initial Phase is also included in Amendment 24 to the 2011 FTIP and is described as follows: Project ID: 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 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). The project's open-to-the-public year of 2017 is consistent with (within the same regional emission period as) the construction completion date identified in the 2012 RTP and 2011 FTIP (Amendment 24). The FTIP gives priority to eligible TCMs identified in the SIP and provides sufficient funds to provide for their implementation. FHWA approved the air quality conformity determination for Amendment 24 to the 2011 FTIP on June 4, 2012.

As discussed in Section 3.14.2.4, in a letter dated June 5, 2012, the Department requested that FHWA issue a project-level air quality conformity determination for the SR-91 CIP, and on June 6, 2012, FHWA determined the SR-91 CIP, in Orange and Riverside Counties, conforms to the SIP in accordance with 40 CFR Part 93. A copy of the FHWA letter is provided in Attachment 5.I of Chapter 5, Comments and Coordination. A separate project-level air quality conformity determination will be necessary prior to approval of the ROD for the Ultimate Project.

5.4 Project Management Plan

As shown earlier in Table 1.1, the FHWA Major Project Deliverable approvals required for the project include approval of a *Final Project Management Plan*. RCTC is preparing the *Draft Project Management Plan* for the SR-91 CIP, which was submitted to FHWA for review on May 16, 2012. RCTC will prepare the *Final Project Management Plan*, in consultation with FHWA, after the ROD and the selection of the Preferred Alternative for implementation. The *Final Project Management Plan* is anticipated to be approved by FHWA in October 2012.

5.5 Native American Consultation and Coordination

On May 8, 2008, the NAHC was requested to review its SLFs for possible resources in the project APE. The NAHC replied on May 21, 2008, stating that the SLF indicated the presence of Native American cultural resources and recommended contacting nine Native American Tribes, groups, and individuals.

A letter was mailed to nine Native American Tribes, groups, and individuals on June 3, 2008. The letter discussed the project and requested information on Native American cultural resources. The letter also discussed four previously destroyed sites (three prehistoric, one historic) that were documented in the vicinity of the APE and the fact that the results of the sacred land files indicated that there are no sacred sites within the project APE. That letter was sent to:

- Augustine Band of Cahuilla Mission Indians: Mary Ann Green
- Juaneño Band of Cahuilla Mission Indians: Anita Espinoza
- Juaneño Band of Cahuilla Mission Indians: Joe Ocampo
- Juaneño Band of Cahuilla Mission Indians, Acjachemen Nation: David Belardes
- Juaneño Band of Cahuilla Mission Indians: Sonia Johnston
- Gabrieleno/Tongva San Gabriel Band of Mission Indians: Anthony Morales
- Pechanga Band of Mission Indians: Paul Macarro
- Soboba Band of Luiseño Indians: Erica Helms
- Ti'At Society: Cindi Alvitre

A letter response was received June 10, 2008, from Erica Helms requesting further consultation and cultural resources documentation. No other responses were received.

On June 30, 2008, telephone and email contact was attempted with all nine Native American Tribes, groups, and individuals. An email was received from Anna Hoover,

Cultural Resources Manager for the Pechanga Band of Mission Indians, stating that a response was pending. Sonia Johnston requested that the information be sent again by email. Anthony Morales requested monitoring by a Native American and an archaeologist during construction. Anita Espinoza also requested monitoring by a Native American and that the Tribe be notified of any cultural resources discoveries. Mary Ann Green's telephone was disconnected.

On July 14, 2008, a second attempt was made to contact individuals not reached by the first telephone call. Mary Ann Green's telephone was still disconnected. Voicemails were again left for Cindi Alvitre and David Belardes. Although contact with Sonia Johnston was successful during the first round of telephone calls, because no response had yet been received, a message was left to ensure that the Tribe had the opportunity for comment. There was no answer for Mr. Ocampo.

On August 8, 2008, Anna Hoover telephoned to request more information regarding the three prehistoric sites referenced in the consultation letter. This information was emailed to her on the same date. A letter was received from Ms. Hoover on August 20, 2008, requesting the opportunity to participate in the environmental review process, copies of archaeological reports and other documentation, government-to-government consultation, participation in all archaeological surveys and excavations through tribal monitoring, and participation in the decisions pertaining to the development of the project APE. Also, per the Tribe's request, a letter was issued by the Department that initiated government-to-government consultation with the Pechanga Tribe.

On July 16, 2010, Gary Jones, Archaeologist/District Native American Coordinator at the Department, emailed Anna Hoover at the Pechanga Tribe as a follow-up to the Department's proposal that was sent to Ms. Hoover to provide to her legal team for review. Gary Jones proposed that the HPSR and ASR be updated to include language about Native American monitoring in areas that the Pechanga Tribe considers sensitive. The Department provided Ms. Hoover with updated language and mapping to indicate and show areas that the Pechanga Tribe considers to be sensitive. The Department's proposal to the Pechanga Tribe indicated that the actual monitoring locations would be finalized during the PS&E phase of the project. The Department ensured Ms. Hoover that the monitoring requirements would be included in the Environmental Commitments Record (ECR). On July 23, 2010, Ms. Hoover provided comments on the HPSR and ASR to Gary Jones. The comments provided by the Pechanga Tribe on July 23, 2010, were incorporated into the Final HPSR and ASR.

Additional consultation was conducted with the two individuals who requested monitoring by a Native American and/or an archaeologist during construction. Anita Espinoza and Anthony Morales were contacted by telephone on May 8 and May 12, 2009, respectively. The calls were made in an attempt to obtain specific information about cultural resources in the APE that could be impacted and that would therefore merit monitoring. Ms. Espinoza modified her comments to say that she recommends monitoring if cultural resources are encountered during construction. She would also like to be notified of any discoveries. Mr. Morales modified his recommendation to request monitoring if there are any cultural resources discoveries. He would also like to be notified of any discoveries. He also stated that while he does not know of any specific cultural resources in the APE that could be impacted, he does consider the project area to be an “area of concern” due to its proximity to the Santa Ana River.

5.6 Comments on the Draft EIR/EIS

Copies of the Draft EIR/EIS were distributed to the State Clearinghouse, the Governor’s Office of Planning and Research (15 copies), and other federal, State, and local agencies. Hard copies of the Draft EIR/EIS were also available for public review at the Department and RCTC offices, the Corona Public Library, and the City of Corona Public Works Department. The agency distribution list for the Draft EIR/EIS is provided in Chapter 7.

Comments received during the public circulation period included letters, e-mails, comments received through the RCTC project website, and comment cards from the public meeting. Copies of all the written comments received during the public review period and the verbal comments provided to the court reporters at the June 9, 2011, public hearing are included in Appendix O, Responses to Comments.

Table 5.4 lists the agencies, organizations, and persons who commented on the Draft EIR/EIS during and shortly after the end of the public comment period on July 11, 2011. Each comment letter received is listed by its unique letter number. The written comments and responses to those comments are provided in Appendix O. The comments on the Draft EIR/EIS covered a wide range of concerns. The following summarize the topical areas raised in comments and questions on the Draft EIR/EIS:

- **Project and Alternatives:** Range of alternatives, selection of the Preferred Alternative, purpose of and need for the project, and related projects.

Table 5.4 Summary of Comments Received On the Draft EIR/EIS During and Shortly After the End of the Public Circulation Period

Letter Number	Agency/Commenter Name	Date of Comment
Federal Agencies		
F-1	United States Department of the Interior, Secretary, Office of Environmental Policy and Compliance	July 11, 2011
F-2	United States Fish and Wildlife Service and California Department of Fish and Game	July 11, 2011
F-3	United States Environmental Protection Agency	July 11, 2011
F-4	United States Army Corps of Engineers	July 21, 2011
State Agencies		
S-1	Native American Heritage Commission	June 2, 2011
S-2	Public Utilities Commission	June 29, 2011
S-3	State of California Department of Parks and Recreation	July 11, 2011
S-4	Department of Toxic Substances Control	July 8, 2011
S-5	California Regional Water Quality Control Board	July 8, 2011
Regional Agencies		
R-1	Riverside County Fire Department	June 28, 2011
R-2	Metropolitan Water District of Southern California	June 15, 2011
R-3	Orange County Public Works	June 21, 2011
R-4	Regional Conservation Authority	July 5, 2011
R-5	South Coast Air Quality Management District	July 15, 2011
Local Agencies		
L-1	City of Corona Fire Department	July 5, 2011
L-2	City of Corona Public Works Department	July 5, 2011
Organizations, Businesses, and Groups		
O-1	Countrywood Estates, Sandra Sierra	June 16, 2011
O-2	BMLA Landscape Architecture on behalf of Frontage Properties, LLC	July 5, 2011
O-3	Carlos Roque, City Best Insurance Services, Inc. for businesses located at 401 South Lincoln Avenue in Corona, CA	July 7, 2011
O-4	Southern California Edison Company	July 7, 2011
O-5	S&D Associates	July 8, 2011
O-6	Sierra Club, Puente-Chino Hills Task Force	July 8, 2011
O-7	Center for Biological Diversity	July 8, 2011
O-8	Shute, Mihaly and Weinberger on behalf of Hills For Everyone	July 8, 2011
O-9	Ayres Hotels	July 18, 2011
O-10	Wildlife Corridor Conservation Authority	July 20, 2011
Members of the General Public		
P-1	Mr. C.A. Alba	May 20, 2011
P-2	Daniel Woods	May 30, 2011
P-3	Gary Bailey	June 5, 2011
P-4	Melanie Duran	June 5, 2011
P-5	Savannah Head	June 7, 2011
P-6	Mr. C.A. Alba	June 6, 2011
P-7	Khoa Tran	June 7, 2011
P-8	Gregory Moses	June 7, 2011
P-9	Gary Elster	June 10, 2011
P-10	H.G. Chaffin	June 10, 2011
P-11	Bill Baker	June 12, 2011
P-12	Gary Bailey	June 12, 2011
P-13	Mike Hafez	June 16, 2011
P-14	Jim Ogle	June 16, 2011
P-15	Mary Lou Shina	June 19, 2011
P-16	Victor & Karen Quintana	June 27, 2011
P-17	Carmen Padilla	July 1, 2011
P-18	Dr. Bruce V. Armstrong	June 29, 2011
P-19	John Thalasinis	July 7, 2011
P-20	Stuart Johnson	July 7, 2011
P-21	Brent Thalasinis	July 7, 2011

Table 5.4 Summary of Comments Received On the Draft EIR/EIS During and Shortly After the End of the Public Circulation Period

Letter Number	Agency/Commenter Name	Date of Comment
P-22	Sal Riela, Ralph Kulajian, and Vahe Jeknavorian	June 27, 2011
P-23	John Reist	July 7, 2011
P-24	James Flournoy	July 8, 2011
P-25	Christopher Perez	July 10, 2011
P-26	Ryan Smith	July 11, 2011
P-27	Robert Kofdarali	July 11, 2011
P-28	Mahmoud Sadeghi	July 11, 2011
P-29	Ned Ibrahim	July 11, 2011
P-30	H.G. Chaffin	July 7, 2011
P-31	Robert Brockie	July 11, 2011
P-32	Tina Martin	July 18, 2011
P-33	Ed Diaz	July 19, 2011
P-34	Carolyn Ruth for Public Storage	July 21, 2011
P-35	Constance Spenger	September 26, 2011
Comment Cards Received at the June 9, 2011 Public Hearing		
C-1	Anonymous	June 9, 2011
C-2	Bruce Armstrong	June 9, 2011
C-3	Dr. George Beloz	June 9, 2011
C-4	Jack Brown	June 9, 2011
C-5	Kevin Bulton	June 9, 2011
C-6	H.G. Chaffin	June 9, 2011
C-7	H.G. Chaffin	June 9, 2011
C-8	Yatish Chaudhri	June 9, 2011
C-9	Vicky Chhour	June 9, 2011
C-10	William H. Cortez	June 9, 2011
C-11	Sally Cota	June 9, 2011
C-12	Kevin Lee Cruz	June 9, 2011
C-13	Alma Cuevas	June 9, 2011
C-14	Can Thuy Dang	June 9, 2011
C-15	Richard Everhart	June 9, 2011
C-16	Ramie Fernandez	June 9, 2011
C-17	Jolene Fuentes	June 9, 2011
C-18	Boka Gan	June 9, 2011
C-19	Sonia & Jose Garcia	June 9, 2011
C-20	John W. Hathaway	June 9, 2011
C-21	Roy Hungerford	June 9, 2011
C-22	Eric Johnson	June 9, 2011
C-23	Ron Kammeyer	June 9, 2011
C-24	Robert Lind	June 9, 2011
C-25	Jesus Reyes Lopez	June 9, 2011
C-26	Tim Lynch	June 9, 2011
C-27	Mary Mendoza	June 9, 2011
C-28	Paul & Cheryl Ramirez	June 9, 2011
C-29	Jesus Reyes	June 9, 2011
C-30	Ruben Reyna	June 9, 2011
C-31	Martin & Vicky Rivera	June 9, 2011
C-32	John Rojo	June 9, 2011
C-33	Rita Sandor	June 9, 2011
C-34	Claire Schlotterbeck	June 9, 2011
C-35	Beatriz A. Segura	June 9, 2011
C-36	Himanshu Shah	June 9, 2011
C-37	Shadi Shanak	June 9, 2011
C-38	Angela Scherer	June 9, 2011
C-39	Greg Tesdahl	June 9, 2011
C-40	Charlie Webb	June 9, 2011
C-41	Don Wilkie	June 9, 2011

Table 5.4 Summary of Comments Received On the Draft EIR/EIS During and Shortly After the End of the Public Circulation Period

Letter Number	Agency/Commenter Name	Date of Comment
C-42	Richard Winn	June 9, 2011
C-43	Check into Cash	June 9, 2011
C-44	Dvorak and Payne, Jim Ogle	June 9, 2011
C-45	El Taco Lucas	June 9, 2011
C-46	Pro-Dent Lab	June 9, 2011
C-47	Gala Nails	June 9, 2011
C-48	Joy Massage	June 9, 2011
C-49	Lincoln Smoke Shop	June 9, 2011
Transcript No. 1 from the June 9, 2011 Public Hearing		
T1-1	Sally Cota	June 9, 2011
T1-2	Victor Quintana	June 9, 2011
T1-3	Mala Shah	June 9, 2011
T1-4	Richard Everhart	June 9, 2011
T1-5	Jim Lane	June 9, 2011
T1-6	Greg Tesdahl	June 9, 2011
T1-7	Gloria Salgado	June 9, 2011
T1-8	Jesus & Esperanza Reyes	June 9, 2011
T1-9	Angela Scherer	June 9, 2011
Transcript No. 2 from the June 9, 2011 Public Hearing		
T2-1	Martin & Vicki Rivera	June 9, 2011
T2-2	Cheryl Ramirez	June 9, 2011
T2-3	Brenda Urrutia	June 9, 2011
T2-4	Truyen Nguyen – Gala Nails	June 9, 2011
T2-5	Canthauy Tante	June 9, 2011
T2-6	Judy Haraka	June 9, 2011
T2-7	Don Bowker	June 9, 2011
T2-8	Yatish Chaudhri	June 9, 2011
T2-9	Greg Tesdahl	June 9, 2011
T2-10	Charlie Webb	June 9, 2011

- **Community Impacts:** Impacts on existing residential and nonresidential uses, property acquisition (full and partial acquisitions), removal of existing homes and businesses, loss of parking, other impacts to businesses, impacts to and relocation of billboards, property access during construction, right-of-way acquisition process, economic impacts of property acquisition, and TCEs.
- **Noise:** Short- and long-term noise impacts, need for noise barriers, noise barrier survey process, and noise barriers included in the project.
- **Biological and Water Resources:** Impacts on natural communities and habitats, plant and animal species, and threatened and endangered species; mitigation for impacts on biological resources; compliance with the Western Riverside County MSHCP; impacts to wildlife crossings, impacts to waters of the United States, and short- and long-term impacts to water quality.
- **Air Quality:** Local air quality impacts, short- and long-term air quality and health impacts, and mobile source air toxics.

- **Chino Hills State Park:** Temporary and permanent use of land in CHSP, impacts to resources in CHSP, impacts on CHSP under Sections 4(f) and 6(f), and impacts associated with fire risk.
- **Aesthetics:** Impacts of structures, widened freeway, retaining walls, and noise barriers, and mitigation for those impacts; need for landscaping and aesthetic treatments, and changes in visibility of uses along SR-91.
- **Utilities and Emergency Services:** Impacts on utility facilities and mitigation for those effects, effects on emergency services providers, and effects on local storm drains.
- **Other:** Growth-inducing impacts, recirculation of the environmental document, cumulative projects and impacts, need for consultation with Native Americans, impacts associated with hazardous wastes and contaminated sites, graffiti, when project will be selected/constructed, traffic forecasts and demand, climate change and global warming, and improvements to local streets.

5.7 Attachments to Chapter 5

The following attachments are provided after the last page of text in this section:

- Attachment 5.A: Letters from Cooperating and Participating Agencies
- Attachment 5.B: Notice of Preparation
- Attachment 5.C: State Clearinghouse Distribution of the Notice of Preparation to State Agencies
- Attachment 5.D: Responses to the Notice of Preparation
- Attachment 5.E: Notice of Intent
- Attachment 5.F: Notice of Availability
- Attachment 5.G: Newspaper Publications
- Attachment 5.H: Transportation Conformity Working Group Determination for the Qualitative PM Hot-Spot Analysis
- Attachment 5.I: FHWA Project-Level Air Quality Conformity Determination
- Attachment 5.J: SHPO Correspondence for Section 4(f) for the Grand Boulevard Historic District

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Attachment 5.A: Letters from Cooperating and Participating Agencies

• United States Environmental Protection Agency (June 18, 2010)	8 pages
• United States Army Corps of Engineers (July 7, 2010)	6 pages
• United States Army Corps of Engineers (November 22, 2011)	3 pages
• Southern California Association of Governments (June 28, 2010)	1 page
• Orange County Transportation Authority (July 1, 2010)	2 pages
• Transportation Corridor Agencies (June 17, 2010)	5 pages
• Riverside County Flood Control and Water Conservation District (July 12, 2010)	4 pages
• South Coast Air Quality Management District (July 15, 2010)	2 pages
• County of Riverside Transportation and Land Management Agency (July 21, 2010)	1 page
• City of Corona (June 8, 2010)	2 pages

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UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION IX

75 Hawthorne Street
San Francisco, CA 94105

JUN 18 2010

David Bricker, Deputy District Director
California Department of Transportation
Environmental Planning
464 West 4th Street
San Bernardino, CA 92401-1400

Subject: Comments on Purpose and Need, Range of Alternatives, Methodologies, and Coordination Plan for State Route (SR) 91 Corridor Improvement Project

Dear Mr. Bricker:

This letter responds to your May 17, 2010 request for comments on the Purpose and Need, Range of Alternatives, Methodologies, and Coordination Plan for the State Route (SR) 91 Improvement Project in Riverside County and Orange County, California (Project). The request is in accordance with Section 6002 of Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

The California Department of Transportation (Caltrans) will be the Lead Agency under the National Environmental Policy Act (NEPA) and will prepare the Environmental Impact Statement (EIS) for the Project. The State of California has assumed responsibilities under NEPA for this project pursuant to the *Memorandum of Understanding Between the Federal Highway Administration (FHWA) and Caltrans Concerning the State of California's Participation in the Surface Transportation Project Delivery Pilot Program*.

EPA is a Participating Agency (as defined in SAFETEA-LU) for this project and appreciates the opportunity to provide early feedback during the project's development. EPA's comments follow below.

Purpose and Need

Independent Utility

The proposed Project is one of several recommendations resulting from the Major Investment Study (MIS) for Riverside and Orange Counties. EPA was actively involved in the MIS and provided comments throughout its development. At the end of the process, EPA continued to have concerns of the transition from the MIS to NEPA since several strategic options were eliminated without documentation and alternatives were eliminated without full consideration of environmental impacts. Further, it's unclear if these several recommendations are separate projects with independent utility or if the projects are dependent on one another to

meet the identified regional transportation needs. Also, as identified in the provided materials, there are multiple projects proposed within and in proximity to the SR 91 and Interstate 15 corridors, which may potentially raise concerns with project segmentation under NEPA.

The policies and procedures of FHWA's NEPA implementing rule at 23 CFR 771.111(f) state that, in order to ensure meaningful evaluation of alternatives and to avoid commitments to transportation improvements before they are fully evaluated, the action evaluated in each EIS shall:

- 1) Connect logical termini and be of sufficient length to address environmental matters on a broad scope;
- 2) Have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made; and
- 3) Not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.

EPA recommends that the DEIS clearly demonstrate the independent utility of the Project in light of other identified MIS proposals and proposed transportation improvements in the project area. If the Project need cannot be met without future planned improvements, then the scope of the Project should be expanded to include the additional improvements, since these would be considered connected and similar actions (40 CFR 1508.25). EPA believes this is the most effective way to address indirect and cumulative environmental impacts, and also ensures that a broader scope is applied in the identification and evaluation of project alternatives that may be less environmentally damaging.

Comparison of Build Alternatives

The draft Purpose and Need Statement includes several sections and supporting tables that prematurely compare the No-build and Build Alternatives (e.g., see Sections entitled Future Traffic Projections, 2035 Future Traffic Volumes, and Travel Time). The pros and cons of the alternatives and their effects to level of service (LOS) or travel time are more appropriately suited for the alternatives analysis phase. The needs justification discussion should characterize the extent of the existing and future problems, and not how LOS and travel time will improve if the project was constructed. EPA recommends eliminating discussion of the Build Alternatives (i.e., solutions) and analysis specific to project Build Alternatives from the Purpose and Need Statement.

Consistency with RCTC Measure A 10-Year Delivery Plan and the State Route 91 Implementation Plan

At the end of the first objective discussing consistency with RCTC Measure A 10-Year Delivery Plan and the State Route 91 Implementation Plan (page 15), please add "where feasible and in compliance with Federal and State regulations".

Range of Alternatives

Transit and Transportation System Management/Transportation Demand Management Alternatives and Options

The proposed Project should not preclude *also* enhancing transit access, or implementing a comprehensive Transportation System Management and Transportation Demand (TSM/TDM) plan, as a part of other build alternatives to further maximize the highway system's operational efficiency. We encourage Caltrans to explore the feasibility of implementing such alternatives simultaneously in the interest of minimizing environmental impacts and accommodating future travel demands expected.

In exploring the option to enhance transit access, the DEIS should identify activities that can be undertaken by Caltrans and/or other responsible agencies to enhance transit ridership that will effectively increase overall mobility within and through the corridor. Again, we strongly encourage Caltrans to consider concurrently implementing measures that provide incentives for increased transit ridership as a means of decreasing single occupancy vehicle travel.

Methodologies

The request for comments indicated that Caltrans will use the methodologies set forth in the Standard Environmental Reference (SER) and stated, that unless Caltrans receives comments back on these methodologies, it is assumed there is no opposition to their use. Other than this general statement that the project will follow the SER which is likely the assumption for any Caltrans-lead NEPA project, no specific information was provided on the level of analysis that is proposed to assess project impacts to specific resources (e.g., no analysis, qualitative analysis, quantitative analysis, etc.). EPA recommends that Caltrans provide a project-specific list of methodologies/models that are proposed for use and further identify the level of analyses that are proposed. If Caltrans decides to provide additional information to Participating Agencies on the level/type of analyses proposed to assess project impacts, EPA is available to provide feedback.

Mobile Source Air Toxics

Many studies have measured elevated concentrations of pollutants emitted directly by motor vehicles near large roadways. These elevated concentrations generally occur within approximately 200 meters of the road, although the distance may vary depending on traffic and environmental conditions. Pollutants measured with elevated concentrations include benzene, polycyclic aromatic hydrocarbons, carbon monoxide, nitrogen dioxide, black carbon, and coarse, fine, and ultrafine particles. For a thorough review of near-roadway monitoring studies, see Section 3.1.3 of EPA's "Regulatory Impact Analysis: Control of Hazardous Air Pollutants from Mobile Sources" (February 2007, <http://www.epa.gov/otaq/regs/toxics/fr-ria-sections.htm>).

A large number of recent studies have examined the association between living near major roads and different adverse health endpoints. Several well-conducted epidemiologic studies have shown associations with cardiovascular effects, premature adult mortality, and adverse birth outcomes, including low birth weight and size. Traffic-related pollutants have been repeatedly associated with increased prevalence of asthma-related respiratory symptoms in

children. Also, based on toxicological and occupational epidemiologic literature, several of the mobile source air toxics (MSAT), including benzene, 1,3-butadiene, and diesel exhaust, are classified as known and likely human carcinogens. Thus, cancer risk, including childhood leukemia, is a potential concern in near roadway environments. For additional information on MSATs, please see EPA's MSAT website <http://www.epa.gov/otaq/toxics.htm>.

Given the significant concerns about adverse health effects from mobile source pollutants, the freeway's current high traffic volume (more than 280,000 vehicles per day) and the proposal's intention to further increase capacity, and the close proximity of residences and sensitive receptors along several stretches of the freeway (with some communities directly adjacent to the freeway), EPA recommends a comprehensive quantitative analysis of MSAT impacts. This analysis can be used to inform decision-making between project alternatives and to inform avoidance, minimization, and mitigation options. A quantitative analysis with dispersion modeling and risk contours would help to identify problematic hotspots.

For most transportation projects, EPA generally recommends that the following levels of analysis be considered (in order of increasing complexity):

1. Qualitative discussion,
2. Quantify emissions,
3. Toxicity-weight emissions,
4. Dispersion modeling, and
5. Risk assessment.

These analyses are further described in the March 2007 report entitled "Analyzing, Documenting, and Communicating the Impacts of Mobile Source Air Toxic Emissions in the NEPA Process" conducted for the American Association of State Highway and Transportation Officials (AASHTO) Standing Committee on the Environment and funded by the Transportation Research Board ([http://www.trb.org/NotesDocs/25-25\(18\)_FR.pdf](http://www.trb.org/NotesDocs/25-25(18)_FR.pdf)). Procedures for toxicity-weighting, which EPA has found to be especially useful for the targeting of mitigation, are described in EPA's Air Toxics Risk Assessment Reference Library (Volume 3, Appendix B, beginning on page B-4, http://epa.gov/ttn/fera/data/risk/vol_3/Appendix_B_April_2006.pdf).

These recommendations, and the recommendations included in the report for AASHTO referenced above, differ substantially from the September 30, 2009 FHWA Interim Guidance Update on Mobile Source Air Toxic Analysis in NEPA Documents. The analysis of potential MSAT impacts is especially important in California, where the awareness of air toxics impacts, the knowledge of background conditions, and the familiarity with tools to assess potential impacts are very high. EPA suggests that Caltrans District 8 follow, as applicable to this project, a similar strategy to assess MSATs currently in development for the Interstate 710 Project. Caltrans District 7 is heading in the right direction in developing the appropriate models and level of stakeholder involvement to assess MSATs.

Waters of the United States

Given the project's proximity to the Santa Ana River and crossings of multiple tributaries, this Project will involve the discharge of dredged or fill material into jurisdictional

wetlands and waterways and require authorization by the U.S. Army Corps of Engineers (Corps) under Clean Water Act (CWA) Section 404. The Federal Guidelines at 40 CFR Part 230 promulgated under CWA Section 404 (b)(1) provide substantive environmental criteria that must be met to permit such discharges into waters of the U.S. These criteria require a permitted discharge to: (1) be the least environmentally damaging practicable alternative (LEDPA); (2) avoid causing or contributing to a violation of a State water quality standard; (3) avoid jeopardizing a federally listed species or adversely modifying designated critical habitat for a federally listed species; (4) avoid causing or contributing to significant degradation of the waters of the U.S.; and (5) mitigate for unavoidable impacts to waters. A fully integrated DEIS that adequately addresses these criteria would facilitate the CWA Section 404 permit review process. EPA recommends including a discussion on the requirements of LEDPA selection and describing how the alternative analysis will comply with the 404(b)(1) Guidelines. If the project has greater than five acres of permanent impacts to waters of the U.S., the project would trigger interagency coordination under the April 2006 *National Environmental Policy Act and Clean Water Action Section 404 Integration Process for Federal Aid Surface Transportation Projects in California Memorandum of Understanding* (NEPA/404 MOU).

Waters Assessment

The waters assessment should be of an appropriate scope and detail to identify sensitive areas or aquatic systems with functions highly susceptible to change. EPA also recommends the following in the DEIS for the assessment of existing conditions and environmental consequences of each proposed alternative:

- Include the classification of waters and the geographic extent of waters and any adjacent riparian areas.
- Characterize the functional condition of waters and any adjacent riparian areas.
- Include wildlife species affected that could reasonably be expected to use waters or associated riparian habitat and sensitive plant taxa that are associated with waters or associated riparian habitat.
- Analyze the potential changes in hydrologic regime and sediment transport from pre-project conditions.
- Analyze the potential water quality impact and potential effects to designated uses.
- Address techniques proposed for minimizing surface water contamination due to increased runoff from additional impervious surfaces.

On-Site Alternatives and Minimization

To demonstrate compliance with CWA Guidelines, the DEIS should identify measures and modifications to avoid and minimize impacts to water resources. Temporary and permanent impacts to waters of the U.S. for each alternative studied should be quantified; for example, acres of waters impacted, etc. For each alternative, the DEIS should report these numbers in table form for each impacted water and wetland feature.

As the project crosses multiple tributaries, the project provides an opportunity to modify existing undersized crossings to improve hydrological flows at stream crossings throughout the project area and/or improve wildlife access currently impaired by the freeway. The DEIS should

include on-site alternatives that replace undersized culvert(s) with either a larger culvert or a spanned crossing to actually improve the functional condition of the affected streams and provide more effective wildlife access under the roadway. Caltrans and the California Department of Fish and Game (DFG) recently released a February 2010 report entitled "California Essential Habitat Connectivity Project: A Strategy for Conserving a Connected California" which is a collaborative state effort to identify key wildlife and habitat corridors throughout California. EPA recommends that Caltrans overlay these maps on the proposed alignment (and alternatives) to help aid in the identification of wildlife corridors and areas where culverts may need to be improved for wildlife movement.

Compensatory Mitigation

On April 10, 2008, EPA and the Corps issued revised regulations, "Compensatory Mitigation for Losses of Aquatic Resources; Final Rule" (Mitigation Rule) (40 CFR 230), governing compensatory mitigation for authorized impacts to wetlands, streams, and other waters of the U.S. under Section 404 of the Clean Water Act. These regulations are designed to improve the effectiveness of compensatory mitigation to replace lost aquatic resource functions and area and include a mitigation hierarchy with an inherent preference for mitigation banks and in-lieu fee programs before the use of an on-site mitigation site.

Recommendations:

- Include discussion in the DEIS to reflect current regulations. The link to the final Mitigation Rule, which went into effect on June 9, 2008, can be found at <http://www.epa.gov/EPA-WATER/2008/April/Day-10/w6918a.pdf>. Ensure that all mitigation proposed for waters of the U.S. is in compliance with the Mitigation Rule.
- Discuss mitigation for temporary and unavoidable indirect impacts. Temporary impact mitigation should consider additional compensatory mitigation for temporal loss of functions as well as establishing numeric criteria and monitoring of the temporary impact site to ensure that aquatic functions are fully restored. Indirect impact mitigation should consider opportunities to reduce any potential effects from shading and to compensate for possible wetland habitat fragmentation.

Greenhouse Gas Emissions and Sustainable Communities Strategies

The State of California has increased its focus on potential climate change and impacts of increasing greenhouse gas emissions. Specifically, the Global Warming Solutions Act of 2006 and Executive Order S-3-05 recognize the impact that climate change can have within California and provide direction for future reductions of greenhouse gases. The Natural Resources Agency recently adopted Amendments to the California Environmental Quality Act (CEQA) Guidelines for greenhouse gas emissions on December 30, 2009, which became effective on March 18, 2010². Senate Bill 375 (SB 375) is aimed at curbing sprawl and reducing vehicle miles traveled in an effort to cut greenhouse gas emissions. SB 375 requires Metropolitan Planning

¹ Information on the California Essential Habitat Connectivity Project is available at: http://www.dot.ca.gov/hq/env/bio/project_materials.htm.

² Amendments to the CEQA Guidelines for greenhouse gas emissions are available on-line at: <http://ceres.ca.gov/ceqa/guidelines/>.

Organizations (MPOs) to develop a "sustainable communities strategy" (SCS), which demonstrates how the region will meet greenhouse gas emissions reduction targets set by CARB.

The State of California is also a 2009 recipient of EPA's Smart Growth Implementation Assistance (SGIA). The State of California requested assistance in developing a local government sustainable community framework to provide guidance to local jurisdictions in determining which combination of greenhouse gas emission reduction strategies, smart growth practices, and sustainability policies are best for their communities. At the Federal level under the Partnership for Sustainable Communities, EPA, the U.S. Department of Housing and Urban Development, and the U.S. Department of Transportation are working together to help improve access to affordable housing, more transportation options, and lower transportation costs while protecting the environment in communities nationwide. The U.S. Department of Housing and Urban Development and the U.S. Department of Transportation will assist EPA in implementing the SGIA for the State of California.

EPA recommends that, as practicable, the DEIS identify the cumulative contributions to greenhouse gas emissions that will result from implementation of the project. In addition, we recommend that the DEIS discuss the potential impacts of climate change on the project and describe how the project meets the intent of statewide and national sustainability initiatives and goals to develop sustainable communities. Finally, the DEIS should identify if there are specific mitigation measures needed to 1) protect the project from the effects of climate change, 2) reduce the project's adverse air quality effects, and/or 3) promote pollution prevention and environmental stewardship.

Section 6002 Coordination for Future Projects

Purpose and Need and Range of Alternatives

Section 6002 SAFETEA-LU requires that the lead agency provide an opportunity for involvement by Participating Agencies in defining the Purpose and Need and in determining the Range of Alternatives for a project as early as practicable during the environmental review process. For this project, EPA received a concurrent request to comment on Purpose and Need, Range of Alternatives, Methodologies, and the Coordination Plan. The intent of Section 6002 SAFETEA-LU is to involve Participating Agencies early during the development of Purpose and Need in order to inform the scope and development of Project Alternatives. For future projects, EPA recommends that Caltrans request Participating Agency feedback on the Purpose and Need before extensive effort is expended on developing a Range of Alternatives for comment so that agency input can help shape the development of alternatives.

Coordination Plan

EPA recommends soliciting Participating Agency feedback on the project's coordination plan *prior to* requesting comments on specific SAFETEA-LU project milestones, so that the Participating Agencies have an opportunity to provide comments on any identified comment timelines and level of involvement by the Participating Agencies.

Methodologies

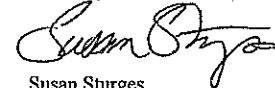
For future projects, EPA recommends that Caltrans provide a project-specific list of methodologies/models that are proposed for use and further identify the level of analyses that are proposed. The list should be supplemented with any relevant information inherent to the methodology, model, and resource so that Participating Agencies clearly understand how impacts will be assessed for each potentially significant impact and to what degree.

Participating Agency Coordination Meetings

EPA recommends that future participating agency coordination meetings for this project allow opportunities for Participating Agencies to participate in meetings via conference call if they are not able to attend in person (due to either travel restrictions or significant travel distance). Unfortunately, EPA was not able to participate in project meetings since the previous meeting venues were not set up for conference calls.

Thank you for requesting our comments. We look forward to continued participation in this project as a Participating Agency through the Section 6002 SAFETEA-LU process and will provide comments on the DEIS when it is available for review. If you have any questions, please contact me at 415-947-4188 or Sturges.Susan@epa.gov.

Sincerely,



Susan Sturges
Life Scientist
Environmental Review Office (CED-2)

CC: Shawn Oriaz, Caltrans District 8
Stephanie Hall, U.S. Army Corps of Engineers



DEPARTMENT OF THE ARMY
LOS ANGELES DISTRICT, CORPS OF ENGINEERS
P.O. Box 532711
Los Angeles, CA 90017-3401

July 7, 2010

REPLY TO
ATTENTION OF:
Regulatory Division

David Bricker
Deputy District Director
C/O: Shawn Oriaz
Caltrans District 8
464 West 4th Street
San Bernardino, California 92401-1400

Dear Mr. Bricker:

This is in reply to your letter dated May 17, 2010 concerning the Purpose and Need, Project Description/Range of Alternatives, and Coordination Plan prepared for the State Route 91 (SR-91) Corridor Improvement Project located in Orange and Riverside Counties, California. You have requested our comments as part of the environmental review process pursuant to the National Environmental Policy Act (NEPA) and section 404 of the Clean Water Act (CWA). On September 5, 2008, the Corps accepted Caltrans' invitation to become a cooperating agency in accordance with 40 C.F.R. 1501.6 and Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Only after independent review of the final environmental document to ensure that the project satisfies NEPA and other Corps requirements, can the Corps adopt the final environmental document.

In order to effectively participate as a cooperating agency, we request that Caltrans provide a delineation of waters of the U.S. in the study area, as well as more fully describe the Range of Alternatives and project impacts once they are available for our review. When the administrative Draft and Final Environmental Impact Statements are available, we anticipate reviewing and commenting pursuant to 40 C.F.R. Parts 1500-1508, the CWA section 404(b)(1) Guidelines at 40 C.F.R. Part 230, and 33 U.S.C. 408, if applicable.

During the pre-application phase, in order for the Corps to assess whether an Individual Permit or Nationwide permit verifications may be applicable, the Corps requires the jurisdictional delineation and identification of impacts to waters of the US. If an Individual Permit is required, Caltrans should submit the permit application prior to the Final EIS.

Upon review of the Purpose and Need and Project Description/Range of Alternatives, our comments and concerns with the project, are provided as follows:

Purpose and Need: Background Section

The Prado Flood Control Basin (Basin) is not presently included in Table 1.1. The Basin is a not part of the Santa Ana Mainstem Project. Impacts to the Basin must be considered.

Table 1.1 describes projects which are currently being planned such as the SR-91/SR-71 Interchange Improvement Project. The environmental document should clearly describe how these projects are or are not related to the SR-91 Corridor Improvement Project. The independent utility and logical termini of the project should be clearly described and justified.

In the Commuter Rail and Transit Services Section on page 10, other corridor studies are described. If these corridors are reasonable alternatives for addressing the purpose and need, these projects should be evaluated under one environmental document. Please clarify how the Major Investment Study process and other alternative analysis studies were conducted in accordance with NEPA. NEPA provides the opportunity for scoping to appropriately identify the purpose and need, range of alternatives, and to solicit and engage the public participation.

Purpose and Need: Purpose of the Proposed Project Section

A concise purpose statement should be developed with the objectives, if necessary. Identification of purpose of the project to provide improvements on SR-91 and I-15 (objectives 1 and 3) limits the reasonable range of alternatives. The third objective, "Provide maximum benefits to the traveling public within the project limits as soon as funding is available" is too vague and does not provide a basis for determining whether an alternative satisfies the purpose of the project. The availability of the funding should not be a factor for determining the adequacy of an objective. The purpose and need should be broad enough to allow for consideration of a range of reasonable and practicable alternatives that are commensurate with the level of environmental impacts, but specific enough that the range of alternatives can be appropriately focused. The needs of the project should take scoping comments into account and be presented in terms of quantified deficiencies (i.e., existing deficiencies, future without-project deficiencies, or both) as compared to some relevant local, regional, state, or national standard or goal. The purpose and need should be sufficiently clear and detailed for the Corps to formulate the basic and overall project purpose pursuant to the CWA section 404(b)(1) Guidelines, and so that it can be used with confidence in the development of the range of alternatives.

The objectives and need matrix at the end of the document includes an additional

objective not articulated in the body of the document (i.e. "Accommodate the STAA National Network for trucks").

Purpose and Need: Need for the Proposed Project Section

In the Existing Facilities and Capacity Section on page 16, please describe the constraints with the State Route 60 and State Route 74. Would improvements along these corridors address the regional traffic demands?

The Capacity, Transportation Demand, and Safety Section describe the level of service, volume to capacity ratios and average daily traffic on the SR-91. Please clarify what is the deficiency and why it is important. Please provide a comparison to acceptable standards or other freeways in the region. There is a missing connection between the need statement and the objective to "reduce diversion of regional traffic from the freeways into the surrounding communities." Please articulate why this is an objective of the project. Please provide justification to why diversion is a problem. Data is also provided on the build alternatives in this section. The Purpose and Need should focus on identifying the underlying problems and the reasons a project is considered and should not be written in a way that includes the potential solution itself.

Project Description

Drainage features that provide for wildlife movement should be considered for widening or modification to provide for enhanced connectivity functions. Please coordinate with California Department of Fish and Game and the U.S. Fish and Wildlife Service to provide additional recommendations regarding connectivity of wildlife habitat and movement.

Appropriate screening criteria should be discussed in the Alternatives Considered and Eliminated From Further Discussion Section in order to appropriately eliminate any alternative from further consideration. Alternatives should be developed in coordination with the Corps.

The Section 404(b)(1) Guidelines (Guidelines) at 40 C.F.R. 230.10(a)(1), practicable alternatives include, but are not limited to: (i) Activities which do not involve a discharge of dredged or fill material into waters of the US or ocean waters and (ii) Discharges of dredged or fill material at other locations in waters of the US or ocean waters. The analysis of a "no fill (i.e., no 404 permit required)" it is required and provides the baseline in which to evaluate impacts to aquatic resources for purposes of documenting compliance with the Guidelines. Please provide a complete description and analysis of a "no fill" alternative. Offsite alternatives within and outside of the study corridor should be considered. Compliance with the Guidelines is required for all standard individual permits.

The Guidelines and Section 404 Clean Water Act also requires the analysis of alternatives that have less adverse impact on the aquatic ecosystem including avoidance of special aquatic sites. Please consider span culverts, bottomless culverts, bridges with minimal piers, and other types of drainage features that avoid and/or minimize impacts to aquatic resources. Avoidance and minimization is required for standard individual permits and general permits.

General Comments

The draft environmental document section should describe all waters of the U.S. found within the study area. The jurisdictional delineation should be disclosed in the EIS. This provides the baseline conditions in which to evaluate impacts to aquatic resources (waters of the US). The aquatic resources functions and services should also be described. The EIS should also identify and discuss the cause and effect relationships between the project activity and the functions and services of the aquatic resources. Effects should be predicted in terms of magnitude, duration, and timing of the impact in relation to the resources. A quantitative and qualitative impacts analysis from past, present, and future projects should also be provided. Supporting data and analysis should be summarized or appropriately referenced.

A draft mitigation plan and location of mitigation should be disclosed in the Final EIS and be submitted as part of the permit application. A final mitigation plan is required if an Individual Permit is required. Any proposed mitigation should be in compliance with the 33 C.F.R. Part 332 and 40 C.F.R. Part 230. Please be aware of the compensatory mitigation requirements such as the use of the watershed approach for identifying mitigation projects, and the required conservation easements and financial assurances for Permittee-responsible mitigation, among other requirements.

The Corps' responsibilities to maintain the function of Civil Works project (Corps' Projects) features, which includes the Prado Flood Control Basin and many other channels and dams, are of paramount importance. To that end, the Corps is required to review requests to alter, occupy or use federal flood risk management works in accordance with the terms of 33 U.S.C. § 408. The Corps must determine that granting permission to alter, occupy or use will not be injurious to the public interest and will not impair the usefulness of such work. This determination, which may only be made by the Chief of Engineers or his delegate, requires detailed evaluation, as described in Corps guidance attached to this letter. Please be advised that impacts to our flood risk management works could result in substantial delay to the project or a denial from the Corps. Corps approval under Section 408 is required for modifications to all existing Corps projects, regardless of whether they are currently operated by the Corps or by a non-Federal sponsor such as a city, county, or flood control district.

In order to ensure that the District Commander will be prepared to issue a timely recommendation to the Chief of Engineers or his delegate regarding the preferred alternative identified by CalTrans in the EIS, Corps staff need to be involved in the review, screening, and analysis of alternatives that would propose modifications to any Corps project. Because the Corps has jurisdiction by law over approval of any proposed changes to Corps Projects, it is imperative that your agency coordinate with our staff that has special expertise regarding the potential impacts on flood risk management systems of our Corps Projects. Please submit any requests for Section 408 review with supporting documentation to our District Commander at the address above.

Requests to occupy or use Federal land controlled by the Corps in the Prado Basin will also require Corps review and approval. Real estate interests or permissions are subject to the Corps' review and determination pertaining to requests to alter, occupy or use a Corps Project under 33 U.S.C. § 408. Please note, however, that if, as expected, the required Section 408 or real estate review and analysis exceeds our normal and ordinary capabilities under our appropriations, we may require additional funds to handle necessary actions under the environmental review process. Please coordinate with Phillip Serpa, the Project Manager for Section 408 and real property issues, at 213-452-3402 or Phillip.J.Serpa@usace.army.mil. Please submit any requests for Section 408 review with the required supporting documentation to our District Commander at the address above.

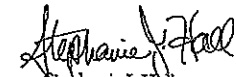
In our DA permit evaluation process, we must balance the project purpose against the public interest. The public benefits and detriments of all factors relevant to this transportation project will be carefully reviewed and considered. Relevant factors may include, but are not limited to, conservation, economics, aesthetics, wetlands, cultural values, fish and wildlife values, water quality, and any other factors judged to be important to the needs and welfare of the people. The following general criteria will be considered by the Corps in evaluating the SR-91 Corridor Improvement Project application:

- The relevant extent of public and private needs;
- Where unresolved conflicts of resource use exist, the practicability of using reasonable alternative locations and methods to accomplish project purposes; and
- The extent and permanence of the beneficial and/or detrimental effects the proposed project may have on the public and private uses to which the area is suited.

No DA permit can be granted if the project is found to be contrary to the public interest. We anticipate working with Caltrans and others in the documentation of our public interest review.

We appreciate your coordination efforts and the opportunity to submit comments on the Purpose and Need and Project Description/Range of Alternatives. Our agency looks forward to continuing an open dialogue with your respective offices to ensure this environmental review process remains comprehensive, technically sufficient, and transparent for the purposes of public disclosure and informed agency decision-making. If you have any questions, please contact Veronica Chan at 213-452-3292 or via e-mail at Veronica.C.Chan@usace.army.mil. Please refer to this letter and SPL-2008-00798-VCC in your reply.

Sincerely,


Stephanie J. Hall
Senior Project Manager
Regulatory Division



DEPARTMENT OF THE ARMY

P.O. Box 532741
Los Angeles, CA 90017-3401

November 22, 2011

REPLY TO
ATTENTION OF

Regulatory Division

Michael Blomquist
Riverside County Transportation Commission
4080 Lemon Street
3rd Floor
Riverside, California 92502

SUBJECT: Approved Jurisdictional Determination regarding presence/absence of geographic jurisdiction

Dear Mr. Blomquist:

Reference is made to your request (File No. SPL-2008-00798-VCC) dated November 15, 2010, for an approved Department of the Army jurisdictional determination (JD) for the State Route 91 Corridor Improvement Project (CIP) (-117.745607, 33.870879), located within the Cities of Anaheim and Corona, in Orange and Riverside Counties, California.

As you may know, the Corps' evaluation process for determining whether or not a Department of the Army permit is needed involves two tests. If both tests are met, then a permit is required. The first test determines whether or not the proposed project is located in a water of the United States (i.e., it is within the Corps' geographic jurisdiction). The second test determines whether or not the proposed project is a regulated activity under Section 10 of the River and Harbor Act or Section 404 of the Clean Water Act. As part of the evaluation process, pertaining to the first test only, we have made the jurisdictional determination below.

Based on available information, we have determined there are no waters of the United States on the project site in 31 locations depicted on the enclosed drawings and Approved JD form. The basis for our determination can be found in the enclosed Approved JD form.

The aquatic resources identified as "ditch" on the JD form are non-tidal drainages excavated on dry land that were built in the uplands and were not intended to and do not replace waters of the U.S. nor do they convey flows between waters of the U.S. As such, these aquatic resources are not currently regulated by the Corps of Engineers. This disclaimer of jurisdiction is only for Section 404 of the Clean Water Act. Other Federal, State, and local laws may apply to your activities. In particular, you may need authorization from the California

-2-

State Water Resources Control Board, California Department of Fish and Game, and/or the U.S. Fish and Wildlife Service.

This letter contains an approved jurisdictional determination for the State Route 91 CIP site. If you object to this decision, you may request an administrative appeal under Corps regulations at 33 CFR Part 331. Enclosed you will find a Notification of Appeal Process (NAP) fact sheet (Appendix A) and Request for Appeal (RFA) form. If you request to appeal this decision you must submit a completed RFA form to the Corps South Pacific Division Office at the following address:

Tom Cavanaugh
Administrative Appeal Review Officer,
U.S. Army Corps of Engineers
South Pacific Division, CESPD-PDS-O, 2042B
1455 Market Street, San Francisco, California 94103-1399

In order for an RFA to be accepted by the Corps, the Corps must determine that it is complete, that it meets the criteria for appeal under 33 C.F.R. Part 331.5, and that it has been received by the Division Office within 60 days of the date on the NAP. Should you decide to submit an RFA form, it must be received at the above address by January 22, 2012. It is not necessary to submit an RFA form to the Division office if you do not object to the decision in this letter.

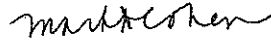
This verification is valid for five years from the date of this letter, unless new information warrants revision of the determination before the expiration date. If you wish to submit new information regarding the approved jurisdictional determination for this site, please submit this information to Veronica Chan at the letterhead address by January 22, 2012. The Corps will consider any new information so submitted and respond within 60 days by either revising the prior determination, if appropriate, or reissuing the prior determination. A revised or reissued jurisdictional determination can be appealed as described above.

This determination has been conducted to identify the extent of the Corps' Clean Water Act jurisdiction on the particular project site in 31 locations identified in your request. This determination may not be valid for the wetland conservation provisions of the Food Security Act of 1985. If you or your tenant are USDA program participants, or anticipate participation in USDA programs, you should request a certified wetland determination from the local office of the Natural Resources Conservation Service, prior to starting work.

If you have any questions, please contact Veronica Chan at 213-452-3292 or via e-mail at Veronica.C.Chan@usace.army.mil.

Please be advised that you can now comment on your experience with Regulatory Division by accessing the Corps web-based customer survey form at:
<http://per2.nwp.usace.army.mil/survey.html>.

Sincerely,

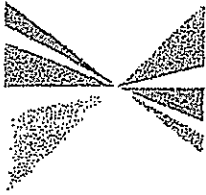
A handwritten signature in black ink, appearing to read "Mark D. Cohen".

Mark D. Cohen
Deputy Chief, Regulatory Division

Enclosures

Note: The attachments provided with this letter are on file
at RCTC and the Department.

SOUTHERN CALIFORNIA



**ASSOCIATION of
GOVERNMENTS**

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Energy & Environment

Transportation

Greg Pettis, Cathedral City

June 28, 2010

David Bricker
Deputy District Director, Environmental Planning
Department of Transportation
District 8
464 West 4th Street
San Bernardino, CA 92401

RE: State Route 91 Corridor Improvement Project

Dear Mr. Bricker,

SCAG accepts the invitation to be a participating agency in accordance with Section 6002 of SAFETEA-LU. Please direct all communications regarding this effort to:

Philip Law
Corridors Program Manager
818 W. 7th St, 12th Floor
Los Angeles, CA 90017
213-236-1841
law@scag.ca.gov

SCAG is already a participant on the SR-91 Corridor Improvement Project Stakeholder Advisory Committee. We look forward to continued coordination with Caltrans on this endeavor as it relates to our regional planning efforts, including the Regional Transportation Plan.

Sincerely,

Rich Macias,
Director, Transportation Planning

RM:pl

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Walt Kempton
Chief Executive Officer

July 1, 2010

Mr. David Bricker, Deputy District Director
Environmental Planning
Department of Transportation
District 8
464 West 4th Street
San Bernardino, CA 92401-1400

Subject: State Route 91 Corridor Improvement Project

Dear Mr. Bricker:

The Orange County Transportation Authority (OCTA) has reviewed the Purpose and Need, Project Description/Range of Alternatives, and Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), Section 6002 Coordination Plan for the above referenced project. The following comments are provided for your consideration:

Coordination Plan

- Page 1, Section 1.1: It is recommended to modify OCTA's responsibilities to "...development of the project as it affects the proposed improvements within Orange County and the operations of the 91 Express Lanes."
- Discussion of the transfer of the 91 Express Lanes franchise agreement within Riverside County should be included where it is appropriate.

Project Description

- Page 7, Need for Phasing Plans: it is recommended that a discussion regarding OCTA's Renewed Measure M funded portion in Orange County be included.
- Page 22, Utilities: it is recommended that the draft utilities plans be provided to the 91 Express Lanes group for their review/input. The 91 Express Lanes group may also have plans to replace signage within the next five years, this should be coordinated to avoid throwaways. Staff also recommends that OCTA be included as an affected agency if there potential impacts to the 91 Express Lanes facility.
- With regard to Table 2.11, please coordinate with the 91 Express Lanes group to determine if OCTA has any utilities that might be affected by the proposed project.

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Walt Kempton
Chief Executive Officer

- Page 37, Temporary Project Features: it is recommended that a discussion of any activity that will affect the 91 Express Lanes and the anticipated duration. OCTA needs to be notified of any temporary closures affecting the 91 Express Lanes operations.
- Page 85, Table 2.22: it is recommended that the language under 3.2 be modified to "...OCTA is collaborating with the TCA to propose a direct connector between SR-241 and the 91 Express Lanes." "...SR-91 Express Lanes..." should be referred to as "...91 Express Lanes..." These changes should be made globally.
- Page 97, SR-241/SR-91 Direct Connectors: Is there a need to modify the 2018 construction date, per the updated SR-91 Implementation Plan?

Purpose and Need

- Page 9, Table 1.1: it is recommended that "...SR-91 tolled express lanes" be modified to "91 Express Lanes." Changes should be made globally. Also, the completion time frame is not consistent with Page 97 of the Project Description document.
- Page 9, Table 1.1: please consider adding the SR-91 between SR-55 to SR-241 project to this list as the construction activities may overlap (completion by Dec 2014).
- Please verify the completion timeframe of the projects in Table 1.1.

If you have any questions or comments, please contact Dan Phu by phone at (714) 560-5907 or by email at dphu@octa.net.

Sincerely,

Charles Larwood
Manager, Transportation Planning

c: Dan Phu, OCTA
Tom Bogard, OCTA
Pradeep Gunaratne, OCTA
Kirk Avila, OCTA
Khalid Bazmi, RCTC
Michael Blomquist, RCTC



Transportation Corridor Agencies

June 17, 2010

David Bricker
Deputy District Director
Environmental Planning
Department of Transportation, District 8
464 West 4th Street
San Bernardino, CA 92401-1400

Subject: State Route 91 Corridor Improvement Project
Foothill/Eastern Transportation Corridor Agency Review of the Purpose and
Need, Project Description/Range of Alternatives, and SAFETEA-LU Section 6002
Coordination Plan

Reference: Your letter dated May 17, 2010

Dear Mr. Bricker:

Thank you for the opportunity to comment, as a participating agency, on the SR 91 Corridor Improvement Project (91 Project) administrative draft materials (Purpose and Need, Alternatives and SAFETEA-LU Section 6002 Coordination Plan) of the Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The Foothill/Eastern Transportation Corridor Agency (TCA) is a joint powers authority formed to manage financing, constructing and operating the Foothill/Eastern Transportation Corridors (SR 241, 133 and 261).

Our interest in the 91 Project relates to our role as the implementing agency for the N241/E91 Express Lane direct connector (Connector). The Connector is part of the SR 241 project, and has been planned since 1981 as a component of the SR 241. The Connector as previously approved was to be a two direction connector from the SR 241 to the eastbound SR 91 HOV/Express lanes and from the westbound SR 91 HOV/Express lanes to the SR 241. The Connector was cleared under NEPA in 1994 as a later phase of the SR 241. The Connector is on all the relevant plans, including the County of Orange MPAH, and the Southern California Association of Governments 2008 Adopted Regional Transportation Plan. Further details on the Connector are provided in the attached project sheet taken from our FY 2011 Capital Improvement Plan.

As we believe you are aware, TCA and Orange County Transportation Authority (OCTA) have initiated the process to implement the Connector, and anticipate that it will be open in 2015, in conjunction with the opening of the 91 Project. Due to the close relationship and overlapping physical area of the Connector and the 91 Project, as well as several other projects in the portion of the 91 corridor between the 241/91 interchange and SR 71, we understand that the

Thomas E. Maingo, Chief Executive Officer

125 Pacifica, Suite 100, Irvine, CA 92618-3304 • P.O. Box 53770, Irvine, CA 92619-3770 • (949) 754-3400 Fax (949) 754-3467
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Mr. David Bricker
June 17, 2010
Page 2 of 4

91 Project alternatives in this area would address a number of ongoing and future public improvements.

We are providing the comments and questions below in writing to meet the deadline specified in the referenced letter, but we believe it would be productive to discuss these comments in person. We will be contacting you to set up a meeting to discuss our comments.

General Comments and Questions

1. The Connector project should be considered part of the "baseline" in the EIR/EIS. In accordance with CEQA Guidelines § 15126.6 (e)(3)(C), the Connector is a project that "would reasonably be expected to occur in the foreseeable future if the [91] project were not approved, based on current plans and consistent with available infrastructure and community services." The Connector is a committed project in TCA's Capital Improvement Program as well as all other relevant transportation plans.
2. It has been our understanding since 1994, as evidenced in various adopted plans and environmental documents, that the Connector would utilize SR 91 existing right-of-way. Please confirm that the Connector can be implemented as planned without any additional right-of-way.
3. How are the related projects in the Santa Ana Canyon being addressed in the 91 Project EIR/EIS and how are the impacts of those projects being addressed in the cumulative impacts analysis?
4. The physical proximity, timing and operational overlap of the 91 Project and the Connector warrant further discussions between our agencies to meet CEQA and NEPA mandates to minimize duplicative analysis.
5. Purpose and Need, page 9 – please revise completion date for the Connector from "Post 2020" to be 2015. It is in the best interest of the traveling public to have a minimum construction impact and as such, concurrent construction with the 91 Project is anticipated.
6. Project Description, page 79, under project costs, first line of the paragraph: the cost between \$1.303 billion and \$1.384 billion is for the Alternative 2 "Ultimate" project, not "Initial and Ultimate" projects.
7. Project Description, page 85, under Table 2.22, 3.2: SR-241 to SR-91 Direct Connector: The first column notes that OCTA will construct SR-241 to SR-91 Direct Connector. This has not yet been decided at this time. Furthermore, the acceleration of the Connector project to coincide with the opening of the 91 Project may change the findings of the Value Analysis Study.
8. Project Description, page 97, under SR-241/SR-91 Direct Connectors, "The project is anticipated to be completed in "2018" after construction of the SR-91 CIP project." This 2018 date conflicts with the statement on page 9 of the Purpose and Need stating "Post 2020 as the completion date. Nevertheless, we request that you please revise the completion date to be 2015.

Mr. David Bricker
June 17, 2010
Page 3 of 3

Please feel free to contact this office should you have any questions regarding the above. My contact information is (949) 754-3488 or dlowe@thetollroads.com.

Sincerely,



David W. Lowe, P.E.
Director, Design & Construction

DWL:dwl

cc:
Enclosure(s)

FY11 Capital Improvement Plan
May 13, 2010
Page 14 of 32

Report No. 12
File No. 2010J-011

241/91 Connector
F/E Near-Term Project No. 6

Description The project consists of providing a single or dual lane (in each direction) directional connector between the median of the 91 Express Lanes to and from the east and the median of 241 to the south. A conceptual study under the direction of the Orange County Transportation Authority (OCTA) with participation by F/ETCA has been completed. The study identified three potential connector configurations that are recommended for further study in a PSR/PR (Project Study Report/Project Report). This would include environmental studies for the roadway and the bridge connector ramp as the next phase of the project. One configuration of this connector (providing one HOV lane in each direction) was included in the Ultimate Corridor environmental document, EIR/EIS No. 2-1, for the Eastern Transportation Corridor.

Purpose and Need The 241/91 connector between the two toll facilities is an integral component of the Eastern Corridor Ultimate Project as well as OCTA's SR 91 Implementation Plan. Traffic on 91 east of 241 greatly exceeds the capacity of the existing roadway during extended peak hours and many improvements have been proposed to alleviate this congestion. Extension of the 91 express lanes further into Riverside County is needed to accommodate this transition.

Project Status Staff is prepared to proceed with the required engineering and environmental documents to advance the project. The Riverside County Transportation Commission is also developing plans for the extension of the 91 Express Lanes from the Riverside/Orange County Line east to Interstate 15. Preliminary traffic and revenue studies show the project to be revenue positive to both OCTA and TCA.

Environmental An HOV connector ramp between 241 and 91 was included as a project component in the Eastern Corridor environmental document, EIS No. 2-1. An Addendum to that document would be the minimum environmental document required to construct the HOV connector.

Construction Impacts The project would cause significant impacts to traffic during the estimated two to three year construction period. The eastbound lanes of 91 (including toll lanes) require complete relocation and reconstruction for a minimum length of approximately one mile to provide sufficient room in the 91 median for the connector ramp. Similar constraints easterly of the 241/91 connector would require creative solutions in order to allow transition through the confluence. Both 241 and 91 traffic would experience significant impacts during construction.

Costs/Budget The FY11 proposed budget includes development of a Project Study Report/Project Report and an environmental addendum for the project. The FY12 & later cost estimates assumes a two-lane in each direction connector and the extension of 91 Express Lanes to 71. Participation levels and roles and responsibilities as well as roles of each agency for the remainder of the project are yet to be determined.

Activity	FY09 & Prior	FY10 Actual Plus Projected	Proposed FY11	FY12 & Later	Total
Engineering Oversight	\$ 31,000	\$ -	\$ 100,000	\$ -	\$ 131,000
TCA Technical Memorandum	282,000	-	-	-	282,000
OCTA Study	334,000	-	-	-	334,000
PSR/PR	-	-	900,000	-	900,000
Design/Environmental	-	-	1,000,000	67,000,000	68,000,000
Right-of-Way	-	-	-	2,000,000	2,000,000
Construction	-	-	-	351,000,000	351,000,000
Const. Engineering Mgmt.	-	-	-	21,000,000	21,000,000
Contingency & Miscellaneous	-	-	-	-	-
Total	\$ 647,000	\$ -	\$ 2,000,000	\$ 441,000,000	\$ 443,647,000

Schedule The investment-grade traffic and revenue study is underway and should be complete by June 2010. Staff proposes in FY11 to proceed with a PSR/PR and necessary environmental documentation for the three remaining alternatives. As agreed with OCTA, TCA will be taking the lead in these efforts. After selection of a locally preferred alternative, a contract will be brought before the Board with a goal of having this connector opened to traffic at the same time as the extension of the 91 Express Lanes into Riverside County, currently planned for late 2015.



RIVERSIDE COUNTY FLOOD CONTROL
AND WATER CONSERVATION DISTRICT

July 12, 2010

Mr. David Bricker
Deputy District Director
California Department of Transportation,
Environmental Planning
464 West 4th Street
San Bernardino, CA 92401

Dear Mr. Bricker:

Re: Invitation To Become
A Participating Agency
State Route 91 Corridor
Improvement Project

Thank you for your letter dated June 22, 2010 inviting our District to become a Participating Agency (pursuant to the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy For Users (SAFETEA-LU)) on the State Route 91 Corridor Project (Project). The Riverside County Flood Control and Water Conservation District (District) is a special district created by the State legislature (Chapter 48; California Water Code Appendix). The District's mission is to protect people, property and watersheds from damage or destruction from flood and storm waters and to conserve, reclaim and save such waters for beneficial use. To this end, the District plans, designs, constructs, owns, operates and maintains significant flood control and drainage infrastructure with the Project area. In addition, the District plays a major role in the implementation of the region's NPDES Municipal Stormwater (MS4) Permits.

The Project will likely impact various District facilities/rights of way and incrementally increase stormwater water runoff within the Project area. Typically, the District's role with respect to this type of project is that of a Responsible Agency pursuant to the California Environmental Quality Act (CEQA). It is anticipated that the District will be required to approve one or more aspects of the Project in accordance with CEQA. District staff previously responded to Caltrans' Notice of Preparation (see attached letter dated August 18, 2008).

Major District facilities that appear to be potentially impacted by the Project include:

1. North Norco Channel
2. South Norco Channel
3. Temescal Channel
4. Arlington Channel
5. Oak Street Channel
6. La Sierra Channel
7. El Cerrito Channel

Mr. David Bricker
Re: Invitation To Become
A Participating Agency
State Route 91 Corridor
Improvement Project

- 2 -

July 12, 2010

Other District drainage facilities are located within or near the proposed project area and may also be impacted. Caltrans' environmental compliance document(s) should address Project impacts to all District facilities and facilitate the District's required compliance with CEQA. Any work involving District right-of-way, easements or facilities will require an encroachment permit from the District. The construction of facilities within Caltrans' right-of-way that may impact District storm drains should also be coordinated with District staff. To obtain further information on encroachment permits or existing facilities, please contact the District's Encroachment Permit Section at 951.955.1266.

As I am sure you are aware, there are a number of important differences between CEQA and the National Environmental Policy Act (NEPA). In our experience working with federal agencies on various NEPA documents, it has come to our attention that the importance of conforming with certain regional land use planning programs - for example, the Western Riverside Multi-Species Conservation Habitat Plan (MSHCP) - is sometimes overlooked. Please be aware that the District, like the cities of Corona and Riverside, is a MSHCP permittee and that, in addition to CEQA, it must also comply with the provisions of the MSHCP when approving discretionary projects or permits. Caltrans' environmental compliance document(s) for the Project should include a MSHCP consistency assessment for those portions of the Project that are located within Riverside County including all necessary supporting documents, analysis and necessary mitigation in accordance with MSHCP requirements. The consistency assessment should address, at a minimum, Sections 3.2.1, 6.1.2, 6.1.3, 6.1.4, 6.3.2, 7.5.3 and Appendix C of the MSHCP.

Again, thank you for your letter. Please contact me at 951.955.8411 if I can be of further assistance.

Very truly yours,

MARK H. WILLIS
Chief of Regulatory Division

Attachment

cc: Ed Lotz

MHW:cw
P8/132279

WARREN D. WILLIAMS
General Manager-Chief Engineer



1995 MARKET STREET
RIVERSIDE, CA 92501
951.955.1200
FAX 951.788.9965
www.floodcontrol.co.riverside.ca.us

RIVERSIDE COUNTY FLOOD CONTROL
AND WATER CONSERVATION DISTRICT

August 18, 2008

Mr. Russell Williams
California Department of Transportation
District 8, Environmental Planning
464 West 4th Street, 11th Floor
San Bernardino, CA 92401

Dear Mr. Williams:

Re: Notice of Preparation of a Draft
Environmental Impact Report for the
State Route 91 Corridor Improvement
Project

This letter is written in response to the Notice of Preparation of a Draft Environmental Impact Report (DEIR) for the State Route 91 Corridor Improvement Project. The proposed project consists of increasing capacity on an existing 12-mile stretch on the State Route 91 from the State Route 241 in the City of Anaheim in Orange County, through the City of Corona, to Pierce Street in the City of Riverside in Riverside County. The proposed project also includes improvements on Interstate 15 in Riverside County between the Cajalco Road Interchange in unincorporated Riverside County and the Hidden Valley Parkway Interchange in the City of Corona.

The Riverside County Flood Control and Water Conservation District has the following comments/concerns that should be addressed in the DEIR:

1. The proposed project area is located within the District's Norco, Home Gardens, and La Sierra Master Drainage Plan (MDP) boundaries. When fully implemented, these MDP facilities will provide flood protection to relieve those areas within the plan of the most serious flooding problems and will provide adequate drainage outlets. The DEIR should fully evaluate potential impacts to master planned facilities. The District's MDP facility maps can be viewed online under Programs and Services at www.rcflood.org. To obtain further information on the MDP and the proposed facilities, please contact Dale Anderson of the District's Planning Section at 951.955.1345.
2. Several existing District facilities are located within the proposed project area and may be impacted. The DEIR should fully evaluate potential impacts to the District's existing facilities. Any work that involves District right-of-way, easements or facilities will require an encroachment permit from the District. Any construction of facilities within road right-of-way that may impact District storm drains should also be coordinated with us. To obtain further information on encroachment permits or existing facilities, contact Ed Lotz of the District's Encroachment Permit Section at 951.955.1266.
3. The District is a signatory to the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). For purposes of procuring an encroachment permit from the District, the permit applicant will need to demonstrate that the portion of the project located within District right-of-way or easement is consistent with the MSHCP. The DEIR should include an MSHCP consistency assessment with all of its supporting documents and provide mitigation, if needed, in accordance with all applicable MSHCP requirements. The assessment should address, at a minimum, Sections 3.2, 3.2.1, 6.1.2, 6.1.3, 6.1.4, 6.3.2, 7.5.3 and Appendix C of the MSHCP. In addition, some of the existing District facilities located within the project area are currently designated as Public/Quasi Public (P/QP) lands in the MSHCP. Any impacts to P/QP lands should be addressed in the DEIR.

Mr. Russell Williams
Re: Notice of Preparation of a Draft
Environmental Impact Report for the
State Route 91 Corridor Improvement
Project

-2-

August 18, 2008

4. The proposed project has the potential to alter existing drainage patterns. The potential diversion or concentration of storm water flows and any related impacts should be fully addressed in the DEIR. The proposed project also has the potential to increase storm water runoff and erosion within the proposed project area. The DEIR should also address the potential for increased runoff and any impacts that may result.
5. Portions of the proposed project may be located within the 100-year Zone A floodplain limits as delineated on the Federal Flood Insurance Rate Maps, issued in conjunction with the National Flood Insurance Program. If the proposed project will impact watercourses that may have floodplain associated with them, the DEIR should address potential direct and indirect floodplain impacts.
6. Construction projects that result in the disturbance of 1 or more acre of land (or less than 1 acre if part of an overall plan of common development) may require coverage under the State Water Resources Control Board's (SWRCB) National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction Activity (Construction Activity General Permit). Copies of the Construction Activity General Permit and Fact Sheet may be obtained from the SWRCB website (www.swrcb.ca.gov).

Thank you for the opportunity to comment on the Notice of Preparation. Please forward any subsequent environmental documents regarding the project to my attention at this office. Any further questions concerning this letter may be referred to Mai Son at 951.955.5418 or me at 951.955.1233.

Very truly yours,

Teresa Tung
TERESA TUNG
Senior Civil Engineer

c: TLMA
Attn: David Mares
Ed Lotz
Dale Anderson

MTS:mcv
P8/120661



South Coast
Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4182
(909) 396-2000 • www.aqmd.gov

E-mailed: July 15, 2010

July 15, 2010

Mr. David Bricker
Deputy District Director
Environmental Planning
Department of Transportation-District 8
464 West 4th Street
San Bernardino, CA 92401

Mr. Bricker,

The South Coast Air Quality Management District (AQMD) staff appreciates the California Department of Transportation's (Caltrans) invitation to become a participating agency under Section 6002 of the SAFETEA-LU for the proposed State Route 91 (SR-91) Corridor Improvement Project. The AQMD staff has reviewed the draft project description, purpose and need statements and based on the information in these draft documents the AQMD staff is concerned about potentially significant air quality and health risk impacts from the proposed project. Therefore, AQMD staff accepts Caltrans invitation to become a participating agency for the SR-91 Corridor Improvement Project.

AQMD staff requests that Caltrans place the AQMD on all future mailing lists for the proposed project. Also, AQMD staff requests that Caltrans provide AQMD with all future environmental documents prepared for the proposed project including technical data used to quantify any potential air quality and health risk impacts from the project. AQMD staff is available to work with the lead agency to address any issues and questions that may arise during the environmental review process. Please contact

2

Dan Garcia, Air Quality Specialist CEQA Section, at (909) 396-3304, if you have any questions regarding the enclosed comments.

Please address all correspondence to:

Mr. Ian MacMillan
Program Supervisor, CEQA Inter - Governmental Review
South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, CA 91765

Sincerely,

Ian MacMillan
Program Supervisor, CEQA Inter-Governmental Review
Planning, Rule Development & Area Sources

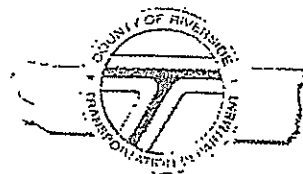
IM:DG

SBC100624-03
Control Number



COUNTY OF RIVERSIDE
TRANSPORTATION AND
LAND MANAGEMENT AGENCY

Transportation Department



Juan C. Perez, PE, LE,
Director of Transportation

July 21, 2010

Mr. David Bricker
Department of Transportation
District 8
464 West 4th Street
San Bernardino, CA 92401

Subject: Invitation to Become a Participating Agency on the State Route 91 Corridor
Improvement Project

Dear Mr. Bricker:

Thank you for the invitation to become a participating agency on the State Route 91 Corridor Improvement Project (SR-91 CIP) and the opportunity to review the purpose and need and project description.

The Riverside County Transportation Department requests to be included as a participating agency on the SR-91 CIP.

Please contact me at (951) 955-2091 if you have any questions.

Sincerely,

Farah Khorashadi
Engineering Division Manager

FK:rg

cc: Juan Perez, Director of Transportation
Patricia Romo, Deputy Director of Transportation



(951) 739-4823
(951) 279-3627 (FAX)
KipF@ci.corona.ca.us

OFFICE OF: PUBLIC WORKS DEPARTMENT

400 SOUTH VICENTIA AVENUE, P.O. BOX 940, CORONA, CALIFORNIA 92879-0940
CITY HALL - ON LINE ALL THE TIME (<http://www.discovercorona.com>)

June 8, 2010

David Bricker, Deputy District Director
Caltrans District 8
Environmental Planning
464 W. Fourth Street
San Bernardino, CA 92401

SUBJECT: State Route 91 Corridor Improvement Project review of Purpose and Need, Project Description and SAFETA-LU Section 6022 Coordination Plan.

Dear Mr. Bricker:

The City of Corona Public Works Department has received and reviewed the SR-91 Corridor Improvement Project documents and has the following comments:

SAFETA-LU 6002 Coordination Plan:

1. The City of Corona Public Works Department does not have any comments on this document.

Purpose and Need:

1. In the Introduction section on page 1, there is no reference to the existing HOV lanes on SR-91.
2. The population data noted on page 14 is not consistent with the population data shown in Table 1.4 on page 24.
3. In the last paragraph of page 15, the reference to Table 1.3 should be to Table 1.4.
4. On page 28, there is reference data for *Alternative 2 – Initial Project*; however, there is no definition or description of *Alternative 2 – Initial Project* included anywhere in the document.
5. On Table 1.12 located on page 38, there is Peak-Hour LOS data for the 2035 *No Build Alternative* with Toll/HOV data for northbound and southbound I-15; however, this data is based on the I-15 CIP project that may or may not be in place for this alternative, which could be misleading information and should be clarified.

Project Description:

1. The City of Corona Public Works Department does not have any comments on this document.

Please call Robert Morin at (951) 736-2446 if you have any questions or would like to discuss these comments in more detail.

Sincerely,

Kip D. Field P.E.
Public Works Director

C: Robert Morin, Principal Civil Engineer

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Attachment 5.B:
Notice of Preparation (July 16, 2008)

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POSTED

JUL 16 2008

TOM DALY, CLERK-RECORDER

By [Signature] DEPUTY

SCH No. _____

NOTICE OF PREPARATION

To: Public Agencies/General Public

From: California Department of Transportation
District 8, Environmental Planning
464 West 4th Street, 11th Floor
San Bernardino, CA 92401

Subject: Notice of Preparation of a Draft Environmental Impact Report

The California Department of Transportation (Caltrans) will be the Lead Agency and will prepare an Environmental Impact Report (EIR) for the project identified below. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project.

The project description, location, and the potential environmental effects are contained in the attached materials. A copy of the Initial Study (☐ is ☒ is not) attached.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date, but not later than 30 days after receipt of this notice.

Please send your response to Russell Williams at the address shown above. We will need the name for contact person in your agency.

Project Title: State Route 91 Corridor Improvement Project

Date:

7/11/08

Signature:

[Signature]
Ernest A. Figueroa

Title:

Deputy District Director
Environmental Planning

Attachment: Project Information

Reference: California Code of Regulations, Title 14, (CEQA Guidelines) Sections 15082(a), 15103, 15375.

POSTED

JUL 16 2008

TOM DALY, CLERK, RECORDER
By [Signature] DEPUTY

Caltrans will prepare an EIR on a proposal to increase capacity within the project segments of State Route 91 (SR-91) (between the State Route 241 Interchange and Pierce Street) and Interstate 15 (between Cajalco Road and Hidden Valley Parkway). The proposed improvements are considered necessary to facilitate movement of people and goods between the Counties of Orange and Riverside by improving travel conditions for work, recreation school, commerce, as well as all other trip purposes. Alternatives under consideration include: (1) High Occupancy Vehicle (HOV) Lanes; (2) High Occupancy Toll (HOT) Lanes; and (3) taking no action.

A scoping meeting for all interested parties/agencies and the general public is scheduled for Tuesday, July 29, 2008 from 5:00 p.m. to 8:00 p.m. in an open house format at the City of Corona City Hall, Multi-purpose Room, 400 S. Vicentia Avenue, Corona, California.

A more detailed project description, location, and the potential environmental effects are contained in the attached materials. The following environmental topics will be discussed in detail in the forthcoming EIR:

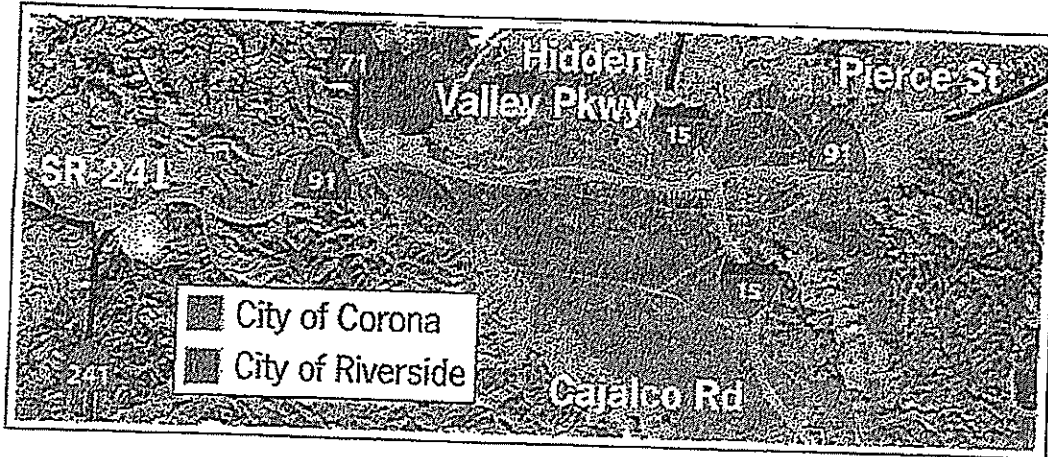
- Aesthetics
- Agriculture Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology/Soils
- Hazards & Hazardous Materials
- Hydrology/Water Quality
- Mandatory Findings of Significance
- Land Use/Planning
- Mineral Resources
- Noise
- Population/Housing/Relocations
- Public Services
- Recreation
- Transportation/Traffic
- Utilities/Service Systems
- Cumulative Impacts

For additional information regarding this project, please contact Mr. Russell Williams, California Department of Transportation, District 8, Division of Environmental Planning, SR-91 Corridor Improvement Project, 464 West 4th Street, 11th Floor, San Bernardino, CA 92401, via telephone at (909) 383-1554, or via email at D8_SR_91_Corridor_Improvement@dot.ca.gov.

STATE ROUTE 91 CORRIDOR IMPROVEMENT PROJECT
ENVIRONMENTAL INFORMATION

What is the SR-91 Corridor Improvement Project?

The project segment of SR-91 is one of the most congested routes in Southern California with a current average daily traffic (ADT) of 280,000 vehicles, which is expected to increase 50-70% by the year 2030. The State Route 91 (SR-91) Corridor Improvement Project focuses on increasing capacity on an existing 12-mile stretch (shown below in yellow) on the SR-91 from the SR-241 in the City of Anaheim in Orange County, through the City of Corona, to Pierce Street in the City of Riverside in Riverside County. The project also includes improvements on Interstate 15 (I-15) in Riverside County between the Cajalco Road Interchange in unincorporated Riverside County and the Hidden Valley Parkway Interchange in the City of Corona.

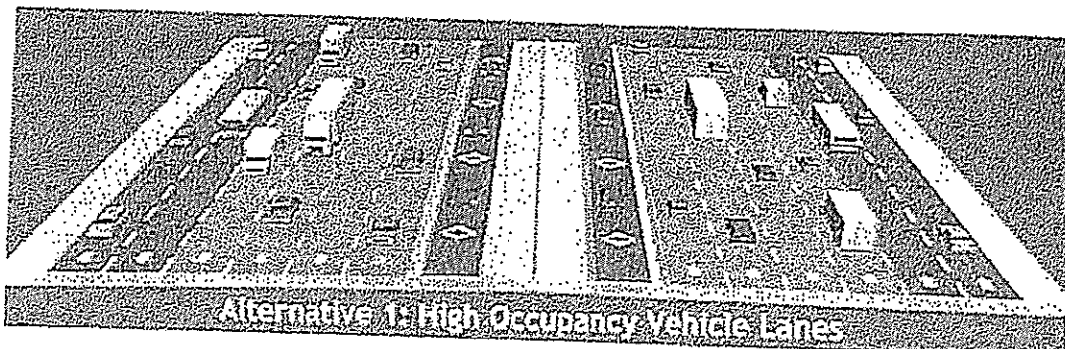


What are the current project alternatives under consideration?

The project will include studying two build alternatives on the SR-91 from the SR-241 to Pierce Street in the City of Riverside, which is approximately 12 miles long. Both alternatives include widening the existing structures, and the realignment and reconstruction of the existing exits and entrance ramps within the project limits. The project will also consider direct connectors linking the I-15 to the SR-91 existing HOV lanes and/or proposed toll lanes, which will potentially extend these lanes approximately five miles along the I-15 to Cajalco Road. A No Action alternative will also be evaluated.

Alternative 1: High Occupancy Vehicle (HOV) Lanes

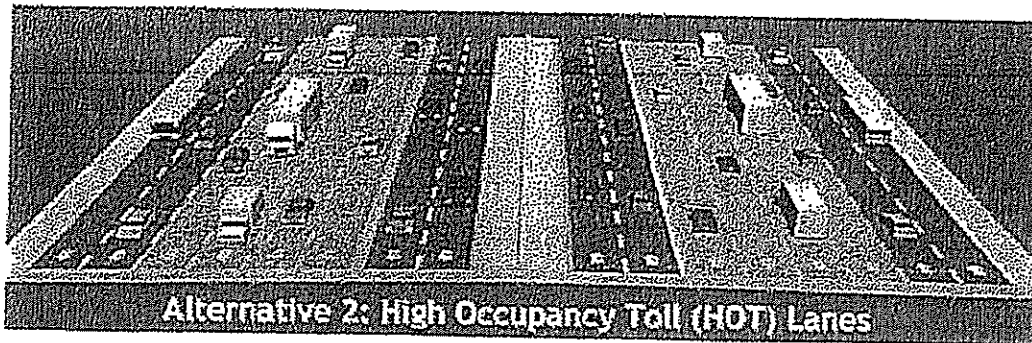
Alternative 1 would include the addition of one general purpose lane in each direction from SR-241 in Orange County to Pierce Street in the City of Riverside and an auxiliary lane, as needed, and maintain the existing HOV lanes, as well as realigning and reconstructing existing interchange exit and entrance ramps within the project limits. This alternative would also upgrade standards. The existing HOV lane, as shown below, would be maintained.



STATE ROUTE 91 CORRIDOR IMPROVEMENT PROJECT ENVIRONMENTAL INFORMATION

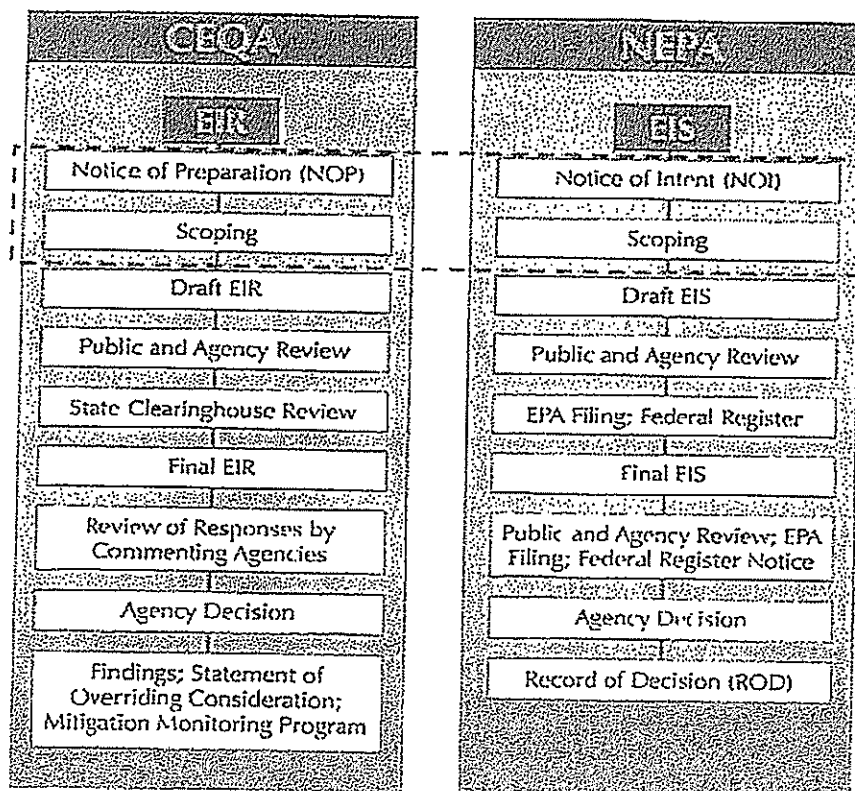
Alternative 2: High-Occupancy Toll (HOT) Lanes

Alternative 2 is a constrained alternative, which would add one general-purpose lane and two HOT lanes in each direction on SR-91 from SR-241 in Orange County to Pierce Street in the City of Riverside and includes widening of existing structures, as well as realigning and reconstructing existing interchange exit and entrance ramps and an auxiliary lane, as needed within the project limits. The highway will also be upgraded to current standards. This alternative will also provide direct connectors to link the new toll lanes with I-15.



What is the environmental process?

The California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) require agencies to prepare environmental impact assessments for proposed projects with significant environmental effects and to circulate these documents to other agencies and the public for comment before making decisions. It has been determined that a joint CEQA/NEPA document comprising an Environmental Impact Report (EIR) and an Environmental Impact Statement (EIS) will be prepared for the project. The steps for the CEQA/NEPA process are shown in the flow charts below:



This is where we are in the process.

**STATE ROUTE 91 CORRIDOR IMPROVEMENT PROJECT
ENVIRONMENTAL INFORMATION**

Will any permits be required for the project?

While the specific federal and State permits and approvals for the project have not yet been identified for the two build alternatives, it is anticipated that a Section 404 permit (issued by the U.S. Army Corps of Engineers), a Streambed Alteration Agreement (a Section 1602 Agreement, issued by the California Department of Fish and Game), and possibly a Section 7 permit (issued by the U.S. Fish and Wildlife Service) may be required for the project.

How can I get involved in the environmental process?

There are a number of ways to get involved with the environmental process. Here are the opportunities for public involvement:

- Review and respond to the Notice of Preparation (NOP) by August 11, 2008
- Attend the Scoping Meeting scheduled for July 29, 2008, 5:00 p.m. to 8:00 p.m. (open house format) at the City of Corona City Hall, Multi-purpose Room, 400 S. Vicentia Avenue, Corona, California
- Review the EIR/EIS when it is released for public review (tentatively scheduled for Nov. 2009)
- Attend public hearing(s)/meeting(s) on the EIR/EIS
- Review responses to comments on Final EIR/EIS
- Attend hearing on the Final EIR/EIS and the selection of the Preferred Alternative

Who can I contact to get more information about the EIR/EIS or the project?

Mr. Russell Williams
California Department of Transportation, District 8
Division of Environmental Planning
SR-91 Corridor Improvement Project
464 West 4th Street, 11th Floor
San Bernardino, CA 92401
email: D8_SR_91_Corridor_Improvement@dot.ca.gov.

In addition, information about the EIR/EIS is also available at the SR-91 website at the following url:
http://www.sr91project.info/environmental/general_info.php

Future public information meetings will be held to update interested parties on the progress of the project. The first one is anticipated to occur in the fall of 2008.

In addition, information about the SR-91 Corridor Improvement Project is also available at the Project website at the following url: <http://www.sr91project.info/>

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Attachment 5.C:
State Clearinghouse Distribution of the
Notice of Preparation to State Agencies

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ARNOLD SCHWARZENEGGER
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



CYNTHIA BRYANT
DIRECTOR

Notice of Preparation

July 15, 2008

To: Reviewing Agencies
Re: State Route 91 Corridor Improvement Project
SCH# 2008071075

Attached for your review and comment is the Notice of Preparation (NOP) for the State Route 91 Corridor Improvement Project draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Russell Williams
California Department of Transportation, District 8
464 W. 4th Street, 7th Floor
San Bernardino, CA 92401

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Project Analyst, State Clearinghouse

Attachments
cc: Lead Agency

Document Details Report
State Clearinghouse Data Base

SCH# 2008071075
Project Title State Route 91 Corridor Improvement Project
Lead Agency Caltrans #8

Type NOP Notice of Preparation
Description The project is proposed within the project segments of the SR-91 (between the State Route 241 [SR 241] Interchange and Pierce Street) and the I-5 (between Cajalco Road and Hidden Valley Parkway). The proposed EIR/EIS will evaluate the following alternatives:

Alternative 1: High Occupancy Vehicle (HOV) Lanes: Alternative 1 would include the addition of one general-purpose lane in each direction from SR-241 in Orange County to Pierce Street in the City of Riverside (approximately 12 miles) and an auxiliary lane, as needed, and maintain the existing HOV lanes, as well as realigning and reconstructing existing interchange exit and entrance ramps within the project limits. This alternative would also upgrade standards.

Alternative 2: High Occupancy Toll (HOT) Lanes: Alternative 2 is a constrained alternative, which would add one general-purpose lane and two HOT lanes in each direction on SR-91 from SR-241 in Orange County to Pierce Street in the City of Riverside (approximately 12 miles) and includes widening of existing structures, as well as realigning and reconstructing existing interchange exit and entrance ramps and an auxiliary lane, as needed within the project limits. The highway will also be upgraded to current standards. This alternative will also provide direct connectors to link in the new toll lanes with I-15.

Lead Agency Contact

Name Russell Williams
Agency California Department of Transportation, District 8
Phone 909-383-1554 **Fax**
email
Address 464 W. 4th Street, 7th Floor
City San Bernardino **State** CA **Zip** 92401

Project Location

County Riverside, Orange
City Anaheim, Corona, Riverside
Region
Cross Streets SR-91 segment (SR-241 to Pierce St) I-15 (Hidden Valley Pkwy to Cajalco Rd)
Lat / Long 33° 52' 55" N / 117° 32' 50" W
Parcel No. Multiple

Township	Range	Section	Base
----------	-------	---------	------

Proximity to:

Highways SR-241, SR-71, I-15
Airports
Railways BNSF
Waterways Santa Ana River
Schools Multiple
Land Use The project is a proposed widening of State Route 91 (SR-91) with connectors to Interstate 15 (I-15). Multiple land use designations occur in the study area.

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Economics/Jobs; Flood Plain/Flooding; Geologic/Seismic; Minerals; Noise; Cumulative Effects; Landuse; Growth Inducing; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Soil Erosion/Compaction/Grading; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Wildlife

Note: Blanks in data fields result from insufficient information provided by lead agency.

Document Details Report
State Clearinghouse Data Base

<i>Reviewing Agencies</i>	Resources Agency; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Game, Region 5; Native American Heritage Commission; Department of Fish and Game, Region 6; California Highway Patrol; Air Resources Board, Transportation Projects; Department of Toxic Substances Control; Regional Water Quality Control Board, Region 8
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<i>Date Received</i>	07/15/2008	<i>Start of Review</i>	07/15/2008	<i>End of Review</i>	08/13/2008
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Resources Agency

- ☒ Resources Agency
Nadell Gayou
- ☐ Dept. of Boating & Waterways
David Johnson
- ☐ California Coastal
Commission
Elizabeth A. Fuchs
- ☐ Colorado River Board
Gerald R. Zimmerman
- ☐ Dept. of Conservation
Sharon Howell
- ☐ California Energy
Commission
Paul Richins
- ☐ Cal Fire
Allen Robertson
- ☒ Office of Historic
Preservation
Wayne Donaldson
- ☒ Dept of Parks & Recreation
Environmental Stewardship
Section
- ☐ Central Valley Flood
Protection Board
Mark Herald
- ☐ S.F. Bay Conservation &
Dev't. Comm.
Steve McAdam
- ☒ Dept. of Water Resources
Resources Agency
Nadell Gayou

- ☐ Fish & Game Region 2
Jeff Drongesen
- ☐ Fish & Game Region 3
Robert Floerke
- ☐ Fish & Game Region 4
Julie Vance
- ☒ Fish & Game Region 5
Don Chadwick
Habitat Conservation Program
- ☒ Fish & Game Region 6
Gabrina Getchel
Habitat Conservation Program
- ☐ Fish & Game Region 6 IM
Gabrina Getchel
Inyo/Mono, Habitat Conservation
Program
- ☐ Dept. of Fish & Game M
George Isaac
Marine Region

Other Departments

- ☐ Food & Agriculture
Steve Shaffer
Dept. of Food and Agriculture
- ☐ Depart. of General Services
Public School Construction
- ☐ Dept. of General Services
Robert Sleppy
Environmental Services Section
- ☐ Dept. of Health Services
Veronica Malloy
Dept. of Health/Drinking Water

Independent

Commissions, Boards

- ☐ Delta Protection Commission
Debby Eddy
- ☐ Office of Emergency Services
Dennis Castrillo
- ☐ Governor's Office of Planning
& Research
State Clearinghouse
- ☒ Native American Heritage
Comm.
Debbie Treadway

Fish and Game

- ☐ Depart. of Fish & Game
Scott Flint
Environmental Services Division
- ☐ Fish & Game Region 1
Donald Koch
- ☐ Fish & Game Region 1E
Laurie Harnsberger

County. RIVERSIDE / ORANGE

- ☐ Public Utilities Commission
Ken Lewis
- ☐ Santa Monica Bay Restoration
Guangyu Wang
- ☐ State Lands Commission
Jean Sarino
- ☐ Tahoe Regional Planning
Agency (TRPA)
Cherry Jacques

Business, Trans & Housing

- ☐ Caltrans - Division of
Aeronautics
Sandy Hesnard
- ☐ Caltrans - Planning
Terri Pencovic
- ☒ California Highway Patrol
Shirley Kelly
Office of Special Projects
- ☐ Housing & Community
Development
Lisa Nichols
Housing Policy Division

Dept. of Transportation

- ☐ Caltrans, District 1
Rex Jackman
- ☐ Caltrans, District 2
Marcellino Gonzalez
- ☐ Caltrans, District 3
Jeff Pulverman
- ☐ Caltrans, District 4
Tim Sable
- ☐ Caltrans, District 5
David Murray
- ☐ Caltrans, District 6
Moses Stiles
- ☐ Caltrans, District 7
Vin Kumar

- ☐ Caltrans, District 8
Dan Kopulsky
- ☐ Caltrans, District 9
Gayle Rosander
- ☐ Caltrans, District 10
Tom Dumas
- ☐ Caltrans, District 11
Jacob Armstrong
- ☐ Caltrans, District 12
Bob Joseph

Cal EPA

Air Resources Board

- ☐ Airport Projects
Jim Lerner
- ☒ Transportation Projects
Ravi Ramalingam
- ☐ Industrial Projects
Mike Tolstrup

- ☐ California Integrated Waste
Management Board
Sue O'Leary

- ☐ State Water Resources Control
Board
Regional Programs Unit
Division of Financial Assistance

- ☐ State Water Resources Control
Board
Student Intern, 401 Water Quality
Certification Unit
Division of Water Quality

- ☐ State Water Resources Control Board
Steven Herrera
Division of Water Rights

- ☒ Dept. of Toxic Substances Control
CEQA Tracking Center

- ☐ Department of Pesticide Regulation

SCM#

4000011010

Regional Water Quality Control Board (RWQCB)

- ☐ RWQCB 1
Cathleen Hudson
North Coast Region (1)
- ☐ RWQCB 2
Environmental Document
Coordinator
San Francisco Bay Region (2)
- ☐ RWQCB 3
Central Coast Region (3)
- ☐ RWQCB 4
Teresa Rodgers
Los Angeles Region (4)
- ☐ RWQCB 5S
Central Valley Region (5)
- ☐ RWQCB 5F
Central Valley Region (5)
Fresno Branch Office
- ☐ RWQCB 5R
Central Valley Region (5)
Redding Branch Office
- ☐ RWQCB 6
Lahontan Region (6)
- ☐ RWQCB 6V
Lahontan Region (6)
Victorville Branch Office
- ☐ RWQCB 7
Colorado River Basin Region (7)
- ☒ RWQCB 8
Santa Ana Region (8)
- ☐ RWQCB 9
San Diego Region (9)
- ☐ Other _____

Last Updated on 02/21/08

**Attachment 5.D:
Responses to the Notice of Preparation**

- United States Department of the Interior, Fish and Wildlife Service (August 20, 2008).....4 pages
- Native American Heritage Commission (August 4, 2008).....5 pages
- California Department of Toxic Substances Control (August 8, 2008) 4 pages
- California Public Utilities Commission (August 8, 2008) 1 page
- California Department of Fish and Game (August 12, 2008) 8 pages
- South Coast Air Quality Management District (July 31, 2008) 2 pages
- Southern California Association of Governments (SCAG) (August 6, 2008) 4 pages
- Southern California Regional Rail Authority (August 11, 2008).....2 pages
- Transportation Corridor Agencies (July 24, 2008)..... 1 page
- Riverside County Flood Control and Water Conservation District (August 18, 2008).....2 pages
- Orange County Public Works (August 21, 2008) 2 pages
- City of Corona Public Works (August 11, 2008).....2 pages
- San Geronio Chapter of the Sierra Club (August 8, 2008) 16 pages

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United States Department of the Interior

FISH AND WILDLIFE SERVICE
Ecological Services
Carlsbad Fish and Wildlife Office
6010 Hidden Valley Road, Suite 101
Carlsbad, California 92011



In Reply Refer To:
FWS-WRIV-08B0733-08TA0858

AUG 20 2008

Mr. Russell Williams
California Department of Transportation
District 8, Environmental Planning
464 West 4th Street, 11th Floor
San Bernardino, California, 92401

Subject: Notice of Preparation (NOP) to Prepare a Draft Environmental Impact Report (DEIR)
for the State Route 91 (SR-91) Corridor Improvement Project (CIP), Riverside and
Orange Counties, California

Dear Mr. Williams:

We have reviewed the above referenced NOP, which was received on July 21, 2008. We offer the following comments pursuant to the Endangered Species Act of 1973 (Act), as amended (16 U.S.C. 1531 *et seq.*), and in keeping with our agency's mission to work "with others to conserve, protect, and enhance fish, wildlife, and plants and their habitats for the continuing benefit of the American people."

The project as proposed would increase capacity on SR-91 between the State Route 241 (SR-241) Interchange to the west in Orange County and Pierce Street to the east in Riverside County. In addition, the project study area includes Interstate 15 between Cajalco Road to the south and Hidden Valley Parkway to the north. Alternatives under consideration include (1) the addition of one general purpose lane in each direction from SR-241 to Pierce Street and an auxiliary lane, as needed, with maintenance of the existing High Occupancy Vehicle (HOV) Lanes; (2) the addition of one general-purpose lane and two High Occupancy Toll (HOT) Lanes in each direction on SR-91 from SR-241 to Pierce Street, including direct connectors to I-15; and (3) taking no action.

To facilitate the evaluation of the proposed project from the standpoint of fish and wildlife protection, we recommend that the DEIR include the following information:

I. General

1. A description of the proposed project and the environment in the vicinity of the project, from both local and regional perspectives, including all practicable alternatives that have been considered to avoid and/or reduce project impacts to federally listed and other



Mr. Russell Williams (FWS-WRIV-08B0733-08TA0858)

2

sensitive species and vegetation types (e.g., coastal sage scrub, riparian). Include specific acreages and descriptions of the types of wetlands, sage scrub, riparian, and other sensitive habitats that may be affected by the project alternatives as well as aerial photographs, mapping, and tables to summarize such information. Include detailed information on the number and distribution of all Federal candidate, proposed, and listed species, and their critical habitats; State-listed species; and locally sensitive species on or near the project site that may be affected by the proposed project or project alternatives. Ensure that project information is collected on a sufficiently wide region such that the DEIR addresses the entire project footprint, including borrow and fill sites, staging areas, fuel modification and maintenance zones, and potentially extensive manipulation of adjacent habitat areas, such as major grading activities, blasting, and/or relocation of stretches of the Santa Ana River, as well as areas that may be restored to offset these impacts.

2. An analysis of cumulative effects from proposed developments in the surrounding area.

II. Orange County

3. We are concerned about the effects of the proposed project on the Coal Canyon Wildlife Corridor (Missing Linkage SC 43 from Missing Linkages: Restoring Connectivity to the California Landscape Conference, 2000, <http://www.calwild.org/resources/pubs/linkages/index.htm>). We request that the DEIR include a detailed analysis of impacts of the proposed project on the movement of wildlife and measures proposed to avoid, minimize, and offset impacts to wildlife movement.

4. The renewed Measure M (M2) is a recently approved measure that will fund a variety of transportation projects in Orange County. M2 includes an innovative mitigation plan intended to streamline review and approval of M2 freeway projects by providing up-front, comprehensive habitat and resource protection. The release of funds for the mitigation plan is subject to completion of a master agreement further detailing how the mitigation plan will be implemented. The SR-91 CIP is anticipated to be one of the projects covered under the M2 mitigation plan. We are active participants in the development of the master agreement. We encourage Caltrans and the Orange County Transportation Authority to continue working with the resource agencies to finalize the agreement prior to completion of the EIR so that the up-front habitat and resource protection that will take place in association with M2 can be accurately described in the EIR.

III. Riverside County

5. A small portion of the proposed project site occurs within the boundary of the *Habitat Conservation Plan for the Stephens' Kangaroo Rat Western Riverside County*, March 1996 (HCP). Compliance with the regional incidental take permit associated with this HCP will be required prior to any ground-disturbing activities. Information concerning

mitigation requirements of this HCP and compliance with the incidental take permit should be disclosed in the DEIR.

6. On June 22, 2004, we issued a section 10(a)(1)(B) permit for the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). The MSHCP establishes a multiple species conservation program to minimize and mitigate habitat loss and the incidental take of covered species in association with activities covered under the permit. We recommend that the DEIR provide a thorough review of how the proposed project will reach consistency with the MSHCP. We request that this review include, but not be limited to, the following MSHCP objectives, permit conditions, policies, procedures and guidelines:
 - a. Species-specific objectives for MSHCP Covered Species that will likely be affected by the project (MSHCP volume II)
 - b. Impacts to MSHCP Public/Quasi-Public (PQP) Lands, Existing Core A (MSHCP 3.2.3 page 3-31)
 - i. See MSHCP Permit Condition 17. Permit and map available online: http://www.fws.gov/carlsbad/WRV_MSHCP_BO.htm
 - c. Impacts within MSHCP Criteria Cells 1612, 1616, 1702 and 1704 (MSHCP Table 3-17 pages 3-458 and 3-460)
 - d. Guidelines for the Siting and Design of Roads (MSHCP 7.5.1 page 7-80)
 - e. General Construction Guidelines (MSHCP 7.5.3 page 7-87)
 - f. Guidelines for the Construction of Wildlife Crossings (MSHCP 7.5.2 page 7-81)
 - i. Proposed constrained linkage 1 (PCL 1)(MSHCP 3.2.3 page 3-74)
 1. "...as SR-91 intersects the Linkage [PCL1] at its northern terminus, an adequate wildlife underpass or overpass may need to be implemented to insure movement of species in this area and to reduce the chance of mortality from vehicle collision."
 - ii. Proposed constrained linkage 2 (PCL 2)(MSHCP 3.2.3 page 3-75)
 1. "...as SR-91 intersects the Linkage [PCL2] at its northern terminus, an adequate wildlife underpass or overpass may need to be implemented to insure movement of species in this area and to reduce the chance of mortality from vehicle collision."
 2. For PCL 1 and 2 see also Missing Linkages: Restoring Connectivity to the California Landscape Conference. 2000. Missing Linkage SC 44 <http://www.calwild.org/resources/pubs/linkages/index.htm>
 - iii. Proposed constrained linkage 4 (MSHCP 3.2.3 page 3-76)
 - g. Best Management Practices (MSHCP Appendix C)
 - h. Fuels Management (MSHCP 6.4 page 6-72)
 - i. Guidelines Pertaining to the Urban/Wildlands Interface (MSHCP 6.1.4 page 6-42)
 - j. Protection of Narrow Endemic Plant Species Policy (MSHCP 6.1.3 page 6-28)
 - i. Narrow Endemic Species within Survey Area 7

1. San Diego ambrosia (*Ambrosia pumila*)
2. Brand's phacelia (*Phacelia stellaris*)
3. San Miguel savory (*Satureja chandleri*)
- k. Additional Survey Needs and Procedures Policy (MSHCP 6.3.2 page 6-65)
 - i. Burrowing Owl (*Athene cunicularia hypugaea*) Survey Area
- l. Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools Policy (MSHCP 6.1.2 page 6-20)
 - i. riparian, riverine, vernal pool, and fairy shrimp habitat
 - ii. Riparian/Riverine and Vernal Pool Species
 1. vernal pool fairy shrimp (*Branchinecta lynchi*)
 2. Riverside fairy shrimp (*Streptocephalus woottoni*)
 3. Western yellow-billed cuckoo (*Coccyzus americanus occidentalis*)
 4. Southwestern willow flycatcher (*Empidonax traillii eximius*)
 5. least Bell's vireo (*Vireo bellii pusillus*)

We appreciate the opportunity to comment on the referenced NOP and to participate in the transportation planning process. If you have any questions regarding this letter, please contact Sally Brown of this office at (760) 431-9440, extension 278.

Sincerely,

Jonathan Snyder

for Karen A. Gocbel
Assistant Field Supervisor

cc:

Stephanie Hall, Corps of Engineers, Los Angeles, CA
Adam Fischer, California Regional Water Quality Control Board, Santa Ana Region, CA
Scott Dawson, California Department of Fish and Game, Chino Hills, CA
Sylvia Vega, California Department of Transportation, District 12, Irvine, CA

NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-6251
Fax (916) 657-5350
www.nahc.ca.gov
ds_nahc@pacbell.net



August 4, 2008

Mr. Russell Williams

California Department of Transportation - District 8

464 W. 4th Street, 7th Floor
San Bernardino, CA 92401

Re: SCHS 2008071075: CEQA Notice of Preparation (NOP) draft Environmental Impact Report (DEIR) for the State Route 91 Corridor Improvement Project, Pierce Street in Riverside County to the S.R. 241 Toll Road Interchange in Orange County, California

Dear Mr. Williams:

Thank you for the opportunity to comment on the above-referenced document. The Native American Heritage Commission is the state agency designated for the protection of California's Native American cultural resources. The California Environmental Quality Act (CEQA) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR per the California Code of Regulations § 15064.5(b)(c) (CEQA Guidelines). In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE),' and if so, to mitigate that effect. To adequately assess the project-related impacts on historical resources, the Commission recommends the following action:

- ✓ Contact the appropriate California Historic Resources Information Center (CHRIS). Contact information for the 'Information Center' nearest you is available from the State Office of Historic Preservation in Sacramento (916/653-7278). The record search will determine:
 - If a part or the entire (APE) has been previously surveyed for cultural resources.
 - If any known cultural resources have already been recorded in or adjacent to the APE.
 - If the probability is low, moderate, or high that cultural resources are located in the APE.
 - If a survey is required to determine whether previously unrecorded cultural resources are present.
- ✓ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
- The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
- The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological information center.
- ✓ Contact the Native American Heritage Commission (NAHC) for:
 - A Sacred Lands File (SLF) search of the project area and information on tribal contacts in the project vicinity who may have information on cultural resources in or near the APE. Please provide us site identification as follows: USGS 7.5-minute quadrangle citation with name, township, range and section. This will assist us with the SLF.
 - Also, we recommend that you contact the Native American contacts on the attached list to get their input on the effect of potential project (e.g. APE) impact. In many cases a culturally-affiliated Native American tribe or person will be the only source of information about the existence of a cultural resource.
- ✓ Lack of surface evidence of archeological resources does not preclude their subsurface existence.
- Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5 (f) of the California Code of Regulations (CEQA Guidelines). In areas of identified archeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, is recommended should monitor all ground-disturbing activities.
- Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.

✓ Lead agencies should include provisions for discovery of Native American human remains or unmarked cemeteries in their mitigations plans.

- CEQA Guidelines §15064.5(d) requires the lead agency to work with the Native Americans identified by this Commission if the Initial Study identifies the presence or likely presence of Native American human remains within the APE. CEQA Guidelines provide for agreements with Native American groups, identified by the NAHC, to ensure the appropriate and dignified treatment of Native American human remains and any associated grave goods.
- Health and Safety Code §7050.5, Public Resources Code §5097.98 and CEQA Guidelines §15064.5(d) mandate procedures to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

✓ Lead agencies should consider avoidance, as defined in CEQA Guidelines §15370 when significant cultural resources are discovered during the course of project planning or execution.

Please feel free to contact me at (916) 653-6251 if you have any questions.

Sincerely,

Dave Singleton
Dave Singleton
Program Analyst

Attachment: Native American Contact List.

Cc: State Clearinghouse

Native American Contacts
Riverside & Orange Counties
August 4, 2008

756 3507

Cahuilla Band of Indians
Anthony Madrigal, Jr., Chairperson
P.O. Box 391760
Anza, CA 92539
tribalcouncil@cahuilla.net
(951) 763-2631

(951) 763-2632 Fax

Pechanga Band of Mission Indians
Paul Macarro, Cultural Resource Center
P.O. Box 1477
Temecula, CA 92593
(951) 308-9295 Ext 8106
(951) 676-2768
(951) 506-9491 Fax

Ramona Band of Cahuilla Mission Indians
Joseph Hamilton, Chairman
P.O. Box 391670
Anza, CA 92539
admin@ramonatribes.com
(951) 763-4105
(951) 763-4325 Fax

Soboba Band of Mission Indians
Robert Salgado, Chairperson
P.O. Box 487
San Jacinto, CA 92581
dhill@soboba-nsn.gov
(951) 654-2765
(951) 654-4198 - Fax

Ti'At Society
Cindi Alvitre
6515 E. Seaside Walk, #C
Long Beach, CA 90803
calvitre@yahoo.com
(714) 504-2468 Cell

Juaneno Band of Mission Indians Acjachemen Nation
David Belardes, Chairperson
31742 Via Belardes
San Juan Capistrano, CA 92675
DavidBelardes@hotmail.com
(949) 493-0959
(949) 493-1601 Fax

Gabrielino/Tongva San Gabriel Band of Mission
Anthony Morales, Chairperson
PO Box 693
San Gabriel, CA 91778
ChiefRBWife@aol.com
(626) 286-1632
(626) 286-1758 - Home
(626) 286-1262 Fax

Santa Rosa Band of Mission Indians
John Marcus, Chairman
P.O. Box 609
Hemet, CA 92546
srttribaloffice@aol.com
(951) 658-5311
(951) 658-6733 Fax

Native American Contacts
Riverside & Orange Counties
August 4, 2008

Gabrielino/Tongva Council / Gabrielino Tongva Nation
Sam Dunlap, Tribal Secretary
761 Terminal Street; Bldg 1, 2nd floor
Los Angeles, CA 90021
office @tongvatribes.net
(213) 489-5001 - Office
(909) 262-9351 - cell
(213) 489-5002 Fax

Morongo Band of Mission Indians
Michael Contreras, Cultural Heritage Prog. Manager
13000 Field Road
Cabazon, CA 92230
(951) 755-5025
(951) 201-1866 - cell
(951) 922-0105 Fax

Juaneno Band of Mission Indians
Alfred Cruz, Cultural Resources Coordinator
P.O. Box 25628
Santa Ana, CA 92799
alfredcruz@sbcglobal.net
714-998-0721
slfredcruz@sbcglobal.net

Juaneno Band of Mission Indians
Adolph "Bud" Sepulveda, Chairperson
P.O. Box 25828
Santa Ana, CA 92799
bssepul@yahoo.net
714-838-3270
714-914-1812 - CELL
bsepul@yahoo.net

Cupa Cultural Center (Pala Band)
Shasta Gaughen, Assistant Director
35008 Pala-Temecula Rd. PMB Box 445
Pala, CA 92059
cupa@palatribes.com
(760) 742-1590
(760) 742-4543 - FAX

Soboba Band of Luiseno Indians
Erica Helms, Cultural Resources Manager
P.O. Box 487
San Jacinto, CA 92581
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(951) 654-2765
FAX: (951) 654-4198

Sonia Johnston, Tribal Vice Chairperson
Juaneño Band of Mission Indians
P.O. Box 25628
Santa Ana, CA 92799
sonia.johnston@sbcglobal.net
(714) 323-8312

Juaneno Band of Mission Indians
Anita Espinoza
1740 Concerto Drive
Anaheim, CA 92807
(714) 779-8832

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2008071075, CEQA Notice of Preparation; draft Environmental Impact Report (DEIR) for the State Route 91 Corridor Improvement Project, Riverside and Orange Counties, California.

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2008071075, CEQA Notice of Preparation; draft Environmental Impact Report (DEIR) for the State Route 91 Corridor Improvement Project, Riverside and Orange Counties, California.

Native American Contacts
Riverside & Orange Counties
August 4, 2008

Juaneno Band of Mission Indians
Joe Ocampo, Chairperson
1108 E. 4th Street Juaneno
Santa Ana , CA 92701
(714) 547-9676
(714) 623-0709-cell

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2008071675; CEQA Notice of Preparation; draft Environmental Impact Report (DEIR) for the State Route 91 Corridor Improvement Project, Riverside and Orange Counties, California.



Linda S. Adams
Secretary for
Environmental Protection



Department of Toxic Substances Control

Maureen F. Gorsen, Director
5796 Corporate Avenue
Cypress, California 90630



Arnold Schwarzenegger
Governor

August 8, 2008

Mr. Russell Williams
California Department of Transportation, District 8
464 West 4th Street, 7th Floor
San Bernardino, California 92401

NOTICE OF PREPARATION (NOP) FOR STATE ROUTE 91 CORRIDOR IMPROVEMENT PROJECT (SCH# 2008071075)

Dear Mr. Williams:

The Department of Toxic Substances Control (DTSC) has received your submitted document for the above-mentioned project. As stated in your document: "The project is proposed within the project segments of the SR-91 (between the State Route 241 [SR 241] Interchange and Pierce Street) and the I-5 (between Cajalco Road and Hidden Valley Parkway). The proposed EIR/EIS will evaluate the following alternatives:

Alternative 1: High Occupancy Vehicle (HOV) Lanes: Alternative 1 would include the addition of one general purpose lane in each direction from SR-241 in Orange County to Pierce Street in the City of Riverside (approximately 12 miles) and an auxiliary lane, as needed, and maintain the existing HOV lanes, as well as realigning and reconstructing existing interchange exit and entrance ramps within the project limits. This alternative would also upgrade standards.

Alternative 2: High Occupancy Toll (HOT) Lanes: Alternative 2 is a constrained alternative, which would add one general-purpose lane and two HOT lanes in each direction on SR-91 from SR-91 from SR-241 in Orange County to Pierce Street in the City of Riverside (approximately 12 miles) and includes widening of existing structures, as well as realigning/reconstructing existing interchange exit and entrance ramps and an auxiliary lane, as needed within the project limits. The highway will also be upgraded to current standards. This alternative will also provide direct connectors to link in the new toll lanes with I-15.

Based on the review of the submitted document DTSC has comments as follows:

- 1) The EIR should identify and determine whether current or historic uses at the project site may have resulted in any release of hazardous wastes/substances.

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Mr. Russell Williams
August 8, 2008
Page 2

- 2) The EIR should evaluate whether conditions at the site may pose a threat to human health or the environment. Following are the databases of some of the regulatory agencies:
 - National Priorities List (NPL): A list maintained by the United States Environmental Protection Agency (U.S.EPA).
 - Envirostor (formerly CalSites): A Database primarily used by the California Department of Toxic Substances Control, accessible through DTSC's website (see below).
 - Resource Conservation and Recovery Information System (RCRIS): A database of RCRA facilities that is maintained by U.S. EPA.
 - Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS): A database of CERCLA sites that is maintained by U.S.EPA.
 - Solid Waste Information System (SWIS): A database provided by the California Integrated Waste Management Board which consists of both open as well as closed and inactive solid waste disposal facilities and transfer stations.
 - Leaking Underground Storage Tanks (LUST) / Spills, Leaks, Investigations and Cleanups (SLIC): A list that is maintained by Regional Water Quality Control Boards.
 - Local Counties and Cities maintain lists for hazardous substances cleanup sites and leaking underground storage tanks.
 - The United States Army Corps of Engineers, 911 Wilshire Boulevard, Los Angeles, California, 90017, (213) 452-3908, maintains a list of Formerly Used Defense Sites (FUDS).
- 3) The EIR should identify the mechanism to initiate any required investigation and/or remediation for any site that may be contaminated, and the government agency to provide appropriate regulatory oversight. If hazardous materials or wastes were stored at the site, an environmental assessment should be conducted to determine if a release has occurred. If so, further studies should be carried out to delineate the nature and extent of the contamination, and the potential threat to public health and/or the environment should be evaluated.

It may be necessary to determine if an expedited response action is required to reduce existing or potential threats to public health or the environment. If no immediate threat exists, the final remedy should be implemented in compliance with state laws, regulations and policies.

- 4) Proper investigation, sampling and remedial actions overseen by the appropriate agency, if necessary, should be conducted at the site prior to the new development or any construction.
- 5) If any property adjacent to the project site is contaminated with hazardous chemicals, and if the proposed project is within 2,000 feet from a contaminated site, then the proposed development may fall within the "Border Zone of a Contaminated Property." Appropriate precautions should be taken prior to construction if the proposed project is within a "Border Zone Property."
- 6) The project construction may require soil excavation and soil filling in certain areas. Appropriate sampling is required prior to disposal of the excavated soil. If the soil is contaminated, properly dispose of it rather than placing it in another location. Land Disposal Restrictions (LDRs) may be applicable to these soils. Also, if the project proposes to import soil to backfill the areas excavated, proper sampling should be conducted to make sure that the imported soil is free of contamination.
- 7) Human health and the environment of sensitive receptors should be protected during the construction or demolition activities. A study of the site overseen by the appropriate government agency might have to be conducted to determine if there are, have been, or will be, any releases of hazardous materials that may pose a risk to human health or the environment.
- 8) Certain hazardous waste treatment processes may require authorization from the local Certified Unified Program Agency (CUPA). Information about the requirement for authorization can be obtained by contacting your local CUPA.
- 9) If the site was used for agricultural purposes or if weed abatement may have occurred, onsite soils may contain pesticide and agricultural chemical residue. If the project area was used for poultry, dairy and/or cattle industry operations, the soil may contain related dairy, animal, or hazardous waste. If so, activities at the site may have contributed to soil and groundwater contamination. Proper investigation and remedial actions, if necessary, should be conducted at the site prior to construction of the project.

- 10) If during construction/demolition of the project, soil and/or groundwater contamination is suspected, construction/demolition in the area should cease and appropriate health and safety procedures should be implemented. If it is determined that contaminated soil and/or groundwater exists, the EIR should identify how any required investigation and/or remediation will be conducted, and the appropriate government agency to provide regulatory oversight.

- 11) In future CEQA documents please provide the contact person's title and e-mail address.

If you have any questions regarding this letter, please contact me at (714) 484-5472 or at "ashami @ DTSC.ca.gov".

Sincerely,



Al Shami
Project Manager
Brownfields and Environmental Restoration Program -Cypress

cc: Governor's Office of Planning and Research
State Clearinghouse
P.O. Box 3044
Sacramento, California 95812-3044

Mr. Guenther W. Moskat, Chief
Planning and Environmental Analysis Section
CEQA Tracking Center
Department of Toxic Substances Control
P.O. Box 806
Sacramento, California 95812-0806

CEQA #2244

PUBLIC UTILITIES COMMISSION

320 WEST 4TH STREET, SUITE 500
LOS ANGELES, CA 90013



August 8, 2008

California Department of Transportation, District 8
Attention: Mr. Russell Williams
Environmental Planning
464 W. 4th St. 7th Floor
San Bernardino, CA 92401

Dear Mr. Williams:

Re: SCH# 2008071075; State Route 91 Corridor Improvement Project

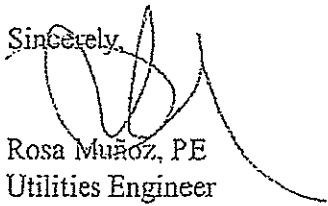
The California Public Utilities Commission (Commission) has jurisdiction over the safety of highway-rail crossings (crossings) in California. The California Public Utilities Code requires Commission approval for the construction or alteration of crossings and grants the Commission exclusive power on the design, alteration, and closure of crossings.

Modifications to crossings including widening of an existing grade separation, are within the scope of Commission General Order (GO) 88-B: "Rules for Altering Public Highway-Rail Crossings." A request for authorization must be submitted to the Commission through the Rail Crossings Engineering Section (RCES) if the project proposes to widen the interstate over the tracks. It must be noted that GO 88-B authority is granted at staff level, with a short processing period of two to six weeks. One of the primary prerequisites for a GO 88-B application is concurrence of all parties (railroad, local agency and Commission) to the proposed changes.

Caltrans should arrange a meeting with RCES staff to discuss relevant safety issues and requirements of a GO88-B request for authority to modify the existing overpasses of "SR 91/5 OH" (CPUC crossing number 001BK-505.52-A, U.S. DOT number 748148B), "SR 91/5 OH" (CPUC crossing number 001BK-505.63-A, U.S. DOT number 748150C) and "MAGNOLIA (SR 91) OH" (CPUC crossing number 001BK-505.71-A, U.S. DOT number 748152A) identified within the proposed Interstate 10 corridor improvement project.

If you have any questions, please contact Bill Lay, Utilities Engineer at 213-576-1399, bll@cpuc.ca.gov, or me at rxm@cpuc.ca.gov, 213-576-7078.

Sincerely,


Rosa Muñoz, PE
Utilities Engineer
Rail Crossings Engineering Section
Consumer Protection & Safety Division

C: John Shurson, BNSF



DEPARTMENT OF FISH AND GAME

http://www.dfg.ca.gov
South Coast Region
4949 Viewridge Avenue
San Diego, CA 92123
(858) 467-4201



August 12, 2008

Mr. Russell Williams
California Department of Transportation, District 8
464 W. 4th Street, 7th Floor
San Bernardino, CA 92401
Phone (909) 383-1554
Fax (909) 383-6494

**Subject: Notice of Preparation of a Draft Environmental Impact Report for the
State Route (SR) 91 Corridor Improvement Project SCH # 2008071075,
Orange, Riverside and San Bernardino Counties**

Dear Mr. Williams:

The Department of Fish and Game (Department) has reviewed the above-referenced Notice of Preparation (NOP), for a Draft Environmental Impact Report (DEIR) relative to impacts to biological resources. The project is proposed within the SR-91 corridor, between SR-241 and Pierce Street, and Interstate 15 (I-15), between Cajalco Road and Hidden Valley Parkway. The DEIR would evaluate two alternatives. Alternative one would add one general purpose lane, one auxiliary lane, and maintain the existing High Occupancy Vehicle (HOV) lane in each direction on SR-91 from the SR-241 to Pierce Street, a distance of approximately 12 miles within Orange and Riverside counties, as well as realigning and reconstructing existing interchange exit and entrance ramps. Alternative 2 would evaluate adding one general-purpose lane and two High Occupancy Toll (HOT) lanes in each direction on SR-91 from the SR-241 to Pierce Street and includes widening of existing structures, as well as realigning and reconstructing existing interchange exit and entrance ramps and an auxiliary lane. This alternative will also provide direct connectors to link the proposed toll lanes with the I-15.

The Department is a Trustee Agency and a Responsible Agency pursuant to California Environmental Quality Act (CEQA) Guidelines, Sections 15386 and 15381, respectively. The Department is responsible for the conservation, protection, and management of the state's biological resources, including rare, threatened, and endangered plant and animal species, pursuant to the California Endangered Species Act (CESA), California Fish and Game Code 2050 et seq., and California Fish and Game Code 1600 et seq. regarding impacts to stream and lakes. The Department also administers the Natural Community Conservation Planning (NCCP) program.

Orange County Project Issues

State listed species under CESA

The proposed project would occur in the vicinity of historical nesting locations of federal and state listed endangered least-Bell's vireo (*Vireo bellii pusillus*), and habitat for the federal and state endangered southwestern willow flycatcher (*Empidonax traillii extimus*). Destruction of habitat occupied by these species would result in de facto take under CESA. Construction related activities and/or displacement would be the proximal cause of death, injury, pursuit, and/or capture.

Conserving California's Wildlife Since 1870

Russell Williams

August 12, 2008

Page 2 of 4

The Department will need to be consulted with regarding Incidental take authority under CESA, and the project evaluated prior to actions that could result in take of any plant or animal species listed under CESA, including, but not limited to, the least-Bell's vireo and southwestern willow flycatcher. The Department recommends that the project applicant fund focused surveys for both of these species, and consult regarding an Incidental Take Permit (ITP) under Section 2081 of the Fish and Game Code before proceeding with implementation of the project as currently described. In order to obtain an ITP, the applicant will need to: 1) provide an analysis of the impact of the proposed taking; 2) provide an analysis of whether issuance of an ITP would jeopardize the continued existence of the covered species; 3) propose measures that minimize and fully mitigate the impacts of the proposed taking; 4) provide a proposed plan to monitor compliance with the minimization and mitigation measures; and 5) provide a description of the funding source and level of funding available for implementation of the minimization and mitigation measures. The Department can provide a complete list of required ITP application components upon request.

Wildlife Corridor

Two important large mammal wildlife corridors occur in the project area, Coal Canyon and Gypsum Canyon. Coal Canyon is an important regional wildlife corridor that connects the Cleveland National Forest-Orange County NCCP areas with Chino Hills-Puente Hills habitat areas. Gypsum Canyon functions as a supplemental wildlife corridor. Impacts of the SR-91 Corridor project have the potential to significantly impact the function of the wildlife corridors and avoidance, minimization, and mitigation measures would need to be developed to mitigate the direct, indirect, and cumulative impacts, including the project's incremental increases in noise, light, and lack of vegetative cover resulting at entrances and exits to the constrained wildlife corridors.

In addition, impacts to wildlife movement should be evaluated in the project area for other functional groups of species like medium and small sized mammals, upland reptiles, riparian reptiles, and amphibians by comparison to baseline conditions. Mitigation measures identified should include provisions for maintenance, monitoring, education, and public outreach.

General Comments

To enable Department staff to adequately review and comment on the proposed project we recommend the following information, where applicable, be included in the Draft Environmental Impact Report:

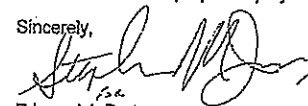
1. A complete, recent assessment of flora and fauna within and adjacent to the project area, with particular emphasis upon identifying endangered, threatened, and locally unique species and sensitive habitats (Attachment 1).
- a. A thorough recent assessment of rare plants and rare natural communities, following the Department's Guidelines for Assessing Impacts to Rare Plants and Rare Natural Communities (Attachment 2).
- b. A complete, recent assessment of sensitive fish, wildlife, reptile, and amphibian species. Seasonal variations in use of the project area should also be addressed. Recent, focused, species-specific surveys, conducted at the appropriate time of year and time of day when the sensitive species are active or otherwise identifiable, are required. Acceptable species-specific survey procedures should be developed in consultation with the Department and U.S. Fish and Wildlife Service.
- c. Rare, threatened, and endangered species to be addressed should include all those

- which meet the California Environmental Quality Act (CEQA) definition (see CEQA Guidelines, Section 15380).
- d. The Department's Biogeographic Data Branch in Sacramento should be contacted at (916) 322-2493 to obtain current information on any previously reported sensitive species and habitats, including Significant Natural Areas identified under Chapter 12 of the Fish and Game Code (website: <http://www.dfg.ca.gov/biogeodata/>). Also, any Significant Ecological Areas (SEAs) or Environmentally Sensitive Habitats (ESHs) or any areas that are considered sensitive by the local jurisdiction that are located in or adjacent to the project area must be addressed.
2. A thorough discussion of direct, indirect, and cumulative impacts expected to adversely affect biological resources, with specific measures to offset such impacts. This discussion should focus on maximizing avoidance, and minimizing impacts.
- a. CEQA Guidelines, Section 15125(a), direct that knowledge of the regional setting is critical to an assessment of environmental impacts and that special emphasis should be placed on resources that are rare or unique to the region.
 - b. Project impacts should also be analyzed relative to their effects on off-site habitats and populations. Specifically, this should include nearby public lands, open space, adjacent natural habitats, and riparian ecosystems
 - c. A cumulative effects analysis should be developed as described under CEQA Guidelines, Section 15130. General and specific plans, as well as past, present, and anticipated future projects, should be analyzed relative to their impacts on similar plant communities and wildlife habitats.
 - d. Impacts to migratory wildlife affected by the project should be fully evaluated including proposals to remove/disturb native and ornamental landscaping and other nesting habitat for native birds. Impact evaluation may also include such elements as migratory butterfly roost sites and neo-tropical bird and waterfowl stop-over and staging sites. All migratory nongame native bird species are protected by International treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R. Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of birds and their active nests, including raptors and other migratory nongame birds as listed under the MBTA.
 - e. Impacts to all habitats from City or County required Fuel Modification Zones (FMZ). Areas slated as mitigation for loss of habitat shall not occur within the FMZ.
 - f. Proposed project activities (including disturbances to vegetation) should take place outside of the breeding bird season (February 1-September 1) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). If project activities cannot avoid the breeding bird season, nest surveys should be conducted and active nests should be avoided and provided with a minimum buffer as determined by a biological monitor (the Department recommends a minimum 500-foot buffer for all active raptor nests).
3. A range of alternatives should be analyzed to ensure that alternatives to the proposed project are fully considered and evaluated. A range of alternatives which avoid or otherwise minimize impacts to sensitive biological resources including wetlands/riparian habitats, alluvial scrub, coastal sage scrub, etc. should be included. Specific alternative locations should also be evaluated in areas with lower resource sensitivity where appropriate.

- a. Mitigation measures for project impacts to sensitive plants, animals, and habitats should emphasize evaluation and selection of alternatives which avoid or otherwise minimize project impacts. Compensation for unavoidable impacts through acquisition and protection of high quality habitat elsewhere should be addressed with off-site mitigation locations clearly identified.
 - b. The Department considers Rare Natural Communities as threatened habitats having both regional and local significance. Thus, these communities should be fully avoided and otherwise protected from project-related impacts (Attachment 2).
 - c. The Department generally does not support the use of relocation, salvage, and/or transplantation as mitigation for impacts to rare, threatened, or endangered species. Department studies have shown that these efforts are experimental in nature and largely unsuccessful.
4. The Department opposes the elimination of watercourses (including concrete channels) and/or the canalization of natural and manmade drainages or conversion to subsurface drains. All wetlands and watercourses, whether intermittent, ephemeral, or perennial, must be retained and provided with substantial setbacks which preserve the riparian and aquatic habitat values and maintain their value to on-site and off-site wildlife populations. The Department recommends a minimum natural buffer of 100 feet from the outside edge of the riparian zone on each side of a drainage.
- a. The Department requires a Streambed Alteration Agreement (SAA), pursuant to Section 1600 et seq. of the Fish and Game Code, with the applicant prior to any direct or indirect impact to a lake or stream bed, bank or channel or associated riparian resources. The Department's issuance of a SAA may be a project that is subject to CEQA. To facilitate our issuance of the Agreement when CEQA applies, the Department as a responsible agency under CEQA may consider the local jurisdiction's (lead agency) document for the project. To minimize additional requirements by the Department under CEQA the document should fully identify the potential impacts to the lake, stream or riparian resources and provide adequate avoidance, mitigation, monitoring and reporting commitments for issuance of the Agreement. Early consultation is recommended, since modification of the proposed project may be required to avoid or reduce impacts to fish and wildlife resources.

Thank you for this opportunity to provide comment. Please contact Mr. Matt Chirton, Environmental Scientist, at (760) 757-3734 if you should have any questions and for further coordination on the proposed project.

Sincerely,



Edmund J. Pert
Regional Manager
South Coast Region

cc: Ms. Helen Birss, Los Alamitos
Ms. Terri Dickerson, Laguna Niguel
Mr. Matt Chirton, Oceanside
Mr. Scott Dawson, Ontario
HCP-Chron, Department of Fish and Game
State Clearinghouse, Sacramento

Guidelines for Assessing the Effects of Proposed Projects on Rare, Threatened, and Endangered Plants and Natural Communities

State of California
THE RESOURCES AGENCY
Department of Fish and Game
December 9, 1983
Revised May 8, 2000

The following recommendations are intended to help those who prepare and review environmental documents determine when a botanical survey is needed, who should be considered qualified to conduct such surveys, how field surveys should be conducted, and what information should be contained in the survey report. The Department may recommend that lead agencies not accept the results of surveys that are not conducted according to these guidelines.

1. Botanical surveys are conducted in order to determine the environmental effects of proposed projects on all rare, threatened, and endangered plants and plant communities. Rare, threatened, and endangered plants are not necessarily limited to those species which have been "listed" by state and federal agencies but should include any species that, based on all available data, can be shown to be rare, threatened, and/or endangered under the following definitions:

A species, subspecies, or variety of plant is "endangered" when the prospects of its survival and reproduction are in immediate jeopardy from one or more causes, including loss of habitat, change in habitat, over-exploitation, predation, competition, or disease. A plant is "threatened" when it is likely to become endangered in the foreseeable future in the absence of protection measures. A plant is "rare" when, although not presently threatened with extinction, the species, subspecies, or variety is found in such small numbers throughout its range that it may be endangered if its environment worsens.

Rare natural communities are those communities that are of highly limited distribution. These communities may or may not contain rare, threatened, or endangered species. The most current version of the California Natural Diversity Database's List of California Terrestrial Natural Communities may be used as a guide to the names and status of communities.

2. It is appropriate to conduct a botanical field survey to determine if, or to the extent that, rare, threatened, or endangered plants will be affected by a proposed project when:

- a. Natural vegetation occurs on the site, it is unknown if rare, threatened, or endangered plants or habitats occur on the site, and the project has the potential for direct or indirect effects on vegetation; or
- b. Rare plants have historically been identified on the project site, but adequate information for impact assessment is lacking.

3. Botanical consultants should possess the following qualifications:

- a. Experience conducting floristic field surveys;
- b. Knowledge of plant taxonomy and plant community ecology;
- c. Familiarity with the plants of the area, including rare, threatened, and endangered species;
- d. Familiarity with the appropriate state and federal statutes related to plants and plant collecting; and,
- e. Experience with analyzing impacts of development on native plant species and communities.

4. Field surveys should be conducted in a manner that will locate any rare, threatened, or endangered species that may be present. Specifically, rare, threatened, or endangered plant surveys should be:

- a. Conducted in the field at the proper time of year when rare, threatened, or endangered species are both evident and identifiable. Usually, this is when the plants are flowering.

When rare, threatened, or endangered plants are known to occur in the type(s) of habitat present in the project

area, nearby accessible occurrences of the plants (reference sites) should be observed to determine that the species are identifiable at the time of the survey.

- b. Floristic in nature. A floristic survey requires that every plant observed be identified to the extent necessary to determine its rarity and listing status. In addition, a sufficient number of visits spaced throughout the growing season are necessary to accurately determine what plants exist on the site. In order to properly characterize the site and document the completeness of the survey, a complete list of plants observed on the site should be included in every botanical survey report.

- c. Conducted in a manner that is consistent with conservation ethics. Collections (voucher specimens) of rare, threatened, or endangered species, or suspected rare, threatened, or endangered species should be made only when such actions would not jeopardize the continued existence of the population and in accordance with applicable state and federal permit requirements. A collecting permit from the Habitat Conservation Planning Branch of DFG is required for collection of state-listed plant species. Voucher specimens should be deposited at recognized public herbaria for future reference. Photography should be used to document plant identification and habitat whenever possible, but especially when the population cannot withstand collection of voucher specimens.

- d. Conducted using systematic field techniques in all habitats of the site to ensure a thorough coverage of potential impact areas.

- e. Well documented. When a rare, threatened, or endangered plant (or rare plant community) is located, a California Native Species (or Community) Field Survey Form or equivalent written form, accompanied by a copy of the appropriate portion of a 7.5 minute topographic map with the occurrence mapped, should be completed and submitted to the Natural Diversity Database. Locations may be best documented using global positioning systems (GPS) and presented in map and digital forms as these tools become more accessible.

5. Reports of botanical field surveys should be included in or with environmental assessments, negative declarations and mitigated negative declarations, Timber Harvesting Plans (THPs), EIR's, and EIS's, and should contain the following information:

- a. Project description, including a detailed map of the project location and study area.
- b. A written description of biological setting referencing the community nomenclature used and a vegetation map.
- c. Detailed description of survey methodology.
- d. Dates of field surveys and total person-hours spent on field surveys.
- e. Results of field survey including detailed maps and specific location data for each plant population found. Investigators are encouraged to provide GPS data and maps documenting population boundaries.
- f. An assessment of potential impacts. This should include a map showing the distribution of plants in relation to proposed activities.
- g. Discussion of the significance of rare, threatened, or endangered plant populations in the project area considering nearby populations and total species distribution.
- h. Recommended measures to avoid impacts.
- i. A list of all plants observed on the project area. Plants should be identified to the taxonomic level necessary to determine whether or not they are rare, threatened or endangered.
- j. Description of reference site(s) visited and phenological development of rare, threatened, or endangered plant(s).
- k. Copies of all California Native Species Field Survey Forms or Natural Community Field Survey Forms.
- l. Name of field investigator(s).
- m. References cited, persons contacted, herbaria visited, and the location of voucher specimens.

Sensitivity of Top Priority Rare Natural
Communities in Southern California

Sensitivity rankings are determined by the Department of Fish and Game, California Natural Diversity Data Base and based on either number of known occurrences (locations) and/or amount of habitat remaining (acreage). The three rankings used for these top priority rare natural communities are as follows:

- S1.# Fewer than 6 known locations and/or on fewer than 2,000 acres of habitat remaining.
S2.# Occurs in 6-20 known locations and/or 2,000-10,000 acres of habitat remaining.
S3.# Occurs in 21-100-known locations and/or 10,000-50,000 acres of habitat remaining.

The number to the right of the decimal point after the ranking refers to the degree of threat posed to that natural community regardless of the ranking. For example:

- S1.1 = very threatened
S2.2 = threatened
S3.3 = no current threats known

Sensitivity Rankings (February 1992)

<u>Rank</u>	<u>Community Name</u>
S1.1	Mojave Riparian Forest
	Sonoran Cottonwood Willow Riparian
	Mesquite Bosque
	Elephant Tree Woodland
	Crucifixion Thorn Woodland
	Allthorn Woodland
	Arizonan Woodland
	Southern California Walnut Forest
	Mainland Cherry Forest
	Southern Bishop Pine Forest
	Torrey Pine Forest
	Desert Mountain White Fir Forest
	Southern Dune Scrub
	Southern Coastal Bluff Scrub
	Maritime Succulent Scrub
	Riversidean Alluvial Fan Sage Scrub
	Southern Maritime Chaparral
	Valley Needlegrass Grassland
	Great Basin Grassland
	Mojave Desert Grassland
	Pebble Plains
	Southern Sedge Bog
	Cismontane Alkali Marsh

S1.2 Southern Foredunes
Mono Pumice Flat
Southern Interior Basalt Flow Vernal Pool

S2.1 Venturan Coastal Sage Scrub
Diegan Coastal Sage Scrub
Riversidean Upland Coastal Sage Scrub
Riversidean Desert Sage Scrub
Sagebrush Steppe
Desert Sink Scrub
Mafic Southern Mixed Chaparral
San Diego Mesa Hardpan Vernal Pool
San Diego Mesa Claypan Vernal Pool
Alkali Meadow
Southern Coastal Salt Marsh
Coastal Brackish Marsh
Transmontane Alkali Marsh
Coastal and Valley Freshwater Marsh
Southern Arroyo Willow Riparian Forest
Southern Willow Scrub
Modoc-Great Basin Cottonwood Willow Riparian
Modoc-Great Basin Riparian Scrub
Mojave Desert Wash Scrub
Engelmann Oak Woodland
Open Engelmann Oak Woodland
Closed Engelmann Oak Woodland
Island Oak Woodland
California Walnut Woodland
Island Ironwood Forest
Island Cherry Forest
Southern Interior Cypress Forest
Bigcone Spruce-Canyon Oak Forest

S2.2 Active Coastal Dunes
Active Desert Dunes
Stabilized and Partially Stabilized Desert Dunes
Stabilized and Partially Stabilized Desert Sandfield
Mojave Mixed Steppe
Transmontane Freshwater Marsh
Coulier Pine Forest
Southern California Fellfield
White Mountains Fellfield

S2.3 Bristlecone Pine Forest
Limber Pine Forest



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

July 31, 2008

Mr. Russell Williams
California Department of Transportation, District 8
Division of Environmental Planning
SR-91 Corridor Improvement Project
464 West 4th Street, 11th Floor
San Bernardino, CA 92401

Dear Mr. Williams:

Notice of Preparation of a Draft Environmental Impact Report (Draft EIR) for the State Route 91 Corridor Improvement Project

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The SCAQMD's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the draft environmental impact report (EIR). Please send the SCAQMD a copy of the Draft EIR upon its completion. In addition, please send with the draft EIR all appendices or technical documents related to the air quality analysis and electronic versions of all air quality modeling and health risk assessment files. Without all files and supporting air quality documentation, the SCAQMD will be unable to complete its review of the air quality analysis in a timely manner. Any delays in providing all supporting air quality documentation will require additional time for review beyond the end of the comment period.

Air Quality Analysis

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. Alternatively, the lead agency may wish to consider using the California Air Resources Board (CARB) approved URBEMIS 2007 Model. This model is available on the SCAQMD Website at: www.urbemis.com.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the analysis.

The SCAQMD has developed a methodology for calculating PM_{2.5} emissions from construction and operational activities and processes. In connection with developing PM_{2.5} calculation methodologies, the SCAQMD has also developed both regional and localized significance thresholds. The SCAQMD requests that the lead agency quantify PM_{2.5} emissions and compare the results to the recommended PM_{2.5} significance thresholds. Guidance for calculating PM_{2.5} emissions and PM_{2.5} significance thresholds can be found at the following internet address: http://www.aqmd.gov/ceqa/handbook/PM2_5/PM2_5.html.

Mr. Russell Williams

-2-

July 31, 2008

In addition to analyzing regional air quality impacts the SCAQMD recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LST's can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the proposed project, it is recommended that the lead agency perform a localized significance analysis by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at <http://www.aqmd.gov/ceqa/handbook/LST/LST.html>.

It is recommended that lead agencies for projects generating or attracting vehicular trips, especially heavy-duty diesel-fueled vehicles, perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis") can be found on the SCAQMD's CEQA web pages at the following internet address: http://www.aqmd.gov/ceqa/handbook/mobile_toxic/mobile_toxic.html. An analysis of all toxic air contaminant impacts due to the decommissioning or use of equipment potentially generating such air pollutants should also be included.

Mitigation Measures

In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate significant adverse air quality impacts. To assist the Lead Agency with identifying possible mitigation measures for the project, please refer to Chapter 11 of the SCAQMD CEQA Air Quality Handbook for sample air quality mitigation measures. Additional mitigation measures can be found on the SCAQMD's CEQA web pages at the following internet address: www.aqmd.gov/ceqa/handbook/mitigation/MM_intro.html. Additionally, SCAQMD's Rule 403 - Fugitive Dust, and the Implementation Handbook contain numerous measures for controlling construction-related emissions that should be considered for use as CEQA mitigation if not otherwise required. Other measures to reduce air quality impacts from land use projects can be found in the SCAQMD's Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning. This document can be found at the following internet address: <http://www.aqmd.gov/ordas/aguide/aguide.html>. In addition, guidance on siting incompatible land uses can be found in the California Air Resources Board's Air Quality and Land Use Handbook: A Community Perspective, which can be found at the following internet address: <http://www.arb.ca.gov/ch/handbook.pdf>. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed.

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD's World Wide Web Homepage (<http://www.aqmd.gov>).

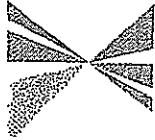
The SCAQMD is willing to work with the Lead Agency to ensure that project-related emissions are accurately identified, categorized, and evaluated. Please call Gordon Mize, Ph.D., Air Quality Specialist, CEQA Section, at (909) 396-3302 if you have any questions regarding this letter.

Sincerely,

Steve Smith
Steve Smith, Ph.D.

Program Supervisor, CEQA Section
Planning, Rule Development and Area Sources

SS:GM:AK
SBC080722-13AK
Control Number

ASSOCIATION OF
GOVERNMENTS

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August 6, 2008

Russell Williams
California Department of Transportation, District 8
Division of Environmental Planning
SR-91 Corridor Improvement Project
484 West 4th Street, 11th Floor
San Bernardino, CA 92401
(909) 383-1554, D8_SR_91_Corridor_Improvement@dot.ca.gov

RE: SCAG Comments on the Notice of Preparation for a Draft Environmental Impact
Report for the SR-91 Corridor Improvement Project - SCAG No. 120080387

Dear Mr. Williams,

Thank you for submitting the Notice of Preparation for a Draft Environmental Impact Report for the SR-91 Corridor Improvement Project - SCAG No. 120080387, to the Southern California Association of Governments (SCAG) for review and comment. SCAG is the authorized regional agency for Inter-Governmental Review of Programs proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12372 (replacing A-95 Review). Additionally, pursuant to Public Resources Code Section 21083(d) SCAG reviews Environmental Impacts Reports of projects of regional significance for consistency with regional plans per the California Environmental Quality Act Guidelines, Sections 15125(d) and 15208(a)(1). SCAG is also the designated Regional Transportation Planning Agency and as such is responsible for both preparation of the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP) under California Government Code Section 65080 and 65082.

SCAG staff has reviewed the aforementioned NOP and has determined that the proposed project is regionally significant per the California Environmental Quality Act (CEQA) Guidelines (Section 15125(d) and 15206). The project proposes to increase capacity within the project segments of State Route 91 (SR-91) and Interstate 15. CEQA requires that EIRs discuss any inconsistencies between the proposed project and applicable general plans and regional plans (Section 15125 [d]). If there are inconsistencies, an explanation and rationalization for such inconsistencies should be provided. We recommend the DEIR to specifically cite all SCAG policies and address the manner in which the project is consistent, not-consistent, or not applicable to these policies and provide supportive analysis as to why it is consistent, not-consistent, or not applicable.

Policies of SCAG's Regional Comprehensive Plan and Guide (RCPG), Regional Transportation Plan (RTP), and Compass Growth Vision (CGV) that may be applicable to your project are outlined in the attachment. The RCPG, RTP and CGV can be found on the SCAG web site at <http://scag.ca.gov/rtp>. For ease of review, we would encourage you to use a side-by-side comparison of all SCAG policies with a discussion of the consistency, non-consistency or non-applicability of the policy and supportive analysis in a table format (example attached).

The attached detailed comments are meant to provide guidance for considering the proposed project within the context of our regional goals and policies. Please provide a minimum of 45 days for SCAG to review the DEIR and associated plans when these documents are available. If you have any questions regarding the attached comments, please contact Christine Fernandez at (213) 236-1923. Thank you.

Sincerely,

Jacob Lieb, Program Manager
Environmental Planning Division

The Regional Council is comprised of 76 elected officials representing 187 cities, six counties,
five County Transportation Commissions, and a Tribal Government representative within Southern California.

2008 08/09/08

Page 1 of 4

August 6, 2008
Mr. Russell Williams

No. 120080387

Adopted City of Anaheim Forecasts¹

	2010	2015	2020	2025	2030	2035
Population	365,985	397,414	401,750	414,763	425,781	438,645
Households	103,148	108,129	112,865	117,683	120,158	123,629
Employment	204,708	211,526	215,859	220,219	222,401	224,138

Adopted City of Corona Forecasts¹

	2010	2015	2020	2025	2030	2035
Population	150,177	154,631	157,555	161,749	165,260	167,901
Households	45,222	46,304	46,773	47,575	48,434	49,456
Employment	70,054	77,460	84,008	90,657	97,751	105,046

1. The 2008 RTP growth forecast at the regional, county and subregional level was adopted by the Regional Council in May 2008. City totals are the sum of small area data and should be used for advisory purposes only.

- 3.01 The population, housing, and jobs forecasts, which are adopted by SCAG's Regional Council and that reflect local plans and policies shall be used by SCAG in all phases of implementation and review.
- 3.03 The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region's growth policies.

GMC POLICIES RELATED TO THE RCPG GOAL TO IMPROVE THE REGIONAL STANDARD OF LIVING

The Growth Management goals to develop urban forms that enable individuals to spend less income on housing cost, that minimize public and private development costs, and that enable firms to be more competitive, strengthen the regional strategic goal to stimulate the regional economy. The evaluation of the proposed project in relation to the following policies would be intended to guide efforts toward achievement of such goals and does not infer regional interference with local land use powers.

- 3.05 Encourage patterns of urban development and land use which reduce costs on infrastructure construction and make better use of existing facilities.
- 3.09 Support local jurisdictions' efforts to minimize the cost of infrastructure and public service delivery, and efforts to seek new sources of funding for development and the provision of services.
- 3.10 Support local jurisdictions' actions to minimize red tape and expedite the permitting process to maintain economic vitality and competitiveness.

GMC POLICIES RELATED TO THE RCPG GOAL TO IMPROVE THE REGIONAL QUALITY OF LIFE

The Growth Management goals to attain mobility and clean air goals and to develop urban forms that enhance quality of life, that accommodate a diversity of life styles, that preserve open space and natural resources, and that are aesthetically pleasing and preserve the character of communities, enhance the regional strategic goal of maintaining the regional quality of life. The evaluation of the proposed project in relation to the following policies would be intended to provide direction for plan implementation, and does not allude to regional mandates.

Page 3

Page 2 of 4

- 9.04 *Maintain open space for adequate protection to lives and properties against natural and manmade hazards.*
- 9.08 *Develop well-managed viable ecosystems or known habitats of rare, threatened and endangered species, including wetlands.*

REGIONAL TRANSPORTATION PLAN

The 2004 Regional Transportation Plan (RTP) also has goals and policies that are pertinent to this proposed project. This RTP links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial limitations. The RTP continues to support all applicable federal and state laws in implementing the proposed project. Among the relevant goals and policies of the RTP are the following:

Regional Transportation Plan Goals:

- RTP G1 *Maximize mobility and accessibility for all people and goods in the region.*
- RTP G2 *Ensure travel safety and reliability for all people and goods in the region.*
- RTP G3 *Preserve and ensure a sustainable regional transportation system.*
- RTP G4 *Maximize the productivity of our transportation system.*
- RTP G5 *Protect the environment, improve air quality and promote energy efficiency.*
- RTP G6 *Encourage land use and growth patterns that complement our transportation investments.*
- RTP G7 *Maximize the security of our transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.*

GROWTH VISIONING

The fundamental goal of the Compass Growth Visioning effort is to make the SCAG region a better place to live, work and play for all residents regardless of race, ethnicity or income class. Thus, decisions regarding growth, transportation, land use, and economic development should be made to promote and sustain for future generations the region's mobility, livability and prosperity. The following "Regional Growth Principles" are proposed to provide a framework for local and regional decision making that improves the quality of life for all SCAG residents. Each principle is followed by a specific set of strategies intended to achieve this goal. Please demonstrate how the proposed project does or does not support these principles. More information and maps can be found at <http://www.compassblueprint.org/2percent/areas>.

Principle 1: Improve mobility for all residents.

- GV P1.1 *Encourage transportation investments and land use decisions that are mutually supportive.*
- GV P1.3 *Encourage transit-oriented development.*
- GV P1.4 *Promote a variety of travel choices*

Principle 2: Foster livability in all communities.

- GV P2.1 *Promote infill development and redevelopment to revitalize existing communities.*
- GV P2.2 *Promote developments, which provide a mix of uses.*
- GV P2.3 *Promote "people scaled," walkable communities.*

Principle 3: Enable prosperity for all people.

- GV P3.4 *Support local and state fiscal policies that encourage balanced growth*

Principle 4: Promote sustainability for future generations.

- GV P4.1 *Preserve rural, agricultural, recreational, and environmentally sensitive areas.*
- GV P4.2 *Focus development in urban centers and existing cities.*
- GV P4.3 *Develop strategies to accommodate growth that uses resources efficiently, eliminate pollution*

SUGGESTED SIDE BY SIDE FORMAT - COMPARISON TABLE OF SCAG POLICIES

For ease of review, we would encourage the use of a side-by-side comparison of all SCAG policies with a discussion of the consistency, non-consistency or not applicable of the policy and supportive analysis in a table format. All policies and goals must be evaluated as to impacts. Suggested format is as follows:

The complete table can be found at: http://www.scag.ca.gov/igr/doc/IGR_PoliciesFillinTable.doc

SCAG RCPG (RTP and/or CGV) Policies		
Growth Management Chapter		
Policy Number	Policy Text	Statement of Consistency, Non-Consistency, or Not Applicable
3.01	The population, housing, and jobs forecasts, which are adopted by SCAG's Regional Council and that reflect local plans and policies shall be used by SCAG in all phases of implementation and review.	Consistent: Statement as to why Not-Consistent: Statement as to why Not Applicable: Statement as to why
3.02	In areas with large seasonal population fluctuations, such as resort areas, forecast permanent populations. However, appropriate infrastructure systems should be sized to serve high-season population totals.	Consistent: Statement as to why Not-Consistent: Statement as to why Not Applicable: Statement as to why
3.03	The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region's growth policies.	Consistent: Statement as to why Not-Consistent: Statement as to why Not Applicable: Statement as to why
Etc.	Etc.	Etc.



SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

Member Agencies:
Los Angeles County
Metropolitan Transportation
Authority
Orange County
Transportation Authority
Riverside County
Transportation Commission
San Bernardino
Associated Governments
Ventura County
Transportation Commission
Ex-Officio Members:
Southern California
Association of Governments
San Diego Association
of Governments
State of California

August 11, 2008

Mr. Russell Williams
Caltrans District 8 Environmental Planning
464 West 4th Street, 11th Floor
San Bernardino, CA 92401

RE: Notice of Availability of the Draft EIR for the State Route 91 Corridor Improvement Project

Dear Mr. Williams:

The Southern California Regional Rail Authority (SCRRA) received a copy of the Notice of Preparation for the proposed SR 91 Corridor Improvement project. Thank you for providing this copy and the opportunity to comment on this document. As background information, SCRRA is a five-county Joint Powers Authority (JPA) that operates the regional commuter rail system known as Metrolink. Additionally, SCRRA provides rail engineering, construction, operations and maintenance services to its five JPA member agencies. The JPA consists of the Los Angeles County Metropolitan Transportation Authority (MTA), San Bernardino Associated Governments (SANBAG), the Orange County Transportation Authority (OCTA), the Riverside County Transportation Commission (RCTC) and the Ventura County Transportation Commission (VCTC).

Within the project boundaries, between the SR 241 and Pierce Street, SR 91 parallels the railroad right-of-way which is owned by the Burlington Northern Santa Fe Railway (BNSF), and is known as the San Bernardino subdivision. Through a contract with BNSF, Metrolink operates two commuter rail routes over the San Bernardino subdivision, which includes 25 weekday trains, 6 trains on Saturdays, and 4 Sunday trains. Service expansion plans identified in the SCRRA Strategic Assessment forecast an increase in Metrolink service to 44 weekday trains by 2015 in the project area.

The following are comments and recommendations being conveyed by SCRRA after reviewing the NOP:

1. The freeway project crosses over the rail right-of-way in three key places: just west of I-15, just west of Serfas Club Drive and just west of Green River. Construction of the project should protect and preserve the current BNSF right-of-way and accommodate future rail improvements and rail expansion projects.
2. Metrolink service in the project area offers Southland commuters a viable option to driving in the 91 corridor. Service reliability and schedule adherence are important to attracting and keeping Metrolink customers. The SCRRA requests coordination with

Caltrans SR91 Corridor Improvement Project
August 11, 2008

Caltrans during the project planning and construction phases to minimize service disruptions and provide timely communication to Metrolink passengers on upcoming construction impacts.

3. The provision of Metrolink service and adequate parking at stations can serve as viable mitigation measures both for project construction and HOT lane operations. The DEIR should evaluate the promotion and funding of additional service and parking capacity of Metrolink as mitigation measures.

Once again, thank you for requesting SCRRA's input during this stage of this environmental process. As the project moves forward, we request and expect to receive timely notice, in accordance with Public Resources Code Section 21092.5 and State CEQA Guideline Section 15088, of subsequent environmental documents relating to this project, and the time and place of any scheduled public meetings or public hearings by the agency decision makers at least 10 days prior to such a meeting. If you have any questions regarding these comments please contact Elizabeth Mahoney, Government and Regulatory Affairs Manager at 213 452-0259 or mahoneve@scrca.net.

Sincerely,

David Solow
Chief Executive Officer

- c. Abbe McClenahan, OCTA
Wendy Garcia, OCTA
Sheldon Peterson, RCTC
Rosa Munoz, CPUC
Walt Smith, BNSF

San Joaquin Hills
Corridor Agency

Chairman:
Joel Lautenschlager



TRANSPORTATION CORRIDOR AGENCIES

Foothill/Eastern
Corridor Agency

Chairman:
Jerry Amante

July 24, 2008

Russell Williams
California Department of Transportation
District 8, Environmental Planning
464 West 4th Street, 11th Floor
San Bernardino, CA 92401

Subject: NOP of a Draft Environmental Impact Report
Project Title: State Route 91 Corridor Improvement Project

Dear Mr. Williams:

The Transportation Corridor Agencies (TCA) wishes to thank you for the opportunity to review and comment on the above-mentioned notification. The TCA has no comments at this time; however, we would request a copy of the Draft EIR/EIS and all Technical Reports.

Should you have any questions or concerns regarding this information, please feel free to contact me at (949) 754-3475.

Sincerely,

Valarie McFall
Deputy Director
Environmental Planning

Thomas E. Morgro, Chief Executive Officer

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RIVERSIDE COUNTY FLOOD CONTROL
AND WATER CONSERVATION DISTRICT

August 18, 2008

Mr. Russell Williams
California Department of Transportation
District 8, Environmental Planning
464 West 4th Street, 11th Floor
San Bernardino, CA 92401

Dear Mr. Williams:

Re: Notice of Preparation of a Draft
Environmental Impact Report for the
State Route 91 Corridor Improvement
Project

This letter is written in response to the Notice of Preparation of a Draft Environmental Impact Report (DEIR) for the State Route 91 Corridor Improvement Project. The proposed project consists of increasing capacity on an existing 12-mile stretch on the State Route 91 from the State Route 241 in the City of Anaheim in Orange County, through the City of Corona, to Pierce Street in the City of Riverside in Riverside County. The proposed project also includes improvements on Interstate 15 in Riverside County between the Cajalco Road Interchange in unincorporated Riverside County and the Hidden Valley Parkway Interchange in the City of Corona.

The Riverside County Flood Control and Water Conservation District has the following comments/concerns that should be addressed in the DEIR:

1. The proposed project area is located within the District's Norco, Home Gardens, and La Sierra Master Drainage Plan (MDP) boundaries. When fully implemented, these MDP facilities will provide flood protection to relieve those areas within the plan of the most serious flooding problems and will provide adequate drainage outlets. The DEIR should fully evaluate potential impacts to master planned facilities. The District's MDP facility maps can be viewed online under Programs and Services at www.rcflood.org. To obtain further information on the MDP and the proposed facilities, please contact Dale Anderson of the District's Planning Section at 951.955.1345.
2. Several existing District facilities are located within the proposed project area and may be impacted. The DEIR should fully evaluate potential impacts to the District's existing facilities. Any work that involves District right-of-way, easements or facilities will require an encroachment permit from the District. Any construction of facilities within road right-of-way that may impact District storm drains should also be coordinated with us. To obtain further information on encroachment permits or existing facilities, contact Ed Lotz of the District's Encroachment Permit Section at 951.955.1266.
3. The District is a signatory to the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). For purposes of procuring an encroachment permit from the District, the permit applicant will need to demonstrate that the portion of the project located within District right-of-way or easement is consistent with the MSHCP. The DEIR should include an MSHCP consistency assessment with all of its supporting documents and provide mitigation, if needed, in accordance with all applicable MSHCP requirements. The assessment should address, at a minimum, Sections 3.2, 3.2.1, 6.1.2, 6.1.3, 6.1.4, 6.3.2, 7.5.3 and Appendix C of the MSHCP. In addition, some of the existing District facilities located within the project area are currently designated as Public/Quasi Public (P/QP) lands in the MSHCP. Any impacts to P/QP lands should be addressed in the DEIR.

Mr. Russell Williams
Re: Notice of Preparation of a Draft
Environmental Impact Report for the
State Route 91 Corridor Improvement
Project

-2-

August 18, 2008

4. The proposed project has the potential to alter existing drainage patterns. The potential diversion or concentration of storm water flows and any related impacts should be fully addressed in the DEIR. The proposed project also has the potential to increase storm water runoff and erosion within the proposed project area. The DEIR should also address the potential for increased runoff and any impacts that may result.
5. Portions of the proposed project may be located within the 100-year Zone A floodplain limits as delineated on the Federal Flood Insurance Rate Maps, issued in conjunction with the National Flood Insurance Program. If the proposed project will impact watercourses that may have floodplain associated with them, the DEIR should address potential direct and indirect floodplain impacts.
6. Construction projects that result in the disturbance of 1 or more acre of land (or less than 1 acre if part of an overall plan of common development) may require coverage under the State Water Resources Control Board's (SWRCB) National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction Activity (Construction Activity General Permit). Copies of the Construction Activity General Permit and Fact Sheet may be obtained from the SWRCB website (www.swrcb.ca.gov).

Thank you for the opportunity to comment on the Notice of Preparation. Please forward any subsequent environmental documents regarding the project to my attention at this office. Any further questions concerning this letter may be referred to Mai Son at 951.955.5418 or me at 951.955.1233.

Very truly yours,

TERESA TUNG
Senior Civil Engineer

c: TLMA
Attn: David Marcos
Ed Lotz
Dale Anderson

MTS:mcv
P8V120661

August 21, 2008

Mr. Russell Williams
California Department of Transportation, District 8
Division of Environmental Planning
SR-91 Corridor Improvement Project
464 West 4th Street, 11th Floor
San Bernardino, CA 92401

Subject: Notice of Preparation for the SR-91 Corridor Improvement Project

Dear Mr. Williams:

Thank you for the opportunity to comment on the above referenced document. The Orange County Flood Control District (OCFCD) has reviewed the Notice of Preparation and recommends that Caltrans consider the following planned flood control improvements in the EIR/EIS:

1. Lower Santa Ana River Mainstem Project and SARI Line Relocation:

OCFCD and the Riverside County Flood Control and Water Conservation District (RCFC&WCD), in partnership with the Army Corps of Engineers (Corps), are currently working on major flood control improvements that will provide greater than 100-year level protection from flooding due to the Santa Ana River. As part of the Lower Santa Ana River (LSAR) improvements, the Corps is proposing to construct bank protection on the south bank of the Santa Ana River at several locations between Prado Dam and the western portion of the Green River Golf Course. Also known as the Reach 9 Phase II project, the improvements will be designed to protect the SR-91 freeway and the mobile home/housing tract adjacent to the freeway from anticipated increased flood control releases from Prado Dam.

Additionally, OCFCD, in partnership with the Orange County Sanitation District (OCSd) and the Santa Ana Watershed Project Authority (SAWPA), is proposing to relocate the segment of the existing Santa Ana Regional Interceptor (SARI) Line between the Orange County boundary and the SAVI Ranch Development near Weir Canyon Road. The SARI Line is a sanitary sewer trunk line that conveys raw sewage and brine from the Inland Empire to the OCSd treatment plant in the City of Fountain Valley. This project would relocate the SARI Line from the riverbed to a new alignment just north

of and adjacent to SR-91 to protect the pipeline from the anticipated increased flood control releases from the Prado Dam.

Portions of these two projects are proposed to be located within existing Caltrans right-of-way within Orange County. To allow the construction of these improvements, OCFCD is proposing that Caltrans relinquish excess rights-of-way to OCFCD. The Project Study Report/Project Report (PSR/PR) for the right-of-way relinquishment is currently being reviewed by Caltrans District 12.

2. Auxiliary Dike:

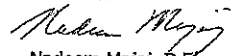
The Corps is also proposing to construct the proposed Auxiliary Dike within the Prado basin. The dike begins at the Prado Dam spillway and follows an alignment roughly parallel to SR-91 up to Auto Center Drive. This dike is designed as an extension of the Prado Dam embankment and will provide flood protection to the SR-91 freeway. The toe of the dike would be located just north of SR-91 right-of-way. The project is currently in design by the Corps, with OCFCD serving as the local sponsor as part of the overall Santa Ana River Mainstem Project.

3. Green River Golf Club:

OCFCD purchased the Green River Golf Club (GRGC) as part of the Santa Ana River Mainstem Flood Control Project and intends to continue operating the golf course. Since the GRGC is adjacent to the SR-91 freeway, the SR-91 Corridor Improvement Project may potentially impact the property and/or its golf business operations.

OCFCD requests that Caltrans coordinate with OCFCD and the Army Corps of Engineers when proceeding with the proposed SR-91 Corridor Improvement Project. Please contact Lance Natsuhara, Manager, Santa Ana River Section, at (714) 834-5398 if you have any questions or concerns.

Sincerely,


Nadeem Majaj, P.E.
Assistant Chief Engineer

Cc: Kevin Onuma, County of Orange/OC Public Works
Lance Natsuhara, County of Orange/OC Public Works
Mehdi Sobhani, County of Orange/OC Public Works



(951) 736-2266
(951) 279-3627 (FAX)

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August 11, 2008

Russell Williams
California Department of Transportation
District 8, Environmental Planning
464 West 4th Street, 11th floor
San Bernardino, CA 92041

SUBJECT: Notice of Preparation of a Draft Environmental Impact Report for
State Route 91 Corridor Improvement Project.

Dear Mr. Williams:

The City of Corona has received the notification of preparation of the draft Environmental Impact Report (DEIR) for the State Route 91 Corridor Improvement Project that was sent by Ernest Figueroa on July 11, 2008.

We appreciate the opportunity to provide our views on the scope and content of the environmental information for this report as it relates to the City of Corona's statutory responsibilities in connection with the proposed project.

The following is a list of key concerns related to the project that we would like to have reviewed and considered for inclusion in the DEIR:

- Local Traffic Impacts at interchanges and connecting roadways must be clearly identified and mitigated through capacity improvements.
- Freeway access must be maintained to current levels at a minimum.
- Intermediate access to the proposed toll facility within Corona should be considered fully.
- Construction impacts such as visibility, noise, traffic handling and advance notice must be addressed as they relate to local businesses and citizens of the community.
 - Potential bypass and/or cut-through traffic impacts to local streets within Corona during project construction should be avoided (i.e., ensure the provision of adequate traffic capacity and handling during the construction period).

August 11, 2008
Page 2 of 2

- Potential right-of-way impacts need to be clearly defined for each alternative considered.
 - Efforts to avoid and minimize right of way impacts must be made and documented thoroughly when unavoidable.
 - Potential impacts to the character and connectivity of the communities within Corona should be avoided and minimized.
- The aesthetics of the project must maintain the integrity of the City and its communities and should provide continuity in theme and practice throughout the corridor.
 - Landscaping and artwork for the project should be consistent with the landscape architecture master plan for the I-215/SR-91 corridor which was completed by Caltrans District 8 on September 5, 2006.

We understand that the DEIR will most likely be a very extensive and thoroughly inclusive document for this project and would like to convey that the above list is simply a list of key impacts and concerns that could impact the City of Corona. However, this list is by no means an all inclusive list of impacts to the City of Corona.

We look forward to continued involvement and discussions during the preparation of the DEIR and, as always, we are available to provide any additional information that you may need for this project.

Sincerely,

Ahmed Qattan, P.E.
Public Works Director

Cc: Bradly L. Robbins, City Manager



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August 8, 2008

Russell Williams
California Department of Transportation
District 8, Environmental Planning
464 West 4th Street, 11th Floor
San Bernardino, CA 92401

Dear Mr. Williams:

Re: Notice of Preparation (NOP) for SR-91 Corridor Improvement Project

The Sierra Club appreciates the opportunity to comment on this NOP. We are quite concerned that public transit continues to be almost non-existent between Riverside County and Orange County. What is the plan for public transit between the two counties? How will existing right-of-ways be used to accommodate public transit in the future? Will the land used for SR-91 Improvement constrict future public transit options? How will the two road alternatives move us closer to AB32 requirements vs. having public transit or building the first phase of a comprehensive public transit project?

The Draft EIR/EIS needs to have an alternative that shows public transit connecting the two counties and the plan for its ultimate completion. The Sierra Club believes that the Draft EIR/EIS will be inadequate unless this alternative is completely analyzed. You also need another alternative that uses lane reversal during rush hours. Another alternative should be building additional lanes above existing ones, as they do in other parts of the world, even in earthquake-prone areas.

How much traffic is expected from the proposed Mid-County Parkway (MCP)? The flyover between I-15 and SR-91 is already jammed. How will this plan solve this problem when the MCP is daily dumping onto I-15 tens of thousands of cars needing to continue west on SR-91?

The I-15 improvements beginning at Cajalco Road show how this portion of the project and its connection to SR-91 are really part of a larger project. The MCP and SR-91 Corridor Improvement Project need a full environmental analysis of these two projects combined; otherwise, you are segmenting.

Will this project create pressure to extend the 241 Toll Road? How will Orange County connect to this project? How would Orange County connect to the public transit alternative?

How much more pollution will this project add for those who live or work within 1,500 feet of the improved roadway? (See attachments p 3-9)

Page 1 of 16

Page 1 of 16

Where will you install monitors to measure baseline PM 2.5? None of the existing monitoring sites of the Air Resources Board (<http://www.arb.ca.gov/qaweb/siteinfo.php>) in Riverside County are within 100 meters of the proposed improvements or even SR-91 or I-15. These monitors need to be placed downwind within 100 meters of both the SR-91 and I-15 within the project's vicinity. (See attachments p 10-14)

The Sierra Club expects the draft document to analyze the cumulative growth-inducing impacts of this project within the context of other CETAP projects.

What are the biological resources that this project will impact, either directly or indirectly? Will there be any impacts from additional noise, run-off, air pollution, lights (moving or stationary), and/or vibration? What will be the impacts on the Santa Ana Sucker, Least Bell's Vireo, gnatcatchers, and/or the Southwestern Willow Flycatcher? How far from the roadway's right-of-way will you analyze for impacts to biological resources?

The Sierra Club wishes to be notified at the address below of all future meetings and documents related to the SR-91 Corridor Improvement Project.

Sincerely,

George Hague
Conservation Chair
Moreno Valley Group of the Sierra Club
26711 Ironwood Avenue
Moreno Valley, California 92555-1906
Phone: 951-924-0816
Fax: 951-924-4185

Page 2 of 16

Center for Community Action and Environmental Justice

Centro de Acción Comunitaria y Justicia

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Testimony by Penny J. Newman
Executive Director,
Center for Community Action and Environmental Justice

October 10, 2007

Field Briefing the Senate Environment and Public Works Committee on Air
Pollution Challenges for California's Inland Empire

Chairwoman Boxer, Honorable Members of the committee, I thank you for the opportunity to address this committee on this important issues.

My name is Penny Newman, Executive Director for the Center for Community Action and Environmental Justice. CCAEJ is one of the oldest and most accomplished environmental justice organizations in the nation having begun our work in 1978 as a small neighborhood group fighting for the cleanup of California's top priority Superfund site, the Stringfellow Acid Pits. We will be celebrating our 30 years of working with communities of the Inland Valleys to improve the health, quality of life, and well-being of all our families.

Southern California is facing a critical health crisis. One that we can't inoculate against, change our habits like stop smoking, or exercise more to improve. The health threat comes from the very activity that we depend upon to keep us alive—breathing.

- Southern California air quality remains the worst in the nation, posing a major health concern for almost 17 million residents in the region.
- The state Air Resource Board estimates that air pollution (PM 2.5) in the South Coast Air Basin is responsible annually for up to 5,400 premature deaths, 2,400 hospitalizations, and 980,000 lost work days.
- 140,000 Children in Southern California have asthma and respiratory problems largely due to air pollution.
- Over 70% of the airborne cancer risk in Southern California is directly attributed to diesel fueled engines in the basin.

Page 3 of 16

Page 3 of 16

Prompted by these startling statistics, Southern California Association of Governments (SCAG) and South Coast Air Quality Management District (SCAQMD) have called upon Governor Arnold Schwarzenegger and President George Bush to issue a State of Emergency for the area.

For the communities of the Inland Valleys these statistics have special significance. Geologic and meteorologic factors make our area the center of the accumulation of this pollution. As coastal winds blow pollution from the Los Angeles and Orange county areas it is trapped by our surrounding mountains where it sits and bakes creating a toxic brew of pollution. As a result San Bernardino has the highest levels of ozone pollution in the nation. Riverside County holds the record for having the highest levels of Particulate matter pollution known as PM 10 (Particulate Matter 10 microns or less). While the health risk on a region wide basis is unacceptable, the most severe impacts are concentrated in those communities closest to the sources.

It is in this setting that the decisions to make the movement of goods with its reliance on heavily polluting ships, trucks, and trains, the economic engine for southern California has been made. The rapid growth and convenient location to freeways, airports or rail lines make the Inland Valleys of Riverside and San Bernardino Counties prime locations for industrial facilities, warehouses and distribution centers—without regard to the incompatibility with existing communities. Also ignored is the health threat posed to local residents. Planning strategies and the drive for economic growth have led local agencies to disregard existing problems such as air pollution, traffic congestion, water contamination or consideration of the rural nature or life styles of existing neighborhoods affected by their decisions. The outcome of poor public policies and lack of appropriate planning has created a situation where homes are next to polluting industries; where diesel trucks crowd residential streets threatening the safety of our children; where neighbors can't use their backyards because of overwhelming noise or odors. This concentration of truck and rail activity has also resulted in the area being designated as a diesel "hot spot" by the South Coast Air Quality Management District (SCAQMD) with a cancer risk of over 1500 in a million. The result is an overall deterioration of the air, water, and quality of life—dramatically affecting the health and lives of local residents.

While we often look at the impacts on a regional basis, health researchers have demonstrated that a higher health risk is experienced the closer one gets to the diesel source. The concentration of diesel dependant facilities in communities already at risk disregards this fact. Economic development strategies and local land use decisions influence the levels of pollution to which specific communities are exposed, too often resulting in disproportionate levels of risk for low-income neighborhoods and Communities of Color. Increases in community exposure can lead to increased rates of disease and negative impacts on public health. More than 45 studies conducted by various investigators between 1967 and 1993 examined the role of race and income level in exposure to environmental hazards, and found disparate impacts in the great majority of cases studied (87 percent and 74 percent, respectively).

4

Page 4 of 16

One such heavily impacted community is the unincorporated community of Mira Loma in Riverside County.

Mira Loma has the highest levels of particulate pollution in the nation.¹

Mira Loma has the 4th worst particulate pollution in the world only after Jakarta, Indonesia; Calcutta, India; and Bangkok, Thailand²

In recent years, environmental health researchers have firmly established the linkage between air pollution exposure and a range of negative health outcomes, including slowed lung growth rates in children (Gauderman et al Cohort C, Cohort D papers), exacerbation of existing respiratory disease (McConnell et al EHP bronchitis/asthmatic paper), increased absences from school due to respiratory illness (Gilliland et al CHS absences paper), and increased mortality. Both gaseous and particulate pollutants have been implicated in health investigations, with increasing attention being focused recently on the toxicity of particulate pollution, both for the physical size and chemical nature of the particles inhaled each day. The California Air Resources Board estimates that more than 2400 people die prematurely due directly to air pollution from the movement of products and goods.

The impact of air pollution on children's respiratory health, in particular asthma, is a significant problem in Southern California. A recent survey in California found that nearly 700,000 children ages 6-17 suffer from asthma symptoms; one in five African-American children in California has been diagnosed with asthma. (CHIS) That same survey finds that in Southern California, the highest asthma symptom prevalence in children ages 0-17 is found in San Bernardino County (13.9%), (CHIS). Air pollution is a significant problem for the target communities of the Inland Valley.

The findings from the USC Children's Health Study demonstrating the affects of air pollution upon lung function are particularly frightening for our area. The Study found that *Mira Loma children had the weakest lung function and slowest lung growth of all children studied in southern California.*

Another analysis that drew upon data from the same USC Children's Health Study, ranked children living in Mira Loma as the most likely to develop asthma, other respiratory diseases and have stunted lung growth. The study found that children living within 500 meters of a freeway (approximately a third of a mile) have substantial deficits in lung function by the time they reach age 18. Of all children studied

¹ South Coast Air Quality Management District, "Multiple Air Toxics Exposure Study in the South Coast Air Basin" (MATIES II Study), March 2000.

² World Health Organization, as cited by California Public Interest Research Group, CalPIRG, Citizens' Agenda, Vol. 13, No. 3; pg 4, Fall 1997. (The industrialization of China has now created many communities with high levels of PM pollution. While our levels have not gone down, levels in a number of communities in China have risen.

throughout southern California, children in Mira Loma and Riverside had the poorest lung function, and as a result the greatest risk for developing respiratory and cardiovascular diseases later in life.

But disease risk caused by particulate matter pollution is not limited to children. A recent study by the University of Washington found that women over the age of 50 living in highly polluted areas around the United States (including Mira Loma and Riverside) have more than double the chance of developing heart disease and dying from it, compared with women living in cleaner air regions. Again, the study found a strong correlation between particulate pollution and heart disease.

While the science is clear; the documentation of pollution levels is substantial; and suggested solutions have been proposed—local officials continue to place industrial warehouses, truck terminals and railyards next to the homes, schools and parks of these communities ignoring the severe health impacts those decisions inflict upon the families in the area. Inland Valley officials are looking to the Goods Movement as the economic hope for the future. As a result, rail yards, intermodal facilities and trucks have multiplied bringing the pollution closer to existing homes and schools. Adding insult to injury, BNSF Rail road has put forward an offer to buy the neighborhood's only park, so that the facility can expand.

Suggested actions that would lessen the impact are routinely ignored. For example, it has been recognized that by providing a buffer zone of 1,000-1,500 feet between a diesel source (road, warehouse, railyard) and homes, schools, and parks, we reduce the health risk where people live. Yet, there are currently proposals being approved that place these polluting facilities directly next to the fence lines of homes. While SCAG has acknowledged the severity of the health crisis in its call for a State of Emergency, it is considering an Inland Port facility in Mira Loma.

The Union Pacific rail road auto distribution facility in Mira Loma, is located next to Jurupa Valley High School. Separating the railyard from the athletic field of the school is the street the hundreds of trucks use to pick up their load each day. This close proximity to the diesel spewing trucks creates a high health risk for the students. A simple action of closing this southern gate and using the northern gate would reduce significantly the pollution these students are exposed to. Yet, Union Pacific has refused to implement this small mitigation, because it would be inconvenient to its tenants. It is puzzling to me why a corporation would not take easy measures that they know would reduce its impact upon the health of the children of our community.

The anticipated three-to five fold increase in the movement of goods through southern California will compound further adverse health outcomes. Solutions being offered by officials at the ports pose greater increase in the deadly diesel pollution for Inland Valley communities. One solution offered to address port pollution is to utilize rail instead of trucks with the assumption that trucks pollute more than locomotives per

number of containers hauled. Again what is overlooked is that containers would be transported on an expanded rail system while more containers would be still be hauled by an expanded trucking system, the widened freeways. The goal is to maximize both rail and truck transportation modes in order to handle the anticipated expansion of the freight hauling industry.

For the Inland Valleys the promotion of an expanded rail system is particularly troublesome since it depends on the development of an "Inland Port." Since there isn't room at the ports to sort and distribute the containers of goods, the goods would be directly moved from the ships to the rail cars and hauled to the Inland Port. Here the goods would be sorted and thousands of trucks would converge to pick up loads for distribution. One of the leading locations under consideration is at the Space Center in Mira Loma.

To expand an industry that is currently killing people without addressing the current health crisis is criminal. The message to residents is clear—the health and well being of our families does not count; our neighborhoods are expendable.

Many promises are being made to address pollution associated with the expansion of Goods Movement, but there is little reason to believe any of it. Responsibility for action is passed from one jurisdiction to another. Local government points to the state for responsibility; the state points to federal government, and in turn they point back to local government and sanctity of local land use decisions. With all the finger pointing NO ONE is doing anything to address this critical situation. U.S. Environmental Protection Agency is nowhere in the discussions. The National Environmental Justice Advisory Committee was recently asked to prepare recommendations regarding how to address the health crisis surrounding the Goods Movement. Not one community person from southern California has been appointed to this study committee, even though I personally have volunteered and traveled to Washington DC for the first face-to-face meeting at my own expense. It is difficult to understand how comprehensive recommendations can arise from the committee if the major geographic area hit hardest by this industry has no voice. Clearly the recommendations will have little credibility if those most directly and most significantly impacted are silenced from the discussions.

Since the trucking, railroad and shipping industries are primarily regulated by federal rules, the federal government holds special importance and must step in to address this growing problem. Instead we are engaged in a hectic discussion on how to increase the movement of goods by 3-5 fold. Our communities will not survive that onslaught.

While ignorance regarding the health implications of exposure to diesel exhaust could be claimed many years ago, the emerging scientific information brought forth by the South Coast AQMD, researchers at USC and UCLA and the hundreds of other

scientific studies generated on diesel, clearly show the horrific health impacts from constant, high levels of diesel exhaust. And yet, the federal government is absent and state agencies appear impotent. Local government seems hypnotized by the promise of jobs and economic growth and ignores the deadly consequences. In many cases local government directly benefits financially from the destruction of our targeted communities. Just as federal intervention was necessary to correct the violations of civil rights occurring in the 1960's, intervention is warranted to correct the immoral land use decisions being made in southern California. If our communities are to survive, such intervention is demanded.

Let's be very clear—the continuing practice of placing these polluting facilities in low-income communities of color is institutional racism in its most obvious form. On behalf of the target communities, struggling families and sick children of our area, we appeal to you, Senator Boxer to begin the process of correcting this deadly injustice.

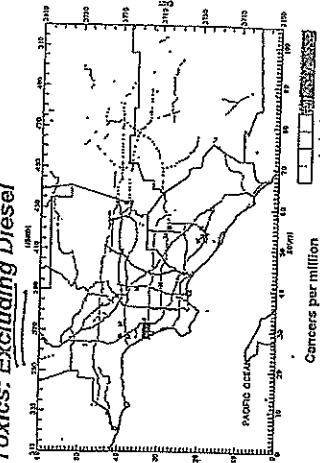
Thank you.

Estimated Risk of Cancer from Airborne Toxics: All Emission Sources

- goods movement industry**



Estimated Risk of Cancer from Airborne Toxics: Excluding Diesel



Source: SCARANO, Multiple Air Toxics Exposure Study II.

A. **Reliable Scientific Evidence Shows Elevated PM_{2.5} in the Near-Highway Environment.**

Page 10 of 16

This triggered further research in the region. A team from USC conducted seminal studies to measure the concentrations of highway pollutants as a function of distance from the I-710 and I-405 freeways. [Attached as Exhibit B] Both studies included measurements of concentrations of CO and black carbon (BC) at increasing distances from the freeway. CO and BC were intentionally selected because their ambient concentrations are strongly related to vehicle emissions. Black carbon, also measured as elemental carbon (EC) in the monitoring reported in MATES-II and MATES-III [Attached as Exhibit C], is a species of PM_{2.5} that was used in the MATES-II study as a measure of diesel PM in the Air Basin. The MATES-III study reported more recent investigations showing that elemental carbon is an inadequate measure of diesel PM, and that other methods show that total diesel PM is at least 72% greater than elemental carbon. MATES-III, p. 2-9. The AQMP relies on the MATES-III data to identify elemental carbon as one of the six major species of PM_{2.5} in the South Coast air shed that contribute significantly to PM_{2.5} nonattainment.

The freeway studies show the dramatic increase in BC/EC in the near-highway environment. The studies measured concentrations at five distances downwind from the freeway and upwind from the freeways. By comparing the upwind measurements which provide a good estimate of regional carbon loadings in the Air Basin with the downwind measurements, these studies provide a good estimate of the increase in concentrations of primary carbon particles emitted from highways in the vicinity of major highways compared to regional concentrations measured in the urban air shed.

The BC measurements from each of the freeway studies are summarized separately below along with measured upper and lower limits, and the observed difference between the comparable upwind and downwind BC concentrations:

Measured Average (and Upper and Lower Limit) BC Concentrations at Increasing Distances from the 405 Freeway

Downwind Distance (m)	BC (µg/m ³)	BC (µg/m ³) Downwind-Upwind Average Concentration
30	5.4 (3.4-10.0)	4.75
60	3.2 (3.0-3.5)	2.55
90	2.5 (2.4-2.6)	1.85
150	1.6 (1.1-2.0)	0.95
300	1.3 (1.1-1.5)	0.65

Measured Average (and Upper and Lower Limit) BC Concentrations at Increasing Distances from the 710 Freeway

Downwind Distance (m)	BC (µg/m ³)	BC (µg/m ³) Downwind-Upwind Average Concentration
200 m (upwind)		4.6 (3.1-5.9)
17 m	21.7 (20.3-24.8)	17.1
20	19.4 (16.5-21.6)	14.8
30	17.1 (12.6-19.3)	12.5
90	7.8 (4.5-9.3)	3.2
150	6.5 (3.9-9.2)	1.9
300	5.5 (3.5-7.7)	0.9

Notice the large increase in the near-highway concentrations of BC downwind of the I-710 compared to the I-405. The Interstate 710 study was conducted in part because the freeway has a much higher percentage of heavy-duty diesel truck travel than the Interstate 405 freeway. Average traffic flow during sampling periods was 12,180 vehicles per hour with more than 25 percent of vehicles being heavy-duty diesel trucks. This is perhaps the highest density of diesel truck traffic anywhere in the U.S. Measurements were taken at 17, 20, 30, 90, 150 and 300 meters downwind and 200 meters upwind from the center of the freeway. As with the 405 freeway study, relative concentrations of CO and BC downwind from the freeway were found to be many micrograms per cubic meter greater than upwind concentrations and tracked each other well as one moves away from the freeway.

These studies show that in the impact zone downwind of a heavily traveled freeway in the Air Basin with average truck traffic (I-405), emissions of BC from the freeway will add 4.75 µg/m³ to PM_{2.5} at 30 meters from the freeway dropping off to 0.65 µg/m³ greater than the regional concentration at 300 meters, and that a freeway with heavy truck traffic will add 12.5 µg/m³ at 30 meters dropping off a 1.9 µg/m³ increase above the regional levels at 300 meters.

The incremental effect of highway emissions downwind from the I-710 have been confirmed in recent weeks by data released as part of the deployment of Mobile Monitoring Platform Results in the I-710 corridor. See Mobile Monitoring Platform Update and Results reported by CARB, April 17, 2008, at the HCMS Community Meeting, Wilmington Senior Center. [Attached as Exhibit D]. These results include BC concentrations within the so-called buffer zone 500 feet from the freeway compared with results measured beyond the 500 feet buffer. Concentrations measured in West Long Beach residential area on the morning of July 17, 2007, show nearly a four-fold greater BC level within 500 feet from the 710 freeway compared to the same neighborhood outside the 500 feet zone (18 vs 5 µg/m³). This difference of 13 µg/m³ is highly consistent with the upwind/downwind results reported in the original 710 study.

These results were supported by measurements made in other regions. A study in Seattle, WA (Curtis, Gilroy, and Harper, 2004) measured the relationship between BC levels at an urban near-roadway monitoring site, and a heavily traveled freeway. [Attached as Exhibit E] This study

4

showed that there were frequently peak evening rush hour BC levels of 5 µg/m³ or above near I-5. The BC data was obtained from the Olive Street monitoring site located at the EPA-designated microscale within the I-5 traffic corridor. The traffic volumes and BC readings correlate well, supporting the hypothesis that traffic is a major contributor to PM_{2.5} at the site, given that BC originates from motor vehicle exhausts as ultrafine or fine particles. The Olive Street air monitoring site is about 20 meters west of the southbound lane of I-5 in the CBD. This area of I-5 contains express lanes along with several high use overpasses which all contribute to the area traffic. Daily volumes along this section of I-5 average 284,700 vehicles per day (in 2003). Light-duty traffic has peak weekday flows above 10,000 vehicles per hour, with diesel traffic of about 1,000 vehicles per hour (10%). BC tends to peak during weekdays with high traffic volumes, and is sharply lower on weekends. This reduction parallels the significantly lower weekend diesel traffic volumes. Peak BC measurements occur during the afternoon rush hour (4-6 pm). Correlations between light-duty vehicle volumes and BC peaks (readings above 5 µg/m³) are better than those between diesel truck volumes and BC peaks. This may occur because light-duty volumes overwhelm diesel truck volumes during this peak period (93 percent of the traffic volume is from light-duty vehicles).

The Seattle study also measured BC at a Beacon Hill site about 600 meters from a major freeway, which is used as the urban background for Seattle. Hourly BC readings during the study period stayed within the range of 0 to 2 µg/m³, with readings mostly below 1.0 µg/m³. Comparing these sites demonstrates results similar to the data obtained from the I-405 study with BC concentrations in the near-highway environment being about 4 µg/m³ greater than the urban regional concentration.

The East Bay (California) Children's Respiratory Health study (Kim et al., 2004), conducted with support from Cal EPA's Office of Environmental Health Hazard Assessment, obtained measurements of PM_{2.5} concentrations at monitors located in the schoolyards of 10 middle schools in communities across the East Bay. [Attached as Exhibit F] This study reported the distance of each monitor from major freeways, the traffic density on the nearest freeway, and whether the school was located downwind of the traffic source. The PM_{2.5} measured at the school closest to (60 meters), and downwind from a major freeway, was 15 µg/m³ which was 3 µg/m³ greater than the 12 µg/m³ PM_{2.5} concentrations reported at the regional air district network monitor located about 1 mile from major traffic sources.

The recently released West Oakland Health Risk Assessment conducted by the ARB provides similar results from a modeling study that shows highly elevated concentrations of diesel PM in a neighborhood downwind of the Port of Oakland and surrounded by heavily traveled major freeways. [Attached as Exhibit G—but appendices A through E not attached and available at <http://www.arb.ca.gov/ch/communities/ra/westoakland/westoakland.htm>]. The risk assessment showed that despite the significant contribution of emissions from ocean going vessels, local watercraft, railyard and port activities, the emissions from non-port related on-road truck operations accounted for 80% of the diesel PM in West Oakland.

These and other studies provide credible evidence that PM_{2.5} concentrations in the near-highway environment are expected to range from 3 µg/m³ to as much as 13 µg/m³ greater than

concentrations measured at regional monitors located outside the high impact zone of heavily traveled freeways.

Data from these highway studies were expressly relied upon by US EPA to decide that it must establish a transportation conformity program to review the localized impacts of PM_{2.5} emissions from highways. See Transportation "hot spot" rule, 71 Fed. Reg. 12468, 12494 (March 10, 2006). EPA concluded that the evidence of localized impacts from highways was sufficiently compelling to require that "it is essential that a quantitative PM_{2.5} or PM₁₀ hot-spot analysis be performed for all projects of air quality concern." ¹² If the evidence of localized impacts was sufficient to justify a national regulatory program to protect against NAAQS violations caused by new highways, it is also compelling enough to require a quantitative analysis to ensure that the SIP will protect against existing localized NAAQS violations caused by highway emissions.

B. Exposed Population in Near-Highway Environment is Significant.

To determine the public health significance of human exposures to the elevated concentrations occurring in the near-highway environment, Environmental Defense Fund performed an exposure analysis that plotted all limited access highway links in the South Coast air basin with annual average daily traffic (AADT) greater than 125,000, and then used available 2000 census data to estimate the population within 300 meters of these highway links.³ The 125,000 AADT threshold was selected based upon EPA's determination that this is an appropriate traffic threshold for identifying highway "projects of air quality concern" as a trigger for performing a transportation "hot spot" analysis for PM_{2.5}. See 71 Fed. Reg. 12,468. The 300 meter impact zone is based on the evidence discussed above showing that the elevated BC and PM_{2.5} concentrations associated with highway emissions is significant at 300 meters from highways. This analysis shows that approximately 1.5 million citizens within the SCAB reside within the 300 meter high impact zone adjacent to major freeways.

C. Attainment Demonstration Fails to Protect Against Elevated PM_{2.5} in the Near-Highway Environment.

The PM_{2.5} concentrations expected in the near-highway environment are not reflected in the adopted attainment demonstration because neither the monitored concentrations of PM_{2.5} used to select the design value for the attainment demonstration, nor the modeling analysis used to demonstrate future attainment account for the increased PM_{2.5} concentrations in the near-roadside environment.

1. Monitors Not Located to Measure PM_{2.5} In Near-Highway Environment.

The monitors selected to determine the design value for the South Coast air basin are not located in the near-highway environment.

³ The methodology used and software applied to perform this analysis is explained in Exhibit H hereto.

6

The highest annual and 24-hour design values among the network sites are recorded at Rubidoux in Riverside County. For this reason, the measurements at this site play an important role in the development of the attainment demonstration. But this site is not located in a near-highway environment. The Site Survey Report for the monitor describes the location as residential, with residential traffic of only 10,000 vehicles per day within 25 meters. Based on this description of the site, it is apparent that the design value does not reflect the incremental impact of primary aerosols emitted from a nearby heavily traveled highway.

Another site with a high design value is Fontana/Arrow Highway. The Site Report for this location describes the monitor as being 85 meters from an arterial roadway carrying 28500 vehicles per day. This is not a major highway.

The Wilmington site is in the neighborhood west of the I-710, but it too is more than 300 meters from the freeway and not located in the high impact area where vehicle emissions would be expected to contribute to higher PM_{2.5} concentrations.

These site locations are not in close proximity to major freeways, and do not detect the incremental impact of highway emissions. A control strategy that is adequate to reduce the concentrations at these sites to attain the NAAQS cannot be shown to reduce the higher concentrations in the near-highway environment to the level of the NAAQS.

2. Large-Scale Regional Modeling Does Not Predict Impact of Reductions in Highway Emissions.

The modeling analysis performed for the attainment demonstration uses the CAMx model, which is the same model applied to demonstrate ozone attainment. This is a regional airshed model that aggregates emissions and estimates ambient concentrations for a grid that is made up of cells 5 km on a side. AQMP, Appendix V, p. 2-15. But for the purpose of comparing modeling results with monitoring station measurements, the results are averaged over nine grid squares. "The CAMx modeling results are presented based on a nearest nine-grid-cell average basis. Performance evaluations at each station are based on this average concentration." *Id.*, p. 2-24.

This approach may be suitable for the purpose of estimating concentrations of secondary species that are formed after primary pollutants are cooked in the chemical soup of the Air Basin, but this large scale averaging provides no useful information regarding the dispersion of primary pollutants emitted from large sources such as highways.

Unlike secondary particulate species which become particles downwind from their point of emission as gases, the elemental carbon and aerosol VOCs emitted from tailpipes, road dust, tire and brake pad particles are emitted directly from highways to the atmosphere, and are most highly concentrated at the source. The regional grid modeling analysis performed by CAMx aggregates these emissions and averages them over large regions, rather than recognizing them as being most highly concentrated at the point of origin. EPA explained in its guidance regarding PM attainment demonstrations that "[d]ispersion models are better able to capture the influence of primary PM sources where large concentration gradients may exist. Grid models spread out the PM emissions to

7

the size of the grid (typically 4 or 12 km). This makes it difficult to judge the benefits of control strategies that may affect primary PM sources." 72 Fed. Reg. 20607-08. The large-scale regional modeling analysis performed for the SCAB cannot, and does not, predict concentrations of the primary species in the near-highway environment. Given the limitations of this large scale tool for predicting the impact of primary PM emissions from sources on local ambient concentrations, the attainment demonstration in the adopted AQMP cannot be approved as adequate to demonstrate attainment in the near-highway environment.

3. Small Scale Modeling Tools Are Available.

EPA's modeling guidance identifies the problem we identify here, and suggests suitable models for assessing the expected ambient impacts of primary PM emissions on locations that are not represented by the monitoring network. The modeling guidance warns specifically of the possibility that high concentration locations affected by emissions of primary PM will be missed:

Focusing the modeled attainment test only at monitoring sites could result in control targets which are too low if the monitoring network is limited or poorly designed. We recommend a test which includes a review of the strategy's impact at locations without monitors. This exercise provides a supplemental test to determine whether there is a need for further action despite passing the modeled attainment test at all monitoring sites.

"Guidance on the Use of Models and Other Analyses for Demonstrating Attainment of Air Quality Goals for Ozone, PM_{2.5}, and Regional Haze," p.19 [Attached as Exhibit I]. In the situation where highways are the most significant source of primary carbonaceous PM_{2.5}, and a monitoring network that does not include any monitors located within the high concentration zone representing the exposure of populations adjacent to highways, an additional investigation is clearly required.

Two recent studies demonstrate the modeling tools available for estimating the near-highway impacts of primary PM emitted from highways. The West Oakland health risk assessment uses a fine scale (250M x 250M) dispersion model nested with a larger scale model to identify the impacts of highway emissions on the adjacent community. The dispersion modeling analysis performed by E.H. Pechan and Associates to assess likely neighborhood scale impacts from the Intercounty Connector highway project in suburban Maryland also demonstrates the availability of CalQHE3R for this application. Both modeling studies estimated near-highway impacts greater than 4 µg/m³. [Attached as Exhibit I(a)].

**Attachment 5.E:
Notice of Intent (July 3, 2008)**

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

[Docket No. FHWA-2008-0088]

Agency Information Collection
Activities: Notice of Request for
Extension of Currently Approved
Information CollectionAGENCY: Federal Highway
Administration (FHWA), DOT.ACTION: Notice and request for
comments.

SUMMARY: The FHWA has forwarded the information collection request described in this notice to the Office of Management and Budget (OMB) to renew an information collection. We published a *Federal Register* Notice with a 60-day public comment period on this information collection on March 28, 2008. We are required to publish this notice in the *Federal Register* by the Paperwork Reduction Act of 1995.

DATES: Please submit comments by August 4, 2008.

ADDRESSES: You may send comments within 30 days to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 17th Street, NW., Washington, DC 20503, Attention DOT Desk Officer. You are asked to comment on any aspect of this information collection, including: (1) Whether the proposed collection is necessary for the FHWA's performance; (2) the accuracy of the estimated burden; (3) ways for the FHWA to enhance the quality, usefulness, and clarity of the collected information; and (4) ways that the burden could be minimized, including the use of electronic technology, without reducing the quality of the collected information. All comments should include the Docket number FHWA-2008-0088.

FOR FURTHER INFORMATION CONTACT: Mr. Kreig Larson, 202-366-2056, Office of Project Development and Environmental Review, Office of Planning and Environment, Federal Highway Administration, Department of Transportation, 1200 New Jersey Avenue, SE., Washington, DC 20590. Office hours are from 8 a.m. to 4:30 p.m., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Title: Environmental Streamlining: Measuring the Performance of Stakeholders in the Transportation Project Development Process, Third Survey.

OMB Control Number: 2125-0591.

Background: The U.S. Department of Transportation (DOT), FHWA, has

contracted with the Gallup Organization to conduct a survey of professionals associated with transportation and resource agencies in order to gather their views about the workings of the environmental review process for transportation projects and how the process can become more efficient. The purpose of the survey is to: (1) Collect the responses of agency professionals to questions about their involvement in conducting the decision-making processes mandated by the National Environmental Policy Act (NEPA) and other resource protection laws in order to develop benchmark performance measures; and (2) identify where the performance of the process might be improved by the application of techniques for streamlining. This is a survey conducted of only local, state, and federal officials who work with the NEPA process.

Respondents: Approximately 2,000 professionals/officials from transportation and natural resource agencies.

Frequency: This is the third time in seven years that this survey will be conducted.

Estimated Average Burden per Response: **Annual Burden Hours:** The FHWA estimates that each respondent will complete the survey in approximately 15 minutes. Respondents will have the option of answering the survey's questions either over the telephone or online.

Estimated Total Annual Burden Hours: With a potential total of 2,000 survey respondents, an estimated 500 hours is the total burden.

Electronic Access: For access to the docket to read background documents or comments received, go to <http://www.regulations.gov>. Follow the online instructions for accessing the dockets.

Authority: The Paperwork Reduction Act of 1995; 44 U.S.C. Chapter 35, as amended; and 49 CFR 1.48.

Issued on: June 30, 2008.

James R. Kabel,
Chief, Management Programs and Analysis
Division.

[FR Doc. E8-15146 Filed 7-2-08; 8:45 am]

BILLING CODE 4910-22-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement:
Riverside and Orange Counties, CAAGENCY: Federal Highway
Administration (FHWA), DOT.

ACTION: Notice of Intent.

SUMMARY: The FHWA, on behalf of the California Department of Transportation (Caltrans), is issuing this notice to advise the public that an Environmental Impact Statement (EIS) will be prepared for the proposed State Route 91 (SR-91) Corridor Improvement Project, in the Counties of Orange and Riverside, California.

FOR FURTHER INFORMATION CONTACT:

Russell Williams, Office Chief,
California Department of
Transportation, Division of
Environmental Planning, 464 West 4th
Street, 11th Floor, San Bernardino, CA
92401; or call (909) 383-1554.

SUPPLEMENTARY INFORMATION: Effective July 1, 2007, the Federal Highway Administration (FHWA) assigned, and Caltrans assumed environmental responsibilities for this project pursuant to 23 U.S.C. 327. Caltrans will prepare an EIS on a proposal to increase capacity within the project segments of the SR-91 (between the State Route 241 and Pierce Street) and the Interstate 15 (between Cajalco Road and Hidden Valley Parkway), in the Counties of Orange and Riverside, California.

The proposed improvements is considered necessary to facilitate movement of people and goods between the Counties of Orange and Riverside, by improving travel conditions for work, recreation, school, commerce, as well as all other trip purposes. Alternatives under consideration include (1) Taking no action; (2) High Occupancy Vehicle (HOV) Lanes; (3) High Occupancy Toll (HOT) Lanes.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State and local agencies, and to private organizations and citizens who have previously expressed or are known to have interest in this proposal. In addition, interested Tribal governments will be involved as determined by the Native American Heritage Commission consultation. Public information meetings will be held to discuss the alternatives and the potential impacts of the proposed action. Public notice will be given of the time and place of the public meetings as well as the public hearings. The draft EIS will be available for public and agency review and comment prior to the first public meeting.

To ensure that the full range of issues related to this proposed action is addressed and that all significant concerns are identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to

Caltrans' contact at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on: June 26, 2008.

Nancy Bobb,

Director, State Programs, Federal Highway Administration, Sacramento, California.

[FR Doc. E8-15111 Filed 7-2-08; 8:45 am]

BILLING CODE 4910-22-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Reports, Forms and Record Keeping Requirements; Agency Information Collection Activity Under OMB Review

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Notice.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this notice announces that the Information Collection Request (ICR) abstracted below has been forwarded to the Office of Management and Budget (OMB) for review and comment. The ICR describes the nature of the information collections and their expected burden. The Federal Register Notice with a 60-day comment period was published on December 28, 2007 [72 FR 73972].

DATES: Comments must be submitted on or before August 4, 2008.

FOR FURTHER INFORMATION CONTACT: David Sparks, National Highway Traffic Safety Administration, Office of Odometer Fraud Investigation (NVS-230), 202-366-4761, 1200 New Jersey Avenue, SE., Room W55-318, Washington, DC 20590.

SUPPLEMENTARY INFORMATION: National Highway Traffic Safety Administration Title: 49 CFR part 580 Odometer Disclosure Statement.

OMB Number: 2127-0047.

Type of Request: Extension of a currently approved collection.

Abstract: The Federal Odometer Law, 49 U.S.C. Chapter 327, and implementing regulations, 49 CFR part 580 require each transferor of a motor vehicle to provide the transferee with a written disclosure of the vehicle's mileage. This disclosure is to be made on the vehicle's title, or in the case of a vehicle that has never been titled, on a separate form. If the title is lost or is

held by a lien holder, and where permitted by state law, the disclosure can be made on a state-issued, secure power of attorney.

NHTSA received comments from: South Dakota Department of Revenue & Regulation, Texas Department of Transportation Vehicle Titles and Registration, Virginia Department of Motor Vehicles, and Wisconsin Department of Transportation. Each commenter cites a need for the ability to disclose odometer information electronically in a paperless environment. Texas and Virginia specifically reference a petition filed with NHTSA by the Virginia Department of Motor Vehicles seeking approval of alternate odometer disclosure requirements, to wit, electronic odometer statements. NHTSA has preliminarily granted Virginia's proposed alternate disclosure requirements and is seeking public comments concerning Virginia's proposal via the Federal Register through July 24, 2008. NHTSA's initial determination concerning Virginia's petition was published in the Federal Register on June 24, 2008 (73 FR 35617-23).

Additionally, Wisconsin suggests eliminating the ten-year exemption for odometer disclosure statements and conversely Virginia supports the ten-year exemption. NHTSA is reviewing the ten-year exemption and may seek comments in a future Federal Register notice.

This ICR notice concerns only the information collection requirements under current law, and does not relate to the issues raised by those commenting.

Affected Public: Households, Business, other for-profit, and not-for-profit institutions, Federal Government, and State, Local, or Tribal Government.

Estimated Total Annual Burden: 2,034,910.

ADDRESSES: Send comments, within 30 days, to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725-17th Street, NW., Washington, DC 20503, Attention NHTSA Desk Officer.

Comments are invited on: Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department's estimate of the burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be collected; and ways to minimize the burden of the collection of information

on respondents, including the use of automated collection techniques or other forms of information technology. A Comment to OMB is most effective if OMB receives it within 30 days of publication.

Issued in Washington, DC, on June 27, 2008.

David W. Sparks,
Director, Office of Odometer Fraud Investigation.

[FR Doc. E8-15057 Filed 7-2-08; 8:45 am]

BILLING CODE 4910-59-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2008-0048; Notice 2]

Hyundai Motor Company, Grant of Petition for Decision of Inconsequential Noncompliance

Hyundai Motor Company (Hyundai), has determined that certain vehicles that it manufactured during the period beginning July 14, 2006 through November 23, 2007, did not fully comply with paragraph S9.5 of 49 CFR 571.225 (Federal Motor Vehicle Safety Standard (FMVSS) No. 225 Child Restraint Anchorage Systems). On November 28, 2007 Hyundai filed an appropriate report pursuant to 49 CFR Part 573, Defect and Noncompliance Responsibility and Reports.

Pursuant to 49 U.S.C. 30118(d) and 30120(h) and the rule implementing those provisions at 49 CFR Part 556, Hyundai has petitioned for an exemption from the notification and remedy requirements of 49 U.S.C. Chapter 301 on the basis that this noncompliance is inconsequential to motor vehicle safety. Notice of receipt of the petition was published, with a 30-day public comment period, on March 25, 2008 in the Federal Register (73 FR 15835). No comments were received. To view the petition and all supporting documents log onto the Federal Docket Management System (FDMS) Web site at: <http://www.regulations.gov/>. Then follow the online search instructions to locate docket number "NHTSA-2008-0048."

For further information on this decision, contact Mr. Ed Chan, Office of Vehicle Safety Compliance, the National Highway Traffic Safety Administration (NHTSA), telephone (202) 493-0335, facsimile (202) 366-3081.

Affected are approximately 115,000 model years 2007 and 2008 Hyundai Elantra passenger cars produced beginning July 14, 2006 through November 23, 2007.

**Attachment 5.F:
Notice of Availability (May 26, 2011)**

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park-and-ride facilities, maintenance and storage facility, and other ancillary facilities to support the transit system on the Island of Oahu, Hawaii. The FAA was a Cooperating Agency on the project due to its special expertise on aviation matters and jurisdiction by law for projects on airport property at HNL. The FAA assisted FTA in the preparation of the Final EIS. A refined rail alignment at HNL was evaluated in the Final EIS and was determined to be consistent with FAA requirements. The FAA ROD only addresses the 3-mile portion of the transit rail project that is located on HNL property and subject to FAA approval. The FTA issued its ROD for the entire 20-mile project in January 2011.

The Project would provide a high-capacity rapid transit service in the highly congested east-west transportation corridor between Kapolei and Ala Moana Center. The Project is intended to provide faster, more reliable public transportation services than what can be achieved with buses operating in congested mixed traffic. The project will provide a multi-modal transportation connection at HNL and also improve transportation links within the travel corridor.

The ROD discusses alternatives considered by FAA in reaching its decision, summarizes the analysis used to evaluate the alternatives, and briefly summarizes the potential environmental consequences evaluated in the Final EIS. The ROD also identifies the FAA's environmentally preferred alternative.

Copies of the ROD are available for public examination during business hours at the following locations:

1. Federal Aviation Administration, Honolulu Airports District Office, 300 Ala Moana Boulevard, Room 7-128, Honolulu, HI 96813.
2. Federal Aviation Administration, Airports Division, Room 3012, 15000 Aviation Boulevard, Hawthorne, CA 90261.
3. Federal Aviation Administration, Office of the Associate Administrator for Airports, Planning and Environmental Division, Room 615, 800 Independence Avenue SW., Washington DC 20591.
4. State of Hawaii, Department of Transportation, Airports Division, 400 Rodgers Boulevard, Suite 700, Honolulu, HI 96819.

FOR FURTHER INFORMATION CONTACT: Mr. Gordon Wong, Environmental Specialist, Federal Aviation Administration, Honolulu Airports District Office, 300 Ala Moana Boulevard, Honolulu, HI 96813. Telephone: (808) 541-1232.

Issued in Hawthorne, California, on May 12, 2011.

Debbie Roth,

Acting Manager, Airports Division, Western-Pacific Region, AWP-600.

[FR Doc. 2011-12983 Filed 5-25-11; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Notice of Availability of the Draft Environmental Impact Statement: Riverside and Orange Counties, CA

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of Availability of the Draft Environmental Impact Statement.

SUMMARY: The Federal Highway Administration (FHWA), on behalf of the California Department of Transportation (Caltrans), announces the availability of the Draft Environmental Impact Statement for a proposed highway project in Riverside and Orange Counties, California.

DATES: The comment period for the State Route 91 Corridor Improvement Project Draft Environmental Impact Statement will end 45 days after publication of this Notice of Availability. A public meeting for the Draft Environmental Impact Statement will be held on June 9, 2011 at the Corona Civic Center Gymnasium, 502 S. Vicentia, Corona, California 92882, between 3:30 p.m. and 7:30 p.m.

ADDRESSES: The Draft Environmental Impact Statement is available for review at the Riverside County Transportation Commission, 4080 Lemon Street, 3rd Floor, Riverside, CA 92501, the Corona Public Library, 650 S. Main Street, Corona, CA 92882, the City of Corona Public Works Department, 400 S. Vicentia Ave., 2nd Floor, Suite 210, Corona, CA 92882, and California Department of Transportation (Caltrans), District 8, 464 W. Fourth Street, San Bernardino, CA 92401. The Draft Environmental Impact Statement is also available at <http://www.sr91project.info/index.php>.

FOR FURTHER INFORMATION CONTACT: Aaron Burton, Senior Environmental Planner, California Department of Transportation (Caltrans), District 8, 464 West Fourth Street, Sixth Floor, San Bernardino, California 92401.

SUPPLEMENTARY INFORMATION: Effective July 1, 2007, the Federal Highway Administration (FHWA) assigned, and the California Department of Transportation (Caltrans) assumed, environmental responsibilities for this

project pursuant to 23 U.S.C. 327. Caltrans as the delegated National Environmental Policy Act (NEPA) agency has prepared a Draft Environmental Impact Statement on a proposal for a highway improvement project in Riverside County, California. The State Route 91 Corridor Improvement Project proposes to increase capacity on the State Route 91 and Interstate 15 in Riverside and Orange Counties. The State Route 91 Corridor Improvement Project proposes to widen existing SR-91 from the State Route 91/State Route 241 interchange in the Cities of Anaheim and Yorba Linda in Orange County to Pierce Street in the City of Riverside in Riverside County. The proposed project also includes improvements to Interstate 15 in Riverside County between the Interstate 15/Cajalco Road interchange in the City of Corona and the Interstate 15/Hidden Valley Parkway interchange in the Cities of Corona and Norco. The project limits on Interstate 15 begin at Cajalco Road, approximately 5 miles south of SR-91 and extend north on Interstate 15 to Hidden Valley Parkway, approximately 1 mile north of SR-91.

The alternatives evaluated in the Draft Environmental Impact Statement are two Build Alternatives and a No Build Alternative. Both State Route 91 Corridor Improvement Project Build Alternatives would add one general purpose lane in each direction on the project segment of State Route 91. These lane additions would be continuous throughout the project limits. Both Build Alternatives would provide auxiliary lanes or collector-distributor roads at interchanges and would modify the existing interchange geometrics within the project limits to improve traffic operations. The Build Alternatives include upgrades to existing State Route 91 to standard shoulder, lane, and buffer widths where those upgrades can be accommodated. Alternative 1 would maintain one median high-occupancy vehicle (HOV) lane in each direction on State Route 91 within the project limits and proposes two HOV lane connectors: From eastbound State Route 91 to southbound Interstate 15 and from northbound Interstate 15 to westbound State Route 91. Alternative 1 would also add one HOV lane in each direction on Interstate 15 extending from the proposed HOV lane connectors south to Ontario Avenue. Alternative 2 proposes to convert the existing HOV lanes to two tolled express lanes in each direction on State Route-91 from the Orange/Riverside County line to Interstate 15 including two express lane connectors:

From eastbound State Route 91 to southbound Interstate 15 and from northbound Interstate 15 to westbound State Route 91. Alternative 2 also proposes to add express lane connectors from eastbound State Route 91 to northbound Interstate 15 and from southbound Interstate 15 to westbound State Route 91. Alternative 2 would also add one tolled express lane in each direction on Interstate 15 extending from the proposed express lane connectors north to Hidden Valley Parkway and south to Cajalco Road. The No-Build Alternative would generally maintain the current configuration of State Route 91 and Interstate 15. The Notice of Intent was published in the **Federal Register** July 3, 2008. The project's termini on State Route 91 is at State Route 241 on the west and Pierce Street on the east. On Interstate 15, the project's termini are Hidden Valley Parkway on the north and Cajalco on the south. The project segment of State Route 91 extends approximately 14 miles and approximately 6 miles on Interstate 15. Anticipated Federal approvals include, Modified Access Report to the Interstate System, Air Quality Conformity, Section 7 consultation for Threatened and Endangered Species, and a Section 404 individual permit.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on: May 20, 2011.

Shawn E. Oliver,

South Team Leader, State Programs, Federal Highway Administration, Sacramento, California.

[FR Doc. 2011-13042 Filed 5-25-11; 8:45 am]

BILLING CODE 4910-22-P

DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket No. MARAD-2011 0068]

Requested Administrative Waiver of the Coastwise Trade Laws

AGENCY: Maritime Administration, Department of Transportation.

ACTION: Invitation for public comments on a requested administrative waiver of the Coastwise Trade Laws for the vessel ADIOS.

SUMMARY: As authorized by 46 U.S.C. 12121, the Secretary of Transportation, as represented by the Maritime Administration (MARAD), is authorized

to grant waivers of the U.S.-build requirement of the coastwise laws under certain circumstances. A request for such a waiver has been received by MARAD. The vessel, and a brief description of the proposed service, is listed below. The complete application is given in DOT docket MARAD-2011-0068 at <http://www.regulations.gov>. Interested parties may comment on the effect this action may have on U.S. vessel builders or businesses in the U.S. that use U.S.-flag vessels. If MARAD determines, in accordance with 46 U.S.C. 12121 and MARAD's regulations at 46 CFR part 388 (68 FR 23084, April 30, 2003), that the issuance of the waiver will have an unduly adverse effect on a U.S.-vessel builder or a business that uses U.S.-flag vessels in that business, a waiver will not be granted. Comments should refer to the docket number of this notice and the vessel name in order for MARAD to properly consider the comments. Comments should also state the commenter's interest in the waiver application, and address the waiver criteria given in § 388.4 of MARAD's regulations at 46 CFR part 388.

DATES: Submit comments on or before June 27, 2011.

ADDRESSES: Comments should refer to docket number MARAD-2011-0068. Written comments may be submitted by hand or by mail to the Docket Clerk, U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue, SE., Washington, DC 20590. You may also send comments electronically via the Internet at <http://www.regulations.gov>. All comments will become part of this docket and will be available for inspection and copying at the above address between 10 a.m. and 5 p.m., E.T., Monday through Friday, except Federal holidays. An electronic version of this document and all documents entered into this docket is available on the World Wide Web at <http://www.regulations.gov>.

FOR FURTHER INFORMATION CONTACT: Joann Spittle, U.S. Department of Transportation, Maritime Administration, 1200 New Jersey Avenue, SE., Room W21-203, Washington, DC 20590. Telephone 202-366-5979, E-mail Joann.Spittle@dot.gov.
SUPPLEMENTARY INFORMATION: As described by the applicant the intended service of the vessel ADIOS is:

Intended Commercial Use of Vessel: "Intended for personal use. However, coastalized trade endorsement is being sought so the vessel can be incorporated in the U.S."

Geographic Region: "Hawaii."

Privacy Act

Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70; Pages 19477-78).

By Order of the Maritime Administrator.

Dated: May 19, 2011.

Christine Gurland,

Secretary, Maritime Administration.

[FR Doc. 2011-13073 Filed 5-25-11; 8:45 am]

BILLING CODE 4910-81-P

DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket No. MARAD-2011 0067]

Requested Administrative Waiver of the Coastwise Trade Laws

AGENCY: Maritime Administration, Department of Transportation.

ACTION: Invitation for public comments on a requested administrative waiver of the Coastwise Trade Laws for the vessel KINGFIN.

SUMMARY: As authorized by 46 U.S.C. 12121, the Secretary of Transportation, as represented by the Maritime Administration (MARAD), is authorized to grant waivers of the U.S.-build requirement of the coastwise laws under certain circumstances. A request for such a waiver has been received by MARAD. The vessel, and a brief description of the proposed service, is listed below. The complete application is given in DOT docket MARAD-2011-0067 at <http://www.regulations.gov>. Interested parties may comment on the effect this action may have on U.S. vessel builders or businesses in the U.S. that use U.S.-flag vessels. If MARAD determines, in accordance with 46 U.S.C. 12121 and MARAD's regulations at 46 CFR part 388 (68 FR 23084, April 30, 2003), that the issuance of the waiver will have an unduly adverse effect on a U.S.-vessel builder or a business that uses U.S.-flag vessels in that business, a waiver will not be granted. Comments should refer to the docket number of this notice and the vessel name in order for MARAD to properly consider the comments. Comments should also state the commenter's interest in the waiver

**Attachment 5.G:
Newspaper Publications**

- Newspaper Publication Notice Printed in Papers on May 20, 2011 2 pages
- Newspaper Publication Notice Printed in Papers on June 2 and 3, 2011 3 pages

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AFFIDAVIT OF PUBLICATION

STATE OF CALIFORNIA,)
) ss.
County of Orange)

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above entitled matter. I am the principal clerk of The Orange County Register, a newspaper of general circulation, published in the city of Santa Ana, County of Orange, and which newspaper has been adjudged to be a newspaper of general circulation by the Superior Court of the County of Orange, State of California, under the date of 1/18/52, Case No. A-21046, that the notice, of which the annexed is a true printed copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to wit:

May 20, 2011

"I certify (or declare) under the penalty of perjury under the laws of the State of California that the foregoing is true and correct".

Executed at Santa Ana, Orange County, California, on

Date: May 20, 2011

Julie Grannell
Signature

The Orange County Register
625 N. Grand Ave.
Santa Ana, CA 92701
(714) 796-7000 ext. 2209

PROOF OF PUBLICATION

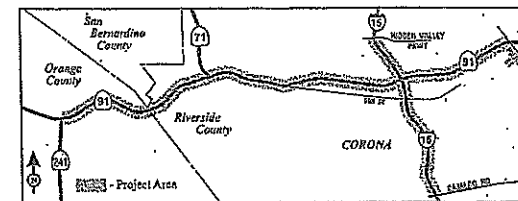
Proof of Publication of

Paste Clipping of
Notice
SECURELY
in This Space



PUBLIC NOTICE

Draft Environmental Impact Report/Environmental Impact Statement
Available for State Route 91
Announcement of Open Forum Public Hearing



WHAT'S BEING PLANNED?

California Department of Transportation (CALTRANS) is proposing to widen State Route 91 from the State Route 241 Interchange in the Cities of Anaheim and Yorba Linda in Orange County to Pierce Street in the City of Riverside in Riverside County and Interstate 15 in Riverside County between the Cajalero Road Interchange in the City of Corona and the Hidden Valley Parkway Interchange in the Cities of Corona and Norco. Major features include either adding two high occupancy vehicle lane connectors from State Route 91 to Interstate 15 and one high occupancy vehicle lane in each direction on Interstate 15 or converting the existing high occupancy vehicle lanes on State Route 91 to two tolled express lanes in each direction and express lane connectors to Interstate 15 and adding one tolled express lane in each direction on Interstate 15. Features also include adding one general purpose lane in each direction and auxiliary lanes or collector-distributor roads at interchanges and modifying the existing interchange geometries, upgrade to standard shoulder, lane, and buffer widths.

The proposed work will encroach upon wetlands. The project is being evaluated to determine if there are any practical alternatives to avoid this encroachment or, if not, to ensure that practical measures are taken to minimize harm to the wetlands.

WHY THIS AD?

CALTRANS has studied the effects this project may have on the environment. Our studies show it will significantly affect the quality of the environment. The report that explains why it is called an Environmental Impact Report/Statement. This notice is to tell you of the preparation of the Draft Environmental Impact Report/Statement and of its availability for you to read.

A public hearing will be held to give you an opportunity to talk about design features of the project with CALTRANS staff before the final design is selected. The tentative schedule for the purchase of land for right of way and construction will also be discussed; and CALTRANS staff will explain the Department's relocation assistance for residents moved by the project.

WHAT'S AVAILABLE

You can look at or obtain the Draft Environmental Impact Report/Statement at the CALTRANS District Office 464 West Fourth Street, Sixth Floor, San Bernardino, California 92401 on weekdays from 9 am to 3 pm. Maps and other information are also available. There are also copies available at: RTOC, 4080 Lemon Street, Third Floor, Riverside, California 92501, Corona Public Library, 650 South Main Street, Corona, California 92882, City of Corona Public Works Department, 400 South Vicentia Avenue, Corona, California 92882. Online at: http://www.srs1project.info/air_eis.php.

WHERE YOU COME IN

Have the potential impacts been addressed? Do you have information that should be included? Your comments will be part of the public record. If you wish to make a comment on the report/statement, you may submit your written comment until July 5, 2011 to CALTRANS 464 West Fourth Street, San Bernardino, California 92401.

WHEN AND WHERE

The public hearing will be June 9, 2011, from 3:30 p.m. to 7:30 p.m. at the Corona Civic Center Gymnasium, 502 S. Vicentia, Corona, California 92882.

CONTACT

Individuals who require special accommodation (American Sign Language interpreter, accessible seating, documentation in alternate format, etc.) are requested to contact CALTRANS District 8, Aaron Burton at (909) 383-2841 prior to the scheduled public meeting date. TDD users may contact the California Relay Service TTY line at 1-800-735-2929 or Voice Line at 1-800-735-2922.

For more information about this study or any transportation matter, call Mr. Aaron Burton at CALTRANS District 8: (909) 383-2841.

Note: Notice published
on May 20, 2011

ADOPTABLE PET: HAWAIIAN HUMANE SOCIETY

Adoptable Pet: Hawaiian Humane Society
 The Hawaii Humane Society (HHS) is a 501(c)(3) nonprofit organization dedicated to the humane treatment of animals. We provide a safe haven for homeless animals and offer adoption services to the community. Our goal is to find loving homes for all animals in need.

Adoptable Pet: Hawaiian Humane Society
 The Hawaii Humane Society (HHS) is a 501(c)(3) nonprofit organization dedicated to the humane treatment of animals. We provide a safe haven for homeless animals and offer adoption services to the community. Our goal is to find loving homes for all animals in need.

Adoptable Pet: Hawaiian Humane Society
 The Hawaii Humane Society (HHS) is a 501(c)(3) nonprofit organization dedicated to the humane treatment of animals. We provide a safe haven for homeless animals and offer adoption services to the community. Our goal is to find loving homes for all animals in need.



Students and teachers at the "Storage Wars" fundraiser. The event was held at the local library and raised funds for the local library's collection.

'Storage Wars' star helps Beaumont High fundraiser

'Storage Wars' star helps Beaumont High fundraiser
 A local television personality, known for his role in the popular show "Storage Wars," recently visited Beaumont High School to help with a fundraising event. The star, who has a large following on social media, spent time with the students and staff, encouraging them to support the school's efforts. The fundraiser was a success, with a significant amount of money raised for the school's needs.

'Storage Wars' star helps Beaumont High fundraiser
 A local television personality, known for his role in the popular show "Storage Wars," recently visited Beaumont High School to help with a fundraising event. The star, who has a large following on social media, spent time with the students and staff, encouraging them to support the school's efforts. The fundraiser was a success, with a significant amount of money raised for the school's needs.

DATEBOOK

BEAUMONT
 May 28: ...
 May 29: ...
 May 30: ...

BEAUMONT
 May 28: ...
 May 29: ...
 May 30: ...

BEAUMONT
 May 28: ...
 May 29: ...
 May 30: ...

CONTAMINACIÓN DE TRENES DE CARGA LOCAL ES MÁS TÓXICA

SAN BERNARDINO: Un estudio asegura que la contaminación en el área de los trenes de carga local es más tóxica que la de otras áreas, como Long Beach o Commerce.

Un estudio asegura que la contaminación en el área de los trenes de carga local es más tóxica que la de otras áreas, como Long Beach o Commerce.

Un estudio asegura que la contaminación en el área de los trenes de carga local es más tóxica que la de otras áreas, como Long Beach o Commerce.

Un estudio asegura que la contaminación en el área de los trenes de carga local es más tóxica que la de otras áreas, como Long Beach o Commerce.

PUBLIC NOTICE

Public Notice
 The following notice is being published for the purpose of informing the public of the proposed project and the opportunity to comment on the project. The project is a proposed development in the area of ...

Public Notice
 The following notice is being published for the purpose of informing the public of the proposed project and the opportunity to comment on the project. The project is a proposed development in the area of ...

inlandsocal.com/pets

Featured Business:
 Bark Busters Home Dog Training
 1045 Main St., Ste 103
 Riverside
 951-784-9070

P.O.R.O.I.E.
 1045 Main St., Ste 103
 Riverside
 951-784-9070

Pet of the Week!
 This is Fiona, a 4-year-old pure bred wire fox terrier with some special needs. She's house-trained, crate-trained and walks well on a leash. She loves car rides and playing in the water. She's very friendly with kids and adults but is afraid of other dogs and cannot be around them. If you can provide a one-dog home for this sweet dog contact:

Wag Again K-9 Rescue
 in Temecula at
909-289-4803

¡Seguro de automóvil por menos de \$400 al año!

¡Seguro de automóvil por menos de \$400 al año!

¡Seguro de automóvil por menos de \$400 al año!

¡Seguro de automóvil por menos de \$400 al año!

AVISO PUBLICO

AVISO PUBLICO
 The following notice is being published for the purpose of informing the public of the proposed project and the opportunity to comment on the project. The project is a proposed development in the area of ...

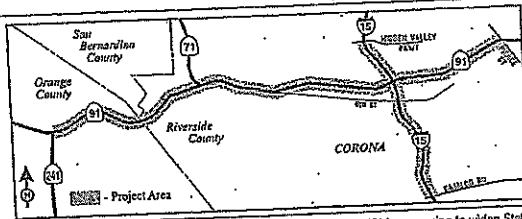
AVISO PUBLICO
 The following notice is being published for the purpose of informing the public of the proposed project and the opportunity to comment on the project. The project is a proposed development in the area of ...



PUBLIC NOTICE

Draft Environmental Impact Report/Environmental Impact Statement
Available for State Route 91

Announcement of Open Forum Public Hearing



WHAT'S BEING PLANNED?

California Department of Transportation (CALTRANS) is proposing to widen State Route 91 from the State Route 241 interchange in the City of Anaheim and Yorba Linda in Orange County to Pierce Street in the City of Riverside in Riverside County and Interstate 15 in Riverside County between the Cajalero Road interchange in the City of Corona and the Hidden Valley Parkway interchange in the City of Corona and Norco. Major features include adding two high occupancy vehicle lanes on State Route 91 to Interstate 15 and one high occupancy vehicle lane connectors from State Route 91 to Interstate 15 or converting the existing high occupancy vehicle lanes in each direction and express lanes in each direction on connectors to Interstate 15 and adding one tolled express lane in each direction on Interstate 15. Features also include adding one general purpose lane in each direction and auxiliary lanes or collector-distributor roads at interchanges and modifying the existing interchange geometrics, upgrade to standard shoulder, lane, and buffer widths.

The proposed work will encroach upon wetlands. The project is being evaluated to determine if there are any practical alternatives to avoid this encroachment or, if not, to ensure that practical measures are taken to minimize harm to the wetlands.

Project-level conformity analysis shows that the project will conform with the State Implementation Plan, including localized impact analysis with interagency consultation for carbon monoxide (CO) and particulate matter (PM10 and PM2.5) required by 40 CFR 93.116 and 93.123. This project is considered a Project of Air Quality Concern regarding particulate matter (PM10 and/or PM2.5 as appropriate) as defined in 40 CFR 93.123(b)(1). A detailed (PM10 and/or PM2.5 as appropriate) hot spot analysis was completed, as required by 40 CFR 93.116 and 93.123, based on U.S. EPA Guidance. Comment is requested regarding the project-level conformity analysis.

CALTRANS intends to make a Section 4(f) De Minimis Impact finding in regards to the potential impacts to Chino Hills State Park, after public circulation and coordination with California State Parks.

WHY THIS AD?

CALTRANS has studied the effects this project may have on the environment. Our studies show it will significantly affect the quality of the environment. The report that explains why it is called an Environmental Impact Report/Statement. This notice is to tell you of the preparation of the Draft Environmental Impact Report/Statement and of its availability for you to read.

A public hearing will be held to give you an opportunity to talk about design features of the project with CALTRANS staff before the final design is selected. The tentative schedule for the purchase of land for right of way and construction will also be discussed, and CALTRANS staff will explain the Department's relocation assistance for residents moved by the project.

WHAT'S AVAILABLE

You can look at or obtain the Draft Environmental Impact Report/Statement at the CALTRANS District Office 464 West Fourth Street, Sixth Floor, San Bernardino, California 92401 on weekdays from 8 am to 3 pm. Maps and other information are also available. There are also copies available at: RCTC, 4080 Lemon Street, Third Floor, Riverside, California 92501; Corona Public Library, 650 Main Street, Corona, California 92882; City of Corona Public Works Department, 400 South Vicenta Avenue, Corona, California 92882. Online at: <http://www.sr91projectinfo/air/es.php>.

WHERE YOU COME IN

Have the potential impacts been addressed? Do you have information that should be included? Your comments will be part of the public record. If you wish to make a comment on the report/statement, you may submit your written comment until July 11, 2011 to CALTRANS 464 West Fourth Street, San Bernardino, California 92401.

WHEN AND WHERE

The public hearing will be June 9, 2011, from 3:30 p.m. to 7:30 p.m. at the Corona Civic Center Gymnasium, 502 S. Vicenta, Corona, California 92882.

CONTACT

Individuals who require special accommodation (American Sign Language Interpreter, accessible seating, documentation in alternate formats, etc.) are requested to contact CALTRANS District 8, Aaron Burton at (909) 383-2841 prior to the scheduled public meeting date. TDD users may contact the California Relay Service TTY line at 1-800-735-2929 or Voice Line at 1-800-735-2922.

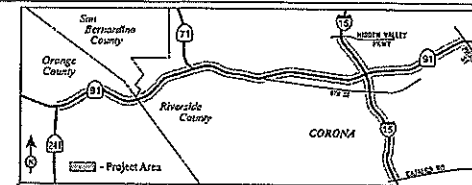
Note: Notice published on June 2 & 3, 2011

For more information about this study or any transportation matter, call Mr. Aaron Burton at CALTRANS District 8: (909) 383-2841.



AVISO PUBLICO

Informe Preliminar del Impacto Ambiental / Declaración sobre el Impacto Ambiental. Disponible para la Ruta Estatal 91
Notificación de la Audiencia Pública de Foro Abierto



LO QUE SE ESTA PLANEANDO

El Departamento de Transportación de California (CALTRANS por sus siglas en inglés) propone ampliar de la Ruta Estatal 91 desde el enlace con la Ruta Estatal 241 en las ciudades de Anaheim y Yorba Linda en el Condado de Orange hasta la calle Pierce Street en la ciudad de Riverside en el Condado de Riverside y la Carretera Interestatal 15 en el Condado de Riverside entre el enlace con Cajalero Road en la ciudad de Corona y el enlace de Hidden Valley Parkway en las ciudades de Corona y Norco. Las características más importantes incluyen: ya sea añadir dos carriles conectores para autos compartidos de la Ruta Estatal 91 hasta la Interestatal 15 y un carril para autos compartidos en ambos sentidos en la Interestatal 15 y convertir los carriles existentes para autos compartidos de la Ruta Estatal 91 a dos carriles de cuota en ambos sentidos y carriles de conexión rápida a la Interestatal 15 y añadir un carril de cuota en ambas direcciones en la Interestatal 15. Entre otras características se incluye también añadir un carril para fines generales en ambos sentidos y carriles auxiliares o caminos para ampliar en los enlaces de carreteras y modificar la geometría de los enlaces de carreteras existentes, mejorar colocando un acolchamiento al lado del camino, un carril y parachoques a lo ancho.

El proyecto invade zonas pantanosas. Se está evaluando el proyecto para determinar si hay otras alternativas más prácticas para evitar estas invasiones y si no lo hubiera, entonces tratar de que el daño a estas zonas sea mínimo.

El análisis de conformidad con el nivel del proyecto muestra que el proyecto está en conformidad con el Plan de Implementación del Estado, el cual incluye el análisis y consultoría entre agencias encargadas del impacto del monóxido de carbono (CO) y partículas de la materia en las localidades (PM10 y PM2.5) como lo exigen las leyes 40 CFR 93.116 y 93.123. Este proyecto se considera como un Proyecto que Condene la Calidad del Aire en cuanto a las partículas de la materia (PM10 y/o PM2.5 según aplique) como lo define la ley 40 CFR 93.123(b)(1). Se llevó a cabo un análisis de puntos significativos (PM10 y/o PM2.5 según aplique) como lo exigen las leyes 40 CFR 93.116 y 93.123 en base a las pautas de la EPA de los EE.UU. Se requiere comentario acerca del análisis de conformidad con el nivel del proyecto.

CALTRANS tiene la intención de hacer una Sección 4(f) De Minimis (de mínima importancia) acerca del posible impacto al Parque Estatal de Chino Hills, después de una circulación y coordinación pública con California State Parks.

LA RAZON DE ESTE AVISADO

CALTRANS ha estudiado los efectos que este proyecto pudiera hacer en el medio ambiente. Nuestros estudios muestran que el efecto será significativamente la calidad del medio ambiente. El informe explica porque se le ha llamado Declaración/Informe sobre el Impacto Ambiental. Este aviso es para notificarle del Informe Preliminar del Impacto Ambiental y la disponibilidad que existe para que usted lo pueda leer.

Se llevará a cabo una audiencia pública para que usted tenga la oportunidad de hablar con el personal de CALTRANS sobre las características del proyecto antes de que se seleccione el diseño final. También se abordará el tema de las fechas tentativas para la compra de las tierras para el derecho de vías públicas y obras de construcción y el personal de CALTRANS explicará la ayuda que ofrecerá el Departamento de Transportación a residentes que deben desalojar sus viviendas debido al proyecto.

LO QUE ESTA A SU ALCANCE

Usted puede mirar y obtener el Informe Preliminar del Impacto Ambiental en las oficinas distritales de CALTRANS ubicadas en el 464 West Fourth Street, Sixth Floor, San Bernardino, California 92401 durante la semana de 9 am a 3 pm. También, mapas y otros datos están disponibles. También hay copias disponibles en: RCTC, 4080 Lemon Street, Third Floor, Riverside, California 92501; Corona Public Library, 650 Main Street, Corona, California 92882; City of Corona Public Works Department, 400 South Vicenta Avenue, Corona, California 92882. En internet: <http://www.sr91projectinfo/air/es.php>.

EN QUE FORMA PUEDE USTED PARTICIPAR

¿Se han ocupado de los impactos posibles? Tiene usted información que debió haberse considerado? Sus comentarios formarán parte del registro público. Si desea hacer un comentario al Informe/Declaración, tiene hasta el 11 de julio de 2011 para entregar por escrito su comentario a CALTRANS 464 West Fourth Street, San Bernardino, California 92401.

CUANDO Y DONDE

La audiencia pública se llevará a cabo el 9 de junio de 2011 de 3:30 p.m. a 7:30 p.m. en Corona Civic Center Gymnasium, 502 S. Vicenta, Corona, California 92882.

CONTACTO

Las personas que requieren de servicios especiales (intérprete para sordo-mudos en inglés, accesos especiales, documentos alternativos, etc.) favor de comunicarse con CALTRANS Distrito 8, Aaron Burton al (909) 383-2841 antes de la fecha de la audiencia pública. Los usuarios de TDD (Teléfono para Sordos) pueden contactar a California Relay Service TTY en el 1-800-735-2929 o por línea de voz al 1-800-735-2922.

Note: Notice published on June 2 & 3, 2011



John Perle of the Goo Goo Dollz acknowledges the crowd at Peabody Resort and Casino at the group's performance last week.



GOO GOO ROCK

BY MICHAEL O'NEILL
The Goo Goo Dollz played new and old songs during last week's show at Peabody Resort & Casino. The band, which was formed in 1994, has sold more than 1 million albums in the U.S. and is currently on tour.

AN INVITATION
The editors of The Press-Enterprise welcome suggestions for items to be included in the magazine. Please write: **Magazine Editor, The Press-Enterprise, P.O. Box 1000, Riverside, CA 92503.**

SATURDAY JUNE 4, 2003 8AM-3PM FREE ADMISSION



Antiques & Collectibles FAIRE

Antiques & Collectibles FAIRE
This is a special event for collectors and enthusiasts. It features a wide variety of antiques, collectibles, and rare items. The event is held at the Peabody Resort & Casino and is free of charge.

ASTRONOMY

BY MICHAEL O'NEILL
The night sky is filled with stars and planets. On June 3, the planet Jupiter is visible in the evening sky. It is the largest planet in our solar system and is known for its distinctive bands of clouds.

BY MICHAEL O'NEILL
The night sky is filled with stars and planets. On June 3, the planet Jupiter is visible in the evening sky. It is the largest planet in our solar system and is known for its distinctive bands of clouds.

PUBLIC NOTICE

Drill Environmental Impact Report/Environmental Impact Statement
Notice for Public Hearing
The City of Orange is holding a public hearing on the Environmental Impact Report/Environmental Impact Statement for the proposed drilling project. The hearing will be held on June 10, 2003, at 7:00 p.m. at the City of Orange Administration Center.

WALT'S BEBO

WALT'S BEBO
Walt's Bebo is a new breed of dog. It is a mix of a Beagle and a Boston Terrier. It is a small, friendly dog that is perfect for families. It is available for adoption at the Peabody Resort & Casino.

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Walt's Bebo is a new breed of dog. It is a mix of a Beagle and a Boston Terrier. It is a small, friendly dog that is perfect for families. It is available for adoption at the Peabody Resort & Casino.

Marie Callender's

Marie's Whole Pie-To-Go \$7.99

Burger Combos \$10.99

Choose from Four Delicious Burgers

1/2 Price Entrée

Marie Callender's

1400 N. Main St., Suite 100, Orange, CA 92667

949-755-0000

PASATIEMPO

CONDORITO

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C U K U B G W
A Z C C B D A O T
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ALTANO
BOREAS
GREGAL
SIMUN
SIROCO
ZONDA**



**AVILA
BURCOS
CADIZ
LUGO
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VALENCIA**

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Soluciones para la Sopa de letras del 05-27-11

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greenONTARIO

NO arroje el aceite de motor usado en el suelo, en la basura o por el drenaje de lluvias...

CÓMO RECICLAR EL ACEITE DE MOTOR USADO Y FILTROS

Drene el aceite en un recipiente plástico limpio.

Asegúrese de no mezclar el aceite con gasolina, anticongelante o líquido de frenos.

Coloque el filtro de aceite en una bolsa de plástico a prueba de fugas.

Traga el aceite de motor usado y filtros a las instalaciones de Household Hazardous Waste en la Ciudad de Ontario, ubicada en el 1400 South Cummings Avenue, los Viernes y los Sábados de 9:00 a.m. a 2:00 p.m.

Para más información llame a la Ciudad de Ontario, a Recycling Hotline, número (909) 265-2040. O llame al 1-800-CLEAN UP para información sobre un Centro de Reciclaje de Aceite Usado Certificado más cercano a usted. Lo mejor de todo es que a los residentes del Condado de San Bernardino NO se les cobra por participar en este programa.

CITY OF ONTARIO SOUTHERN CALIFORNIA

Recycling Hotline: (909) 265-2040

1-800-CLEAN UP

AVISO PUBLICO

Información Pública del Impacto Ambiental (Estudio de Impacto Ambiental)

Proyecto de Construcción y Operación de una Planta de Tratamiento de Aguas Residuales en la Ciudad de Ontario, California

El Proyecto de Construcción y Operación de una Planta de Tratamiento de Aguas Residuales en la Ciudad de Ontario, California, es un proyecto de desarrollo que tiene el potencial de causar impactos ambientales significativos. Se requiere un Estudio de Impacto Ambiental (EIA) para evaluar los impactos ambientales del proyecto y para desarrollar medidas de mitigación para reducir los impactos ambientales.

El EIA se completará en tres etapas: 1. Estudio de Impacto Ambiental Preliminar (EIP), 2. Estudio de Impacto Ambiental Intermedio (EII), y 3. Estudio de Impacto Ambiental Final (EIF). El EIP se completará en el primer trimestre de 2003, el EII se completará en el segundo trimestre de 2003, y el EIF se completará en el tercer trimestre de 2003.

Se requiere la participación pública en el proceso de EIA. Se invita a los residentes de la Ciudad de Ontario, California, a participar en el proceso de EIA. Se pueden obtener más información sobre el EIA y sobre cómo participar en el proceso de EIA llamando al número (909) 265-2040 o visitando el sitio web de la Ciudad de Ontario, California, en www.cityofontario.org.

Se invita a los residentes de la Ciudad de Ontario, California, a participar en el proceso de EIA. Se pueden obtener más información sobre el EIA y sobre cómo participar en el proceso de EIA llamando al número (909) 265-2040 o visitando el sitio web de la Ciudad de Ontario, California, en www.cityofontario.org.

11 DAILY BULLETIN 06/02/2011

THURSDAY, JUNE 2, 2011

Agreement aims to quell 99 Ranch's odor

AGMD board must OK pact

By Wendy Wang Staff Writer

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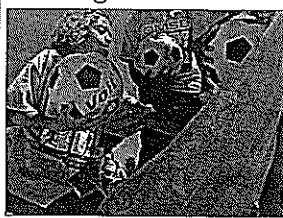
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OMSD Summer Academy Building active learners



Third-grade student Marley Minton, left, of Howard Elementary School, helps out during the OMSD Summer Academy for Scholars & Scholars at Oak Ridge School in Oakdale.

Goals set on field, in class

By Casey Todd Staff Writer

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TILE & STONE
Ceramic Tiles
SALE!
Percelain
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See Hundreds of Exhibits
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FREE ADMISSION
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1000 N. Mountain Ave. • Upland

PUBLIC NOTICE
Duke Environmental Services Inc. is a professional environmental consulting firm. We are currently seeking qualified individuals for the following positions:
Environmental Engineer
The Environmental Engineer will be responsible for the design and development of environmental engineering projects. The position requires a minimum of a Bachelor's degree in Environmental Engineering or a related field, and a minimum of five years of professional experience in the field of environmental engineering. The position is located in the Upland area and is a full-time position. Interested candidates should submit their resumes and cover letters to: Duke Environmental Services Inc., 1000 N. Mountain Ave., Upland, CA 91786. Please include the job title in the subject line of the email.

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**Attachment 5.H:
Transportation Conformity Working Group Determination for
the Qualitative PM Hot-Spot Analysis**

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September 2009	Determination
<u>RIV071250 Analysis Revised 090903</u>	Analysis deemed acceptable for NEPA circulation.
<u>RIV071250 Analysis Revised 090903 with Strikeout</u>	
<u>RIV071250 Revised 090903 PM Emissions Region</u>	
<u>RIV071250 Revised 090903 PM Emissions Corridor</u>	
<u>RIV071250 Revised 090903 Project Vicinity</u>	
<u>RIV071250 Revised 090903 Project Location</u>	
<u>RIV071250 Revised 090903 SCAQMD</u>	

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**Attachment 5.I:
Project-Level Air Quality Conformity Determination**

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U.S. Department
of Transportation
**Federal Highway
Administration**

California Division

June 6, 2012

650 Capitol Mall, Suite 4-100
Sacramento, CA 95814
(916) 498-5001
(916) 498-5008 (fax)

In Reply Refer To:
HDA-CA
EA 0F540

Raymond Wolfe
Director District 8
California Department of Transportation
464 West Fourth Street
San Bernardino, CA 92401-1400

Attention: Olufemi Odufalu, Office Chief, Environmental Engineering

Dear Mr. Odufalu:

SUBJECT: Project-Level Conformity Determination for the SR-91 Corridor Improvement Project

On June 5, 2012, the California Department of Transportation (Caltrans) submitted to the Federal Highway Administration (FHWA) a request for the project-level conformity determination for the SR-91 Corridor Improvement Project in Orange and Riverside Counties, pursuant to 23 U.S.C. 327(a)(2)(B)(ii)(1). The project is in an area that is designated nonattainment for ozone, coarse particulate matter (PM₁₀), and fine particle particulate matter (PM_{2.5}) and maintenance for carbon monoxide (CO).

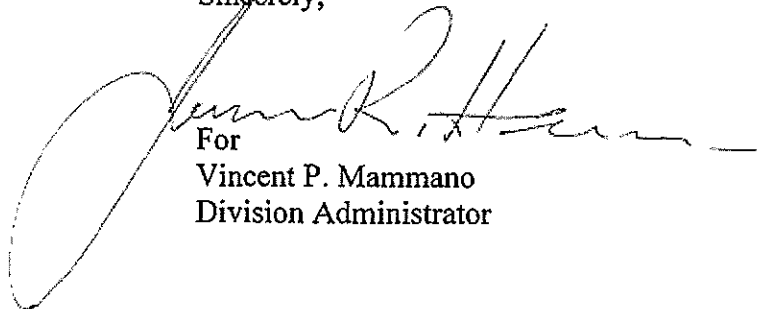
We understand that the project-level conformity analysis submitted by Caltrans indicates that the project-level transportation conformity requirements of 40 C.F.R. Part 93 have been met. The project is included in the Southern California Association of Government's (SCAG) currently conforming *2012 Regional Transportation Plan (RTP)*, and the *2011 Federal Transportation Improvement Program (FTIP)*. The latest conformity determination for the RTP and the 2011 FTIP through Amendment #24 was approved by FHWA and the Federal Transit Administration (FTA) on June 4, 2012. The design concept and scope of the preferred alternative have not changed significantly from those assumed in the regional emissions analysis.

As required by 40 C.F.R. 93.116 and 93.123, the localized CO and PM analyses are included in the documentation. The CO hotspot analysis was performed with the Caltrans' *Transportation Project-Level Carbon Monoxide Protocol*. The analyses demonstrate that the project will not create any new violation of the standards or increase the severity or number of existing violations.

Based on the information provided, FHWA finds that the SR-91 Corridor Improvement Project in Orange and Riverside Counties conforms to the State Implementation Plan (SIP) in accordance with 40 C.F.R. Part 93.

If you have any questions pertaining to this conformity finding, please contact Stew Sonnenberg, FHWA Air Quality Specialist, at (916) 498-5889.

Sincerely,

A handwritten signature in black ink, appearing to read "Vincent P. Mammano", is written over the typed name. The signature is fluid and cursive, with a large loop at the beginning and a long horizontal stroke at the end.

For

Vincent P. Mammano
Division Administrator

cc: (email)
M. Brady, CT HQ
C. Gonzales, CT D-8
J. Hannon, FHWA

SSonnenberg/mb

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Attachment 5.J:
SHPO Correspondence for Section 4(f) for the Grand
Boulevard Historic District

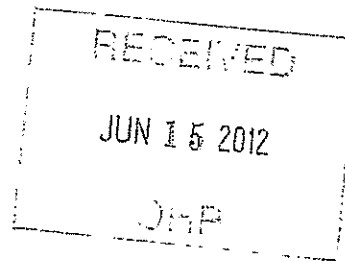
- California Department of Transportation (June 15, 2012) 3 pages
- State Office of Historic Preservation, Department of Parks and Recreation (June 26, 2012) 1 page

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DEPARTMENT OF TRANSPORTATION
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*Flex your power!
Be energy efficient!*



June 15, 2012

Mr. Milford Wayne Donaldson, FAIA
State Historic Preservation Officer
Office of Historic Preservation
1725 23rd Street, Suite 100

Sacramento, CA 95816

Attention: Ms. Natalie Lindquist

08-Riv-91-PM R0.0/R13.04
08-Riv-15-PM 35.64/45.14
12-Ora-91-PM R14.43/R18.91
SR-91 CIP
EA: 0F540 / PN 0800000136
FHWA 100805B

Subject: Re-submittal of a Finding of No Adverse Effect (FNAE) for the proposed State Route 91 Corridor Improvement Project, Riverside County, California.

Dear Mr. Donaldson:

The California Department of Transportation (Caltrans) is re-initiating consultation with the State Historic Preservation Officer (SHPO) regarding our finding of effect for the above-referenced project. This consultation is undertaken in accordance with the January 1, 2004 *Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation* (Section 106 PA). We are consulting with you under Section 106 PA Stipulation X.B.1, which requires consultation with the SHPO regarding findings of no adverse effect (FNAE) without standard conditions.

Caltrans is transmitting this documentation as a federal agency, following the provisions of the *Memorandum of Understanding (MOU) between the Federal Highway Administration and the California Department of Transportation Concerning the State of California's Participation in the Surface Transportation Project Delivery Pilot Program*, which became effective on July 1, 2007, and was renewed on June 7, 2010. The MOU was signed pursuant to Section 6005 of the 2005 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), which allows the Secretary of Transportation to assign, and the State of California to assume, the responsibilities of the Federal Highway Administration (FHWA) under the National Environmental Policy Act (NEPA), as well as consultation and coordination responsibilities under other federal environmental laws. As the Pilot Program MOU covers this project, FHWA has assigned and Caltrans has assumed FHWA responsibility for environmental review, consultation, and coordination on this project. Please direct all future correspondence on this project to Caltrans.

Caltrans, on behalf of FHWA, in cooperation with the Riverside County Transportation Commission (RCTC) proposes an undertaking to implement the Corridor Improvement Plan for SR-91. The undertaking entails the addition of general purpose lanes, auxiliary lanes, interchange modifications, modifications to existing bridges, drainage, culverts, and water control facilities, construction of soundwalls and other facilities on SR-91 between the SR-241 / SR-91 interchange and Pierce Street in

the City of Riverside, and along a portion of I-15 between Hidden Valley Parkway and Cajalco Road.

Enclosed for your review is the FNAE (dated August 2011) for the proposed undertaking. The FNAE applies the Criteria of Adverse Effect set forth at 36 CFR 800.5(a)(1) to one Historic Property listed on the National Register of Historic Places:

Grand Boulevard Historic District was listed on the NRHP July 14, 2011 (Criteria A and C) with a period of significance is 1886–1928, which extends from the year the boulevard was laid out to the completion of the installation of its streetlights. Grand Boulevard is a circular roadway measuring approximately one mile in diameter with a 100-foot-wide ROW, making the distance around the circle approximately three miles. The boulevard rings a grid of equidistant interior streets and is intersected at its outer edges at various angles by exterior streets. The primary character-defining features of the district are the circular design and 100-foot width of the ROW. Contributing elements include features within the ROW associated with the original design concept, early development, or function of Grand Boulevard during the period of significance (1886–1928). Contributing features include the roadway and its intersections with historic streets and alleys, driveways, gutters, curbs, parkways, street trees, streetlights, sidewalks, a hitching post, and two pocket parks.

On August 3, 2010 Caltrans approved the HPSR for the SR-91 Corridor Improvement Project. Pursuant to Stipulation VIII.C.5 of the Section 106 PA, Caltrans requested your concurrence that none of the properties that required evaluation, including Grand Boulevard Historic District, were eligible for listing in the NRHP. We received concurrence from your office by letter dated September 20, 2010 (FHWA100805B). Pursuant to Stipulation IX.A of the Section 106 PA, Caltrans moved forward with a proposed finding of No Historic Properties Affected.

In early 2011, The Corona Historic Preservation Society prepared a National Register Nomination for the Grand Boulevard Historic District. The property became a California Historic Landmark in May 2011 and was listed on the NRHP July 14, 2011. This change in the NRHP status of the property precipitated preparation of a supplemental HPSR and Finding of Effect document (August 2011) to re-assess the Undertaking's finding of effect pursuant to 36 CFR 800.13(b) and Section 106 PA, Stipulation IX.B.

On September 8, 2011 Caltrans submitted this August 2011 FNAE documentation requesting your concurrence but we neglected to note in the transmittal that the Grand Boulevard Historic District is a 4(f) property. Since the 30 day period for SHPO comment elapsed without response, Caltrans deemed the failure of the SHPO to comment to constitute concurrence in the No Adverse Effect Finding per stipulation X.B(1)b of the Section 106 PA. We are now resubmitting with the appropriate notification of the presence of the 4(f) property.

Pursuant to Stipulation X.A of the PA, Caltrans has applied the Criteria of Adverse Effect set forth at 36 CFR 800.5(a)(1) and finds that the undertaking would not have an adverse effect on historic properties. The project will maintain the existing configuration of Grand Boulevard, but proposes the removal and replacement of small segments of sidewalks, curbs, and gutters; relocation of up to seven acorn-style streetlights elsewhere along Grand Boulevard; removal of nine street trees; and the reconfiguration of two intersections. All of these proposed modifications will occur in the northernmost part of the Grand Boulevard circle which has already been compromised by previous roadway improvements. The project proposes relatively minor modifications to features that for the most part are outside of the period of significance (1886-1928) or that have already sustained alterations and are located immediately adjacent an existing transportation corridor. The vast majority of the historic property will be untouched by the project, and integrity of location, design, and association will remain intact. The undertaking will have a minor impact on the setting of the property, but in an area where the setting has already been affected. As noted on the NRHP nomination form for the property, overall integrity of materials, workmanship and

Mr. Milford Wayne Donaldson

June 15, 2012

Page 3

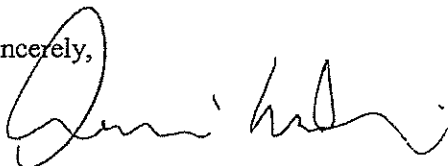
feeling have already been compromised. Thus, completion of the undertaking will not further alter characteristics that qualify the property for the NRHP in a manner that would diminish its integrity, nor impair its ability to convey its historic significance.

We look forward to receiving your written response within 30 days of your receipt of this transmittal in accordance with Stipulation X.B.1.b of the Section 106 PA.

Caltrans, as assigned by FHWA, intends to make a *de minimis* finding for Section 4(f) use of a historic property based on your concurrence in the Section 106 effect finding, pursuant to Section 6009(a) of SAFETEA-LU. Please note that if no response is received from the SHPO within 30 days of receipt of this submittal, Caltrans will still make a *de minimis* impact finding for purposes of Section 4(f) as described in our August 11, 2006 letter agreement.

If you have any questions, please contact Todd Jaffke (phone: 916-654-3567; email: todd_jaffke@dot.ca.gov), or Caltrans District 8 PQS Historian Andrew Walters (phone: 909-388-2647; email: Andrew_walters@dot.ca.gov). Thank you for your assistance with this undertaking.

Sincerely,



ANMARIE MEDIN, Chief
Cultural Studies Office
Division of Environmental Analysis

Enclosures: *Finding of No Adverse Effect for the State Route 91 Corridor Improvement Project* (August 2011); *Supplemental Historic Property Survey Report for the State Route 91 Corridor Improvement Project* (August 2011).

C: T. Jaffke-HQ
A. Walters D-8
S. Oriaz D-8

**OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION**

1725 23rd Street, Suite 100
SACRAMENTO, CA 95816-7100
(916) 445-7000 Fax: (916) 445-7053
calshpo@parks.ca.gov
www.ohp.parks.ca.gov



June 26, 2012

Reply To: FHWA100805B

Anmarie Medin, Chief
Cultural Studies Office
Division of Environmental Analysis
PO Box 942874
Sacramento, CA 94274-0001

Re: Resubmittal of the Finding of Effect for the Proposed State Route 91 Corridor
Improvement Project, Riverside County, CA

Dear Ms. Medin:

Thank you for consulting with me about the subject undertaking in accordance with the *Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California (PA)*.

Caltrans has determined that the proposed project will have no adverse effect to the Grand Boulevard Historic District, a historic district listed on the National Register of Historic Places (NRHP). Based on review of the submitted documentation, I concur that the project as proposed will have no adverse effect on historic properties.

Thank you for considering historic properties during project planning. If you have any questions, please contact Natalie Lindquist of my staff at (916) 445-7014 or email at nlindquist@parks.ca.gov.

Sincerely,

A handwritten signature in cursive script that reads "Susan H. Stratton for".

Milford Wayne Donaldson, FAIA
State Historic Preservation Officer