

Chapter 5 **Comments and Coordination**

5.1 Introduction

Early and continuing coordination with the general public and appropriate public agencies is an essential part of the environmental process to determine the necessary 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 Project Development Team (PDT) meetings, interagency coordination meetings, resource agency meetings, and consultation with interested parties. This chapter summarizes the results of the California Department of Transportation's (Caltrans) and the Foothill/Eastern Transportation Corridor Agency's (F/ETCA) efforts to fully identify, address, and resolve project-related issues through early and continuing coordination.

5.2 Scoping Process

5.2.1 Notice of Preparation, Notice of Intent, Public Notice

The scoping process for the Proposed Project was initiated with the preparation and distribution of a Notice of Preparation (NOP) and the publication of a Notice of Intent (NOI) in the Federal Register. The formal scoping process period was initiated on March 13, 2015, and ended on April 13, 2015.

The NOP was posted at the State Clearinghouse (SCH No. 1989010410) and was circulated to public agencies and other interested parties in compliance with Section 15082 of the California Environmental Quality Act (CEQA) Guidelines on March 13, 2015, for a 30-day review period, which began March 13, 2015, and ended on April 13, 2015. The NOP was also posted at the Orange County Clerk-Recorder's Office on March 13, 2015. The NOP notified the public of the Supplemental Environmental Impact Report/Environmental Impact Statement (EIR/EIS) being prepared and the steps to take in providing comments on the Proposed Project.

The NOI was published on March 20, 2015, in the Federal Register in compliance with Federal Regulation 40 Code of Federal Regulations (CFR) 1508.28. The NOI included the background of the Proposed Project, the project Purpose and Need, a brief description of the Build Alternative and how to provide comments on the Proposed Project.

A public notice was prepared and distributed to inform the public that a Supplemental EIR/EIS was being prepared for the Proposed Project. The public notice, NOP, and NOI were distributed to federal, State, regional, county and local agencies; elected officials; special districts; groups and organizations; and businesses and property owners within 0.25 mile (mi) of the project footprint. The public notice requested input on the Proposed Project as well as whether or not a Public Information Meeting was desired. The public notice, NOP, and NOI were distributed to federal, State, regional, county and local agencies; elected officials; and special districts via FedEx Ground and to occupants and property owners within 0.25 mi of the project footprint via United States Mail.

Copies of the NOP, NOI, and Public Notice are provided at the end of this chapter.

5.2.2 Comments Received During Scoping

A total of 10 written comment letters were received on the NOP and NOI from federal, State, regional, and local agencies via letters. Key issues noted in the comments included, but were not limited to:

- Air Quality
- Biological Resources
- Land Use
- Utilities
- Cumulative Impacts

The comment topic, agency, and comments are provided in Table 5.1 below.

No comment letters were received from the public.

A Public Information Meeting was not held for the Proposed Project because there was a Public Scoping Meeting held for the ETC Final EIR and Final EIS; the Build Alternative for this Supplemental EIR/EIS was a component of the ETC alternatives for the EIR/EIS; and no comments were received during the NOI/NOP requesting a Public Information Meeting.

Table 5.1 Comments Received During Scoping

Topic	Agency	Comment	Response
Air Quality Traffic	USEPA	The analysis should accurately reflect how the proposed project will affect traffic distribution, congestion, and emissions in the project area in light of the changes that have occurred in the last twenty years.	The Traffic Analysis Report analyzed Study Area impacts. Refer to Section 3.5 of this document. Based on the project traffic data, the Proposed Project would result in only nominal increases in traffic volumes. Therefore, the Proposed Project would have no permanent direct or indirect regional vehicle emission impacts. Construction emissions were calculated for the Proposed Project. These are discussed in detail in Section 3.12.3 of this document.
Air Quality		The project's air quality impacts should be considered in the context of full build out of adjacent transportation infrastructure projects in the region and identifying the most stringent measures available to reduce air quality impacts during both construction and operation of the facility.	The VISSIM model developed for the <i>Traffic Analysis Report</i> was based on the SR-91 CIP Final Traffic Study Paramics model (prepared by Parsons Brinckerhoff for RCTC in 2009) and the SR-91/SR-241 Express Lane Direct Connector Traffic and Revenue Study VISSIM model (prepared by Stantec for OCTA and F/ETCA in 2011). Air quality impacts were evaluated based on the results of the <i>Traffic Analysis Report</i>.

Table 5.1 Comments Received During Scoping

Topic	Agency	Comment	Response
Transportation/ Traffic Cumulative	RCTC	The proposed project must be compatible with the under-construction SR-91 Express Lanes Project as well as the SR-91/SR-71 Interchange Improvement Project.	The Proposed Project is consistent with these projects.
Transportation/ Traffic		Analyze and quantify impacts to existing 91 Express Lanes operations and maintenance, RCTC's 91 Express Lanes operations and maintenance planned to commence in 2018, and RCTC's estimated 91 Express Lanes toll revenue need.	Construction impacts are evaluated in Chapter 3, Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures. Toll operations are being coordinated between F/ETCA, OCTA, and RCTC and are evaluated in a separate Concept of Operations report.
Air Quality	SCAQMD	The lead agency should follow the SCAQMD CEQA Handbook, use the CalEEMod Model, identify air quality impacts from all phases of the project, compare impacts to SCAQMD regional LST thresholds, and identify mitigation measures if needed,	The Air Quality Analysis was prepared consistent with Caltrans/FHWA guidance.
Biological Resources	CDFW	- Analyze consistency with the WR-MSHCP; impacts to wildlife corridors; include mitigation for impacts to wetlands and riparian areas. - Prepare a Jurisdictional Delineation Report. - Comply with a Streambed Alteration Agreements. - See take authorization under CESA if required. - Include complete Purpose and Need and project alternatives. - Evaluate impacts to special status and other species and habitats on site. - Include appropriate measures to avoid, minimize, or mitigate impacts.	The Draft Supplemental EIR/EIS analysis is consistent with these comments.

Table 5.1 Comments Received During Scoping

Topic	Agency	Comment	Response
Utilities	City of Anaheim	Identify provider for temporary or permanent water service.	During construction, water would be provided by the contractor. During Final Design, irrigation supply will be coordinated between Caltrans, F/ETCA, and potential providers.
Cumulative	Riverside County Flood Control and Water Conservation District	The project may impact the United States Army Corps of Engineers Santa Ana River Mainstream Project.	The Proposed Project will not impact the Santa Ana River Mainstream Project.
Biological Resources	USFWS	- Analyze consistency with the WR-MSHCP; impacts to wildlife connectivity, wetlands and other sensitive habitat. - Include complete Purpose and Need and feasible project alternatives. - Evaluate impacts to federal special status species and habitats on site. - Include appropriate measures to avoid, minimize, or mitigate impacts.	The Draft Supplemental EIR/EIS analysis is consistent with these comments.
General	Wildlife Corridor Conservation Authority	Add to contact list.	Added to mailing list.
General	SCAG	When available, send Draft Supplemental EIR/EIS to Los Angeles office.	Added to mailing list.
General	City of Corona Fire Department	Include in contact list.	Included in mailing list.

Caltrans = California Department of Transportation

CDFW = California Department of Fish and Wildlife

CEQA = California Environmental Quality Act

CESA = California Endangered Species Act

CIP = Corridor Improvement Project

EIR/EIS = Environmental Impact Report/Environmental Impact Statement

F/ETCA = Foothill/Eastern Transportation Corridor Agency

FHWA = Federal Highway Administration

LST = Localized Significance Threshold

OCTA = Orange County Transportation Authority

RCTC = Riverside County Transportation Commission

SCAG = Southern California Association of Governments

SCAQMD = South Coast Air Quality Management District

SR-91 = State Route 91

USEPA = United States Environmental Protection Agency

USFWS = United States Fish and Wildlife Service

WR-MSHCP = Western Riverside County Multiple Species Habitat Conservation Plan

5.3 Consultation and Coordination with Agencies

5.3.1 Consultation and Coordination with Cooperating and Participating Agencies

The *Efficient Environmental Review Coordination Plan SR-241/SR-91 Express Lanes Connector* for the Proposed 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 among the lead agencies, the participating and cooperating agencies, and the public.

As of October 1, 2012, MAP-21 made further amendments to the efficient environmental review process added by SAFETEA-LU and is codified at 23 United States Code (USC) Section 139. In addition, as of December 4, 2015, the Fixing America's Surface Transportation Act (FAST Act), adopted a number of Administration proposals to further speed the permitting process and codified the online system to track projects and interagency coordination processes. For this process, Caltrans sent letters inviting agencies to be Cooperating and/or Participating Agencies in the environmental process for the Proposed Project on March 12, 2015 (a sample of the Caltrans invitation letter is provided at the end of this chapter). Participating Agencies are federal, State, regional, or local agencies that may have an interest in the Proposed Project. The following agencies declined to be a Participating Agency for the Proposed Project:

- United States Department of Energy
- United States Forest Service
- United States Geological Survey
- National Marine Fisheries Service
- National Park Service
- California Air Resources Board
- California Department of Conservation
- California Office of Emergency Services
- California Energy Commission
- California Department of Forestry and Fire Prevention
- California State Lands Commission
- California Transportation Commission
- California Department of Water Resources
- Riverside County Transportation and Land Management Agency

- Nature Reserve of Orange County
- Orange County Clerk-Recorder
- Orange County Local Agency Formation Commission
- City of Irvine
- City of Orange
- City of Tustin

The following agencies agreed to become Participating Agencies for the Proposed Project:

- Orange County Transportation Authority (OCTA)
- Riverside County Transportation Commission (RCTC)
- United States Army Corps of Engineers (USACE)
- United States Fish and Wildlife Service (USFWS)
- California Department of Fish and Wildlife (CDFW)
- Santa Ana Regional Water Quality Control Board (RWQCB)
- Southern California Association of Governments (SCAG)
- United States Environmental Protection Agency (U.S. EPA)
- CalRecycle
- California Highway Patrol
- California Office of Historic Preservation
- California Department of Parks and Recreation
- California Office of Planning and Research
- California Public Utilities Commission
- San Bernardino Associated Governments
- South Coast Air Quality Management District
- Orange County Flood Control District
- Orange County Parks
- Santa Ana Watershed Project Authority
- City of Anaheim
- City of Corona
- City of Yorba Linda

Copies of the acceptance letters and the declining email for participating agencies are provided as attachments to this chapter.

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 USACE agreed to be a Cooperating and Participating Agency for the Proposed Project. *Approved Jurisdictional Delineation Forms* and supplemental fieldwork documentation were submitted to the USACE for review and concurrence on December 2016. An Approved Jurisdictional Determination was made by the USACE on July 14, 2017, and is included in Appendix L.

A Coordination Plan under USC Section 139 was prepared and distributed to the Cooperating and Participating Agencies along with a draft Purpose and Need statement for the Proposed Project and a draft Project Description on May 29, 2015.

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

- Project Purpose and Need
- Proposed range of alternatives

On August 3, 2016, Caltrans submitted a summary cover letter, the updated Coordination Plan, and a summary matrix of the anticipated socioeconomic and environmental impacts and methodologies to Participating and Cooperating Agencies for review and comment.

5.3.1.1 Coordination Plan Comments

Coordination Plan comments were received from OCTA and U.S. EPA on the Project Description, Purpose and Need, and Range of Alternatives on May 29, 2015, and June 29, 2015, respectively. No other comments on Purpose and Need or project alternatives were received.

On September 6, 2016, U.S. EPA provided comments and recommendations on the Evaluation Methodologies related to air quality and climate change after reviewing the updated Coordination Plan. No other comments were received.

Comments and responses are provided in Table 5.2.

Table 5.2 Coordination Plan Comments

Topic	Agency	Comment	Response
Purpose	OCTA (5/29/15)	What does this mean? [bullet: Attain compatibility with the SR-91 mainline and Express Lanes]	The Proposed Project would be compatible with the existing SR-91 mainline and <i>91 Express Lanes</i> as well as the modifications that will occur as part of the SR-91 CIP.
Purpose	OCTA (5/29/15)	No access so no weaving. [bullet: To improve operations by reducing the weaving across multiple general purpose lanes between the SR-91 Express Lanes and the SR-241 general purpose lane connectors]	Weaving occurs where the <i>91 Express Lanes</i> currently end (which are being extended to I-15 as part of the SR-91 CIP).
Need	OCTA (5/29/15)	There is no access point at this location. [bullet: Northbound vehicles on SR-241 cannot access the eastbound SR-91 Express Lanes. Access from northbound SR-241 to eastbound SR-91 is provided by means of a two-lane connector that merges with the SR-91 general purpose lanes. As a result, weaving across multiple SR-91 general purpose lanes is required to access the SR-91 Express Lanes]	There is no direct access to the <i>91 Express Lanes</i> (which are being extended to I-15 as part of the SR-91 CIP) from SR-91.
Need	OCTA (5/29/15)	Connector is long enough to avoid weaving. [bullet: Westbound SR-91 Express Lane motorists cannot access southbound SR-241. Access from westbound SR-91 to southbound SR-241 is provided by means of a two-lane connector that diverges from the general purpose lanes. As a result, weaving across multiple SR-91 general purpose lanes is required to access SR-241]	There is no direct access from the <i>91 Express Lanes</i> (which are being extended to I-15 as part of the SR-91 CIP) to SR-241.
No Build Alternative	OCTA (5/29/15)	No access, no weaving. [bullet: Would maintain the existing connections to SR-241 and SR-91 in the Project Area resulting in increased weaving in both directions of SR-91 to access the SR-91 Express Lanes during peak hour traffic]	Weaving occurs where the <i>91 Express Lanes</i> currently end (which are being extended to I-15 as part of the SR-91 CIP).
Purpose and Need	U.S. EPA 6/29/15)	On bottom of Page 2, where the document discusses consistency with the General Plans of the counties and cities in the area, please add "to the extent consistent with Federal laws and regulations". Please also add this language to the end of the fifth bullet which discusses the County of Orange Master Plan. Because the proposed development identified in the General Plans and Master Plans cited have not yet demonstrated compliance with Federal laws and regulations, it is important to state the need to be consistent with local and regional planning with acknowledgement of Federal laws and regulations.	Please refer to Sections 1.2.1 and 1.2.2 of this document. The Purpose and Need was updated to focus on the Express Lanes Connector as part of the overall Eastern Transportation Corridor (ETC) project.

Table 5.2 Coordination Plan Comments

Topic	Agency	Comment	Response
Project Alternatives	U.S. EPA 6/29/15)	Under the Build Alternative (Two-lane Express Lanes Connector), Page 3 states that the Windy Ridge Wildlife Undercrossing will be widened. The EPA recommends coordinating with U.S. Fish and Wildlife and California Fish and Wildlife on the design and construction of any changes to the undercrossing to minimize impacts to wildlife that use the undercrossing. Please also include in the Coordination Plan when this coordination will occur.	The widening of Windy Ridge Wildlife Undercrossing will be minimal and consistent with the existing undercrossing. This environmental document includes several measures to ensure the viability of this wildlife undercrossing. Caltrans and F/ETCA are and will coordinate with USFWS and CDFW regarding species and habitats under the agencies' jurisdiction at or near the wildlife crossing.
No Build Alternative	U.S. EPA 6/29/15)	In the final bullet listed under the No Build Alternative, please add the phrase, "as required by NEPA" to reflect that the No Build Alternative is required to be analyzed by NEPA (CEQ regulations, 40 CFR Part 1502.14(d)).	This request is not consistent with FHWA guidelines; therefore, no change was made to the Draft Supplemental EIR/EIS.
Air Quality	U.S. EPA (9/6/16)	Since this project is located in an area that is designated as non-attainment for PM _{2.5} and attainment/maintenance for PM ₁₀ , and the initial analysis shows that there will be short-term degradation of air quality during construction, it is critically important that impacts to air quality be accurately analyzed, disclosed, and reduced as much as possible.	Detailed construction-related PM ₁₀ and PM _{2.5} emission analysis is presented in Table 3.12.8, under Section 3.12.3.3, Temporary Impacts, in the Draft Supplemental EIR/EIS. Measures AQ-1 through AQ-5 is included in Section 3.12 of the Draft Supplemental EIR/EIS to avoid and/or minimize short-term construction air quality effects.
Air Quality	U.S. EPA (9/6/16)	Include additional applicable Air Quality Impact Minimization Measures, including the following, that are available to reduce adverse effects during construction and operation of the project: Solicit bids that include use of energy and fuel-efficient fleets.	Additional measures to include vehicle fleet language in contractor bids are not warranted because of the existing regulations. ARB's Off-road vehicle regulation contains restrictions on adding older vehicles to a construction fleet. ARB received authorization from the U.S. EPA on September 13, 2013, to enforce the Off-Road regulation's restrictions on fleets adding vehicles with older tier engines. Effective January 1, 2016, a fleet may not add a vehicle with a Tier 0 or Tier 1 engine to its fleet. Beginning January 1, 2018, for large and medium fleets, and January 1, 2023, for small fleets, a fleet may not add a vehicle with a Tier 2 engine to its fleet. The engine tier must be Tier 3 or higher. Since fuel-efficient tier engine fleets are covered under California regulation, further fuel-efficient fleet minimization measures are not warranted.

Table 5.2 Coordination Plan Comments

Topic	Agency	Comment	Response
Air Quality	U.S. EPA (9/6/16)	Solicit construction bids that use BACT, particularly those seeking to deploy zero emission technologies.	According to the ARB's Off-road vehicle regulation in complying with BACT requirements, if a fleet cannot, or does not want to, meet the fleet Tier engine average target in a given year, it may instead choose to comply with the BACT requirements. A fleet may meet the BACT requirements each year by turning over or installing Verified Diesel Emission Control Strategies (VDECS) on a certain percentage (referred to as the BACT rate) of its total fleet horsepower. In summary, the ARB's Off-road regulation offers construction contractors two choices for complying with the off-road regulation. Since the BACT is covered under California regulation, inclusion of additional BACT minimization measures is not warranted.
Greenhouse Gas Emissions/ Climate Change/ Air Quality	U.S. EPA (9/6/16)	Employ the use of alternative fueled vehicles.	The use of alternative fueled vehicles would not be a feasible minimization measure due to the short-term 18-month duration for construction activities. Alternative fueled vehicles are available through market-based commercial vehicle sales. Several construction contractors have purchased hybrid-fueled and electric light-duty vehicles under the market-based commercial sales. Since the alternative fueled vehicle market is covered under California tax credit regulation, addition of an alternative fueled vehicle minimization measure is not warranted.
Greenhouse Gas Emissions/ Climate Change	U.S. EPA (9/6/16)	Use lighting systems that are energy efficient, such as LED technology.	Refer to Section 4.3.2.3 (2) Greenhouse Gas Reduction Strategies of the Draft Supplemental EIR/EIS. The following minimization measure is provided: <i>"The Proposed Project would recommend the use of energy efficient lighting, such as light emitting diode (LED) traffic signals. LED bulbs—or balls, in the stoplight vernacular—cost \$60 to \$70 apiece but last 5 to 6 years, compared to the average 1 year lifespan of the incandescent bulbs previously used. The LED bulbs themselves consume 10 percent of the electricity of traditional lights, which will also help reduce the Proposed Project's CO₂ emissions."</i>

Table 5.2 Coordination Plan Comments

Topic	Agency	Comment	Response
Greenhouse Gas Emissions/ Climate Change	U.S. EPA (9/6/16)	Use the minimum amount of greenhouse gas (GHG)-emitting construction materials that are feasible.	Recycled cement-concrete pavement and asphaltic pavement materials will be used, which will help reduce GHG emissions as compared to the use of raw material for roadway pavements. Refer to Section 4.3.2.3 (1), Greenhouse Gas Reduction Strategies, of the Draft Supplemental EIR/EIS. The following minimization measure is provided: <i>Landscaping reduces surface warming, and through photosynthesis, decreases CO₂. Landscaping would be provided where necessary within the corridor to provide aesthetic treatment, replacement planting, or mitigation planting for the Proposed Project. The landscape planting would help offset any potential CO₂ emissions increase.</i> Additional measures for the use of less GHG-emitting materials are not warranted.
Greenhouse Gas Emissions/ Climate Change	U.S. EPA (9/6/16)	Use cement blended with the maximum feasible amount of alternative materials (industrial materials designated for re-use, for example) that reduce GHG emissions from cement production.	Using blended materials is a non-standard Caltrans Specification and will be considered by Caltrans and F/ETCA during Final Design.
Greenhouse Gas Emissions/ Climate Change	U.S. EPA (9/6/16)	Use lighter-colored pavement where feasible.	Concrete (light color pavement) will be used along SR-91, which matches the existing pavement. SR-241 will be HMA (asphalt), which matches the existing pavement along the SR-241.
Greenhouse Gas Emissions/ Climate Change	U.S. EPA (9/6/16)	Recycle construction debris to maximum extent feasible.	Caltrans projects use construction products, some of which are, or could be, recycled-content products (RCP). Recycled road base is aggregate made from crushed demolition concrete and/or asphalt concrete (AC), road base, or glass. According to the Caltrans 2015 Standard Specifications, construction contractors and concrete suppliers are required to accept and use recycled materials in order to perform the work and/or supply concrete. Since the recycled construction material is covered under Caltrans 2015

Table 5.2 Coordination Plan Comments

Topic	Agency	Comment	Response
			Standard Specifications, further measures for recycling of construction debris are not warranted.
Greenhouse Gas Emissions/ Climate Change	U.S. EPA (9/6/16)	Plant shade trees in or near construction projects where feasible.	Refer to Section 3.6, Visual/Aesthetics, Measure V-7: <i>"Tree Planting. Permanently impacted Coast live oak, California walnut and sycamore trees will be replaced at a minimum 2:1 ratio. Heritage oaks (oaks greater than 36 inches dbh) will be replaced at a minimum 3:1 ratio."</i>
Greenhouse Gas Emissions/ Climate Change/ Air Quality	U.S. EPA (9/6/16)	Use grid-based electricity for construction activities and/or onsite renewable electricity generation rather than diesel and/or gasoline powered generators.	Grid-based electricity will be used during construction. It is not anticipated that generators will be used during construction, except for emergency purposes.
Air Quality	U.S. EPA (9/6/16)	Please ensure that Air Quality Minimization Measure AQ-5 is consistent with current California Air Resource Board Regulations. ¹ AQ-5 states that all construction vehicles both on- and off-site shall be prohibited from idling in excess of 11 0 minutes.	According the ARB's Off-road regulation, an operator of applicable off-road diesel vehicles (self-propelled diesel-fueled vehicles 25 horsepower and up that were not designed to be driven on-road) is required to limit idling to no more than five minutes. It should be noted that there is a difference between diesel- and gasoline-powered vehicles, and on- and off-road vehicles. ARB off-road diesel regulation is applicable to diesel vehicles only. Measure AQ-5 covers all construction vehicles including gasoline-powered and on-road vehicles.
Greenhouse Gas Emissions/ Climate Change	U.S. EPA (9/6/16)	The National Climate Assessment (NCA) ² is a federal information resource on emerging climate science to inform government decision making. The NCA details observed and projected climate change for our nation, and our Southwest region. The NCA indicates that climate change could result in California experiencing poor air quality; more severe heat; increased wildfires; shifting vegetation; declining forest productivity; decreased Spring snowpack; water shortages and prolonged drought; potential reduction in hydropower; loss in winter recreation; agricultural damages from heat, pests, pathogens, and weeds; and rising sea levels resulting in shrinking beaches and increased coastal floods.	Refer to the GHG section in Chapter 4, California Environmental Quality Act (CEQA) Evaluation, of the Draft Supplemental EIR/EIS. In their transmittal of the CEQ Guidance to Division Heads, the FHWA's Office of Planning, Environment and Realty provided direction that the Guidance applies to new proposed federal agency actions where an Environmental Assessment or an EIS commences on or after the release date of the CEQ guidance, August 2, 2016. The Draft Supplemental EIR/EIS was initiated before August 2, 2016, and therefore, the guidance does not apply to this document.

Table 5.2 Coordination Plan Comments

Topic	Agency	Comment	Response
		On August 2, 2016, the Council on Environmental Quality (CEQ) released final guidance for Federal agencies on how to consider the impacts of their actions on climate change in their NEPA reviews. This guidance explains that agencies should consider both the potential effects of a proposed action on climate change, as indicated <i>by</i> its estimated greenhouse gas (GHG) emissions, and the implications of climate change for the environmental effects of a proposed action. CEQ recognizes that many agency NEPA analyses to date have concluded that GHG emissions from an individual agency action will have small, if any, potential climate change effects. Government action occurs incrementally, program-by-program and step-by-step, and climate impacts are not attributable to any single action, but are exacerbated by a series of smaller decisions, including decisions made by the government. Therefore, the statement that emissions from a government action or approval represents only a small fraction of global emissions is more a statement about the nature of the climate change challenge, and is not an appropriate basis for deciding whether to consider climate impacts under NEPA. Moreover, these comparisons are not an appropriate method for characterizing the potential impacts associated with a proposed action and its alternatives and mitigations.³ CEQ also suggests that if an agency determines that evaluating the effects of GHG emissions would not be useful in the decision making process and to the public to distinguish between the proposed action, alternatives and mitigations, the agency should document the rationale for that determination. The table of Evaluation Methodologies and Project Impacts should include an entry for Climate Change and the SD EIS should estimate the GHG emissions and use the projected emissions to distinguish between the proposed action, alternatives and mitigations.	Chapter 4, Table 4.1, of the Draft Supplemental EIR/EIS includes the project-related regional GHG emissions. Both the future with project and future No Build conditions show decreases in CO₂ emissions over existing levels.

Table 5.2 Coordination Plan Comments

Topic	Agency	Comment	Response
Greenhouse Gas Emissions/ Climate Change	U.S. EPA (9/6/16)	The SD EIS should consider how climate change could affect the project area, specifically within sensitive areas, and assess how the projected impacts of the project could be exacerbated by climate change.	Refer to Section 4.3.2.4, Adaptation Strategies. The following discussion is provided: "...the Proposed Project is outside the coastal zone and direct impacts to transportation facilities due to projected sea level rise are not expected."
Community Impacts	U.S. EPA (9/6/16)	The SD EIS should identify any sensitive receptors, such as schools and hospitals, as well as any anticipated effect to such receptors, in the Community Impacts section. Include mitigation measures to reduce any effects identified.	Impacts to sensitive receptors adjacent to the project area (residents and park occupants) are discussed in Section 3.3 of the Draft Supplemental EIR/EIS.
Transportation/ Traffic	U.S. EPA (9/6/16)	The Traffic analysis concludes that a permanent impact from the project is that traffic would shift from other regional routes to SR-241 as a result of the new connector. The SDEIS should provide details on the types of vehicles (trucks vs. cars) that will shift from other regional routes to SR-241 when the new connector opens.	Section 3.5.3.2, Volume Served, of the Draft Supplemental EIR/EIS, discusses the number of vehicles that would shift in the AM and PM peak periods in 2017 and 2040. This section has been revised to include the percent of shifting vehicles that are trucks (5 percent) in the AM and PM peak periods in 2017 and in the AM peak period in 2040. The forecasts show that the project will not cause traffic to shift from eastbound SR-91 or other routes (i.e., surface streets or SR-55) to northbound SR-241 in the 2040 PM peak period due to the improvements in operations associated with the Ultimate SR-91 CIP improvements.

¹ California Air Resources Board. Website: <http://www.arb.ca.gov/enf/advs/advs377.pdf>.

² United States Global Change Research Program. Website: <http://nca2014.globalchange.gov/>.

³ Council on Environmental Quality. *Final Guidance for Federal Departments and Agencies on Consideration of Greenhouse Gas Emissions and the Effects of Climate Change in National Environmental Policy Act Reviews*, August 2016.

ARB = California Air Resources Board

BACT = best available control technology

Caltrans = California Department of Transportation

CDFW = California Department of Fish and Wildlife

CEQ = Council on Environmental Quality

CFR = Code of Federal Regulations

CIP = Corridor Improvement Project

F/ETCA = Foothill/Eastern Transportation Corridor Agency

FHWA = Federal Highway Administration

I-15 = Interstate 15

NEPA = National Environmental Policy Act

OCTA = Orange County Transportation Authority

PM₁₀ = particulate matter less than 10 microns in size

PM_{2.5} = particulate matter less than 2.5 microns in size

SR-91 = State Route 91

SR-241 = State Route 241

USEPA = United States

USFWS = United States Fish and Wildlife Service

5.3.2 Draft Supplemental EIR/EIS Public Review Period

The Draft Supplemental EIR/EIS prepared for the Proposed Project was circulated for public review and comment between November 7, 2016, and January 9, 2017.

A public notice to announce the Public Hearing was published in the following newspapers on November 7, November 11, and November 21, 2016: *Press-Enterprise*, *Orange County Register*, and *Excelsior*. There were multiple purposes served by these notices; they informed the public of: the scheduled public hearing on the Draft Supplemental EIR/EIS; the availability of the Draft Supplemental EIR/EIS for public review; the length of the public review period for the Draft Supplemental EIR/EIS; the locations where the Draft Supplemental EIR/EIS was available; how the public could participate in the process; and where and how to submit comments on the Draft Supplemental EIR/EIS.

The English and Spanish published notices were also mailed to the distribution list included in Chapter 7 of the Draft Supplemental EIR/EIS, as well as to property owners and occupants of all addresses within a 0.25 mi radius of the project limits. The published notices, printed copies, and/or compact disc copies of the Draft Supplemental EIR/EIS were mailed to responsible agencies and other agencies listed in Chapter 7 of the Draft Supplemental EIR/EIS. The published notices are provided as attachments to this chapter.

In conjunction with transmitting the Notice of Completion to the State Clearinghouse for purposes of documenting circulation, copies of the Draft Supplemental EIR/EIS were also transmitted for distribution to various State agencies.

The complete Draft Supplemental EIR/EIS and supporting technical studies were made available for public review at the following locations:

- Caltrans District 12, 1750 East Fourth Street, Suite 100, Santa Ana
- TCA office, 125 Pacifica, Suite 120, Irvine
- East Anaheim Library, 8201 East Santa Ana Canyon Road, Anaheim
- Corona Public Library, 650 South Main Street, Corona
- El Modena Branch Library, 380 South Hewes Street, Corona

The Draft Supplemental EIR/EIS was also made available on the Caltrans website at: <http://www.dot.ca.gov/d12/DEA/241-91/0K9700/>.

An Open House Public Hearing was held at the East Anaheim Community Center, 8201 East Santa Ana Canyon Road, City of Anaheim, from 5:30 p.m. to 8:30 p.m. on November 29, 2016. Approximately 33 members of the public attended the public hearing. No comments were made for the public record at the public hearing, and five comment cards were turned in at the public hearing. The majority of the comments received at the Public Hearing expressed support for the Proposed Project and urged the completion of the Project as soon as possible or that it should have been completed with the original ETC construction. An Affidavit of Certified Shorthand Reporter from the Public Hearing is included in Appendix M.

5.3.2.1 Comments and Responses to Comments

Comments Received

Table 5.3 provides an indexed list of the 68 comment letters received on the Draft Supplemental EIR/EIS (including the comment cards received at the public hearing). The index numbers are based on a unique letter and number code for each comment, for organizational purposes. “F” is for federal agencies, “L” is for local agencies, “I” is for Interested Parties, “P” is for public comments, and “PHC” is for public hearing comments.

Table 5.3 Comment Letters Received During Public Comment Period

Comment Letter Number	Name	Date
Federal Agencies		
F-1A	United States Environmental Protection Agency	November 21, 2016
F-1B	United States Environmental Protection Agency	January 5, 2017
F-2	United States Department of the Interior	January 25, 2017
Local Agencies		
L-1	Orange County Business Council	November 16, 2016
L-2	City of Irvine	December 27, 2016
L-3	City of Tustin	January 3, 2017
L-4	County of Orange Public Works	January 4, 2017
L-5	City of Anaheim	January 5, 2017
L-6	Orange County Transportation Authority	January 9, 2017
Interested Groups		
I-1	California Native Plant Society	January 5, 2017
Public Comments		
P-1	Alex Park	November 29, 2016
P-2	Andrea Gladson	November 8, 2016
P-3A	Becky Johnson	November 30, 2016
P-3B	Becky Johnson	February 6, 2017
P-4A	Bob Lampley	November 9, 2016
P-4B	Bob Lampley	January 9, 2017
P-5	Dave Alford	October 31, 2016
P-6	David Wright	November 28, 2016
P-7	Dianne Chavarria	November 29, 2016
P-8	Douglas DeNardo	December 4, 2016

Table 5.3 Comment Letters Received During Public Comment Period

Comment Letter Number	Name	Date
P-9	Ed Arriola	November 13, 2016
P-10	Ed Gray	November 10, 2016
P-11	Hryze	October 31, 2016
P-12	J Delmer	November 10, 2016
P-13	Jason Zinkin	November 27, 2016
P-14	John Fox	November 30, 2016
P-15A	Kyle Tate	November 21, 2016
P-15B	Kyle Tate	November 21, 2016
P-16A	Leif Grane	November 29, 2016
P-16B	Leif Grane	December 12, 2016
P-16C	Leif Grane	January 9, 2017
P-16D	Leif Grane	January 9, 2017
P-17A	Lindon Baker	December 6, 2016
P-17B	Lindon Baker	December 6, 2016
P-17C	Lindon Baker	December 9, 2016
P-18	Lynda Jenkins	October 31, 2016
P-19	Mark and Kimberly Zimmermann	November 8, 2016
P-20	Norma Barrientos	November 7, 2016
P-21	Randall Black	October 31, 2016
P-22	Rick Cleveland	November 9, 2016
P-23	Ruth Quinnan	November 18, 2016
P-24	Scott Cop	November 15, 2016
P-25	Tony Richardson	November 30, 2016
P-26	Turi Daniels	November 11, 2016
P-27	Don Paul	December 8, 2016
P-28	Bob Hughes	December 9, 2016
P-29	TR Barnes	December 11, 2016
P-30	Hatem Tadros	December 13, 2016
P-31	Jeff Gros	December 15, 2015
P-32	Charles Perrigoue	December 16, 2016
P-33	Gary Hickenbottom	December 21, 2016
P-34	Adrian Koval	December 22, 2016
P-35	Norma and Linda Williams	December 26, 2016
P-36	Norma L. Williams	December 26, 2016
P-37	Johnathan H. McDowell	January 8, 2017
P-38	Roy Center	January 9, 2017
P-39	Diana Hearn	January 9, 2017
P-40	Sean Bryant	January 9, 2017
P-41	William Lopez	January 9, 2017
P-42	Xico Salazar	January 9, 2017
P-43	Melinda Alvarez	January 9, 2017
P-44	Patrick Dreis	January 9, 2017
P-45	John Boyd	November 26, 2016
PHC-1	Marty De Sollar	November 29, 2016
PHC-2	Matt Olsen	November 29, 2016
PHC-3	Rich Gomez	November 29, 2016
PHC-4	Sally Wurtenberg	November 29, 2016
PHC-5	Solomon Shapiro	November 29, 2016

Format of Responses to Comments

Responses to the comments received on the Draft Supplemental EIR/EIS are provided in Table 5.4 below. The responses to comments are organized to correspond specifically to the comment, starting with the base comment index number designation. All of the comments received during the public review period are included in Table 5.4. Comment and responses for letters received after the public review period are included in Table 5.5. The coded comment letters are provided in Appendix N.

5.3.3 Final EIS and ROD Documents

Concurrent with the start of public review for the Draft Supplemental EIR/EIS, a letter was submitted to the Cooperating Agency explaining Caltrans' intent to combine the Final EIS and the ROD and soliciting input. This provided the Cooperating Agency (USACE) with the opportunity to express its views regarding the use of a combined Final EIS and ROD for the Proposed Project. The USACE did not submit any comments on the Draft Supplemental EIR/EIS. Subsequent to the close of the public review period for the Draft Supplemental EIR/EIS, Caltrans determined a separate ROD would be prepared for the Proposed Project, which is intended to be issued in early 2020, subsequent to Caltrans approval of the Final Supplemental EIR/EIS and Final Project Report.

5.3.4 Biological Resources Consultation

The F/ETCA conducted early coordination with the USFWS regarding the proposed amendment to the Biological Opinion for the ETC project. The Biological Opinion was received from the USFWS for the ETC on July 6, 1994 (No. 1-6-94-F-17).

Valarie McFall, Chief Environmental Planning Officer, emailed Jonathan Snyder, USFWS Division Chief, on October 25, 2010, regarding the potential to create coastal sage scrub habitat and restore cactus scrub on 15 acres of property in the City of Irvine (Strawberry Farms) just south of the Strawberry Farms Golf Course near the Sand Canyon Reservoir. On February 9, 2011, Mr. Snyder responded (USFWS reference: FWS-OR-11B0165-11TA0284) favorably, subject to review and approval of a restoration plan, that the area could conceptually be used to offset impacts to coastal sage scrub and cactus scrub associated with future TCA projects. A restoration plan was prepared and the USFWS approved that plan.

On May 19 and June 15, 2011, September 9, 2013, and December 1, 2014, preliminary lists of threatened or endangered species that may occur in the Biological

Study Area (BSA) were obtained from the USFWS Information Planning and Conservation (IPaC) online database. USFWS official species lists were obtained on January 22, 2014, February 2, 2015, February 11, 2016, September 16, 2016, December 4, 2018, and July 17, 2019.

On January 27, 2014, Ms. McFall of F/ETCA spoke with Mr. Snyder of the USFWS regarding the consultation process for the Proposed Project. The Biological Opinion for the ETC (No. 1-6-94-F-17) was issued to the Federal Highway Administration (FHWA). Since that time, FHWA has delegated National Environmental Policy Act (NEPA) responsibilities, including Section 7 consultation, to Caltrans. As a result, Caltrans has initiated Section 7 consultation with the USFWS for the Proposed Project. The consultation has resulted in a new Biological Opinion, addressing the revisions to the details of the Project Description to reflect the Proposed Project. Coordination between Caltrans/F/ETCA and USFWS is ongoing.

On July 23, 2015, per a September 22, 2015, email from Kedest Ketsela of Caltrans to Ingri Quon of LSA Associates, Inc. (LSA), Sally Brown of the USFWS brought the following issues to F/ETCA: (1) CAGN occurrences and designated critical habitat are in the Project Area and Project Vicinity; (2) Braunton's milk-vetch occurrences and designated critical habitat are adjacent to the Project Area; (3) Santa Ana sucker and its designated critical habitat are north of the SR-91 portion of the Project Area; and (4) the Proposed Project may extend farther east than proposed for coverage by the original Biological Opinion and the incidental take authorization pursuant to the Habitat Conservation Plan (HCP). (Note that the entire footprint of the ETC was included in the original Central/Coastal NCCP/HCP and has thus been fully mitigated.)

On September 9, 2015, Lisa Williams and Ms. Quon of LSA, Ms. McFall of F/ETCA, and Mr. Snyder of the USFWS held a conference call regarding Santa Ana sucker, least Bell's vireo, and southwestern willow flycatcher species and/or critical habitat in proximity to the BSA. Mitigation was discussed, and Mr. Snyder noted that determining the allowed take for the Proposed Project is not necessary as long as the Mitigation and Minimization Measures are consistent with the NCCP/HCP.

On March 10, 2016, a conference call with Mr. Snyder and Ms. Brown of the USFWS, Ms. McFall of F/ETCA, Mr. Baker and Ms. Ketsela of Caltrans, and Art Homrighausen, Richard Erickson and Ms. Williams of LSA was conducted. CSS habitat and what was covered under the 1994 Biological Opinion for the ETC and

what was not covered by this Biological Opinion were discussed during the call. The participants agreed that areas along SR-91 east of the boundaries of the mapping for the ETC Final EIR and Final EIS and technical reports were not covered in the 1994 Biological Opinion. Ms. Brown had the following concerns:

- The potential for light and noise to have an indirect effect on least Bell's vireo in the Santa Ana River area during and/or after construction;
- The potential for indirect effects to Braunton's milk-vetch due to the close proximity to designated critical habitat for this species; and
- The potential for indirect effects to Santa Ana sucker and its designated critical habitat.

Mr. Snyder indicated that USFWS is now conducting informal Section 7 consultation for species with a "no effect" determination. The participants also agreed that a new Biological Opinion would be initiated for the Proposed Project.

Caltrans initiated formal Section 7 consultation with the USFWS on December 21, 2016. Ms. Brown submitted comments on the Draft Supplemental EIR/EIS as part of the U.S. Department of Interior comment letter (Letter F-2, January 25, 2017) and indicated that she was available for a conference call to discuss her concerns regarding the Proposed Project. After Caltrans review and approval of the Responses to Comments (Tables 5.4 and 5.5 in this chapter), a meeting was held on July 11, 2017, with the USFWS, Caltrans, the F/ETCA, and the consultant staff to discuss USFWS comments on both the Draft Supplemental EIR/EIS and the Biological Assessment.

A conference call was held on January 16, 2018, among Kedest Ketsela and Charles Baker (Caltrans), Sally Brown and Jonathan Snyder (USFWS), and LSA (Art Homrighausen and Lisa Williams) to discuss mitigation for temporary and permanent impacts as well as a Long Term Management Plan.

On July 30, 2018, Kedest Ketsela transmitted a mitigation proposal letter to Sally Brown for review. Sally Brown responded with additional questions on August 20, 2018, and requested a meeting to discuss.

A field meeting and subsequent office meeting were held on September 12, 2018, to discuss the comments from the USFWS letter dated July 30, 2018, to confirm the mitigation ratios for temporary and permanent impacts by habitat type. Follow-up comments were provided by the USFWS on September 17, 2018.

On October 3, 2018, Valarie McFall (F/ETCA) discussed additional mitigation needs and the proposed Saddle Club site with Jonathan Snyder.

On December 5, 2018, Kedest Ketsela submitted a revised mitigation proposal to Sally Brown.

The new Biological Opinion for the Proposed Project was issued by USFWS on April 17, 2019. The new Biological Opinion lists conservation measures to avoid and minimize impacts through the project design including a Soil Nail Wall Design Option (described in Section 3.19 of the FED under Measure TE-7), which will be decided during the Final Design phase of the Project. This design would minimize permanent impacts by approximately 5 acres of land located within the Gypsum Canyon Nature Preserve.

In addition, the new Biological Opinion also included a wildlife connectivity plan (described in Section 3.19 of the FED under Measure TE-7) to avoid and minimize impacts through project design which included the installation of a permanent access control gate near the top of the eastbound off-ramp at Coal Canyon subject to approval by California Highway Patrol (CHP) and Orange County Fire Authority (OCFA). On April 12, 2019, Kedest Ketsela sent an email to CHP and OCFA requesting explaining the proposed condition outlined in the BO. On April 12, 2019, CHP Administrative Sergeant Todd Kovaletz sent an email to Kedest Ketsela expressing CHP's opposition to any additional gating on the Coal Canyon off-ramp area. A response is still pending from the OCFA. According to the BO, if installation of the gate is not approved, Caltrans and TCA will coordinate with the CFWO to identify an alternative measure to enhance connectivity or improve safety for dispersing wildlife to offset temporal impacts resulting from the substantially degraded functioning of Coal Canyon as a wildlife undercrossing during the 2-year construction period. Alternative measures may include use of existing fencing, visual barriers, and/or additional signage. The correspondence from CHP states that the CHP would support the addition of a visual barrier using the existing fencing in place.

5.3.5 Native American Consultation and Coordination

State Assembly Bill No. 52 (AB 52) (Chapter 532, Statutes of 2014) established a formal consultation process for California tribes as part of the CEQA process. However, Section 11(c) of the bill states, "This act shall apply only to a project that has a notice of preparation or a notice of negative declaration or mitigated negative declaration filed on or after July 1, 2015." The Notice of Preparation for the Proposed

Project was filed on March 13, 2015; therefore, AB 52 does not apply to the Proposed Project.

On April 6, 2011, a letter was sent to the Native American Heritage Commission (NAHC) requesting a search of the Sacred Lands File (SLF) in order to identify areas of religious or cultural significance to Native Americans in or near the Area of Potential Effects (APE). The NAHC responded on April 12, 2011, to say that while the SLF search did not identify any Native American cultural resources within a 0.5 mi radius of the APE, some resources have been recorded in proximity to the APE. The NAHC recommended contacting 11 Native American tribes/groups/individuals that may have additional information. A letter dated May 10, 2011, discussing the Proposed Project and requesting information on Native American heritage resources in the area that may be significant to their respective communities was sent via certified mail to the following:

- Ti'At Society/Inter-Tribal Council of Pimu: Cindi Alvitre, Chairwoman-Manisar
- Gabrielino Tongva Nation: Sam Dunlap, Chairperson
- Juaneño Band of Mission Indians Acjachemen Nation: David Belardes, Chairperson
- Juaneño Band of Mission Indians Acjachemen Nation: Anthony Rivera, Chairman
- Tongva Ancestral Territorial Tribal Nation: John Tommy Rosas, Tribal Administrator
- Gabrielino Tongva Indians of California Tribal Council: Robert Dorame, Tribal Chair/Cultural Resources
- Gabrieleno/Tongva San Gabriel Band of Mission Indians: Anthony Morales, Chairperson
- Juaneño Band of Mission Indians: Alfred Cruz, Cultural Resources Coordinator
- Gabrielino-Tongva Tribe: Bernie Acuna, Tribal Chairman
- Juaneño Band of Mission Indians Acjachemen Nation: Joyce Perry, Representing Tribal Chairperson
- Gabrielino-Tongva Tribe, Linda Candelaria, Chairwoman

Anthony Morales, Gabrieleno/Tongva San Gabriel Band of Mission Indians, stated that he knows there are cultural resources around the base of the foothills, and hopes the Proposed Project proponents will be vigilant. Mr. Morales also stated he is aware that the Project Area is disturbed by previous freeway construction; however, he recommends monitoring by an archaeologist and a Native American when construction activities associated with the Proposed Project are in deeply buried intact

native soil (i.e., when digging for the support structures) because there is the potential to encounter buried cultural resources. No initial responses were received from the other 10 parties contacted.

Two rounds of follow-up communications were attempted by email and/or telephone between May 31 and June 7, 2011. As a result of the follow-up communications, Robert Dorame, Gabrielino Tongva Indians of California Tribal Council, stated that he would like to be notified of any cultural resources discoveries. Alfred Cruz, Juaneño Band of Mission Indians, stated that he believes the Project Area to be sensitive for cultural resources given its proximity to the Santa Ana River. Mr. Cruz also stated that his people inhabited the area for over 9,000 years and SR-91 runs along what were once ancient travel and trading routes, and that there is no way to know the extent of what is located there. Mr. Cruz recommended monitoring by a Native American and an archaeologist when construction activities associated with the Proposed Project are in undisturbed native soil. Sam Dunlap, Gabrielino Tongva Nation, stated that if there is no potential for cultural resources to be impacted because construction will occur in previously disturbed soil, then he has no concerns. In February 2015, Mr. Dunlap was sent an email clarifying that the proposed depth of excavation may exceed current disturbance limits in some areas, and asked whether he would like to comment further. No further responses were received from any of the other Native Americans contacted.

The May 10, 2011, initiation letter and responses are provided at the end of this chapter.

5.3.6 Section 4(f) Consultation

On January 28, 2015, F/ETCA staff met with representatives from the County of Orange and Irvine Company to discuss the Proposed Project, which would include a cut slope with terrace- and down-drains south of SR-91. This project feature would encroach into Assessor's Parcel Number (APN) 085-071-56, owned by the County of Orange and a part of the Gypsum Canyon Nature Preserve and the Irvine Ranch National Natural Landmark (NNL). Michael Haubert, Deputy County Counsel for the County of Orange, stated that he believed that the proposed work was consistent with the provisions of the Gift Deed, which transferred the property from Irvine Company to Orange County Parks. Mr. Haubert indicated that the Proposed Project improvements on the County parcel did not warrant a "Proposed Activity" and related "Approval Process" referenced within the Grant Deed of Conservation Easement.

Mr. Haubert agreed with John Gump, Operations Manager, OC Parks, that the County would not want to maintain a property that was part of an F/ETCA project.

Subsequent to this meeting, F/ETCA staff met with Caltrans staff on June 3, 2015, to discuss potential right-of-way changes, maintenance of the slope, and required access. Caltrans indicated that preferred course of action would be for the State to permanently acquire this area of APN 085-071-56 as part of the Proposed Project and maintain it as part of the SR-91 right-of-way. It was determined that the area of land that would be acquired from APN 085-071-56 would be approximately 5 acres.

Caltrans submitted a letter to Mr. Gump dated October 13, 2015, which stated that while the extent of project improvements is under review, Caltrans has determined that the improvement at the Irvine Ranch NNL will be considered a de minimis impact per 23 CFR 774. This finding is based on the isolated nature and lack of recreational amenities on the subject parcel. The Proposed Project would result in direct use of the Irvine Ranch NNL through permanent acquisition of approximately 5 acres of this property; however, this use would not diminish the function of the NNL and the impacts do not adversely affect the activities, features, and attributes that qualify the property for protection under the requirements of Section 4(f).

Caltrans made a Final De Minimis determination for the effects of the Build Alternative under Section 4(f) and requested that the County of Orange concur with this Final De Minimis determination. On July 11, 2017, Caltrans submitted a letter to OC Parks requesting concurrence that the Proposed Project would not interfere with the features, activities, attributes, or purposes of the Nature Preserve or the NNL that are subject to protection under Section 4(f). OC Parks provided written concurrence on July 25, 2017.

Appendix B contains the Resources Evaluated Relative to Requirements of Section 4(f) and De Minimis Determination.

5.3.7 SHPO Consultation

Consultation with the State Historic Preservation Office was not required for this project per Stipulation IX.A of Caltrans' 2014 First Amended Section 106 Programmatic Agreement.

5.3.8 Interagency Coordination Regarding Air Quality (Transportation Conformity Working Group)

The Transportation Conformity Working (TCWG) is a forum to support interagency consultation to help improve air quality and maintain transportation conformity in southern California. The primary TCWG members are the U.S. EPA, the FHWA, and Caltrans Headquarters. At the TCWG meeting on March 25, 2014, the TCWG determined that the Proposed Project is not a Project of Air Quality Concern (POAQC). Changes to the Proposed Project geometrics and footprint were made in December 2014; as a result, the Proposed Project was resubmitted to TCWG for review. The May 2014 particulate matter less than 2.5 microns in size (PM_{2.5}) and particulate matter less than 10 microns in size (PM₁₀) hot-spot form was updated in March 2015 and submitted to and reviewed by the TCWG on April 28, 2015. At this meeting, TCWG confirmed that the Proposed Project is not a POAQC. A copy of the TCWG finding is provided at the end of this chapter.

5.3.9 Federal Highway Administration Air Quality Conformity Determination

In a letter dated April 5, 2017, Caltrans requested that FHWA issue a Project-Level Air Quality Conformity Determination for the Proposed Project, and on May 3, 2017, FHWA determined that the Proposed Project conforms to the State Implementation Plan in accordance with 40 CFR 93.116 and 93.123. A copy of the FHWA letter is provided in Appendix O.

5.3.10 Consultation and Coordination with OCTA and RCTC Subsequent to the Public Review Period for the Draft Supplemental EIR/EIS

In its January 9, 2017, comment letter on the Draft Supplemental EIR/EIS (Table 5.4, Comment L-6-4), OCTA stated “Given the complex nature of having multiple tolled facilities operated by different agencies, OCTA suggests that the analysis in the environmental document be updated to include traffic volume data anticipated to be available in Spring 2017 with the opening of the CIP.” Although it is not standard practice nor required by CEQA and NEPA to conduct an updated traffic analysis after public review of a draft environmental document to include operational data (instead of projected/modeled data) for a planned project that opened after the public review period, F/ETCA agreed to conduct a traffic analysis for a future year (2025) during meetings among F/ETCA, OCTA, and RCTC staff. Table 5.6 summarizes the correspondence and meetings conducted regarding the 2019 Traffic Analysis.

Table 5.6 Consultation and Coordination with OCTA and RCTC regarding the 2019 Traffic Analysis

Letter or Meeting	Summary of Comments
September 13, 2017 meeting between F/ETCA and OCTA staff	Request for observed rather than modeled data and tolling coordination among agencies
September 27, 2017 letter from OCTA to F/ETCA	Provide a traffic analysis with current traffic data and tolling analysis
November 28, 2017 letter from RCTC to F/ETCA	Request to delay schedule until a “strategic, data-driven analysis determines the Project will ‘do no harm’ to Corridor traffic operations.”
September 21, 2018 letter from OCTA and RCTC to F/ETCA	Comments on the draft August 2018 Traffic Analysis related to: slower speeds during the evening peak period; impacts in SR-91 general purpose lanes in Riverside County; toll rates; connector traffic volume; number of vehicles entering the SR-91 Express Lanes at the ingress area; and request for “heat maps” for both directions on SR-91.
Workshops with OCTA, RCTC, City of Anaheim, City of Yorba Linda, and Caltrans staff (January 9, 22, and 23, 2019)	Comments on the December 2018 Traffic Analysis related to: toll schedules and rates; sensitivity analysis of eastbound SR-91 to northbound SR-71 flyover; construction impacts; weaving analysis at the SR-91 Express Lanes ingress and egress; Friday analysis; presentation edits; and compare queueing on northbound SR-241 at Windy Ridge to projected eastbound SR-91 to I-15.
January 11, 2019 email from OCTA to Stantec staff	Origin of vehicles entering SR-91 Express lanes at ingress and egress areas.
July 31, 2019 letter from TCA to OCTA, RCTC, and Caltrans	Transmittal of July 2019 Traffic Analysis.

As a result of ongoing coordination with these agencies to address traffic concerns, an agreement has been reached. The 2019 Traffic Analysis shows that traffic analysis presented in the Draft Supplemental EIR/EIS remains valid and no significant impacts would occur.

5.4 Project Team Coordination

5.4.1 Project Development Team

A PDT was identified to ensure collaborative communication among the stakeholders, including representatives from Caltrans, F/ETCA, the OCTA, and the RCTC. Members include: F/ETCA Project Manager and Chief Environmental Planning Officer; Caltrans Project Manager, Senior Environmental Planner, Associate Environmental Planner, and Traffic Operations Specialist; and Consultants for RCTC, engineering, CEQA/NEPA compliance, and all technical areas discussed in this

Environmental Document. The PDT was identified during for the preliminary study phase of the Proposed Project (i.e., Project Study Report/Project Development Support (PSR/PDS) phase of the project) in January 2011. The PSR/PDS phase was completed in January 2012 and the Project Approval/Environmental Document (PA/ED) phase was formally started in February 2013. PDT meetings have generally been conducted on a monthly basis starting in February 2013. The purpose of these meetings has been to discuss project-specific issues and work together to ensure that the Proposed Project meets the Purpose and Need and that these issues do not conflict with any plans, policies, or regulations.

5.4.2 Value Analysis Workshops

A project-specific Value Analysis (VA) was conducted on May 19, 20, and 21, 2015, during the early stage of the PA/ED phase of the Proposed Project. The VA team included the following members: Caltrans construction unit; F/ETCA engineering roadway design, traffic, and structures; and the Project Designer's roadway design, structures, and construction members. A stakeholder group consisting of OCTA staff and Caltrans management staff participated in the interlocation, final presentation, and implementation meeting. Eight VA recommendations were considered to address the following four issues: improve traffic operations, minimize maintenance, accommodate future expansion, and improve constructability. A Preliminary VA Report (May 2015) was distributed to the VA team members and stakeholders for review. A VA Implementation Meeting was held on July 8, 2015. The purpose of that meeting was to review individual implementation action recommendations for responses, develop consensus for each VA recommendation, document the responses to each recommendation, and conclude decisions related to implementation. The VA recommendations have been analyzed as part of the Build Alternative. The Final VA Report was completed on October 1, 2015. A list of the VA design modifications is briefly discussed in Chapter 2, Project Alternatives.

Table 5.4 Response to Public Review Comments on the Draft Supplemental EIR/EIS

Topic	No.	Comment	Response
F-1A: Letter from the United States Environmental Protection Agency			
General	F-1A-1	Please note that the Toll Roads website (https://www.thetollroads.com/about/projects/241-91-connector) says that the comment period for the 241/91 connector project ends on January 9, 2017. And the Caltrans website (http://www.dot.ca.gov/d12/DEA/241-91/0K9700/) states that the comment period ends on January 5, 2017. Can you correct the discrepancy? Please note that the federal register notice lists the end of the comment period as January 9, 2017. Thank you.	The end date for the public comment period was changed to January 9, 2017, on the Caltrans website on November 21, 2016.
F-1B: Letter from the United States Environmental Protection Agency			
General	F-1B-1	Based on our review of the SDEIS, we have rated both the action alternative and the document as Lack of Objections (LO) (see attached "Summary of EPA Rating Definitions").	The comment states the EPA has rated the action alternative and the document as Lack of Objections. No further response is required.
General	F-1B-2	We appreciate the opportunities for early coordination on this project. When the Final Supplemental EIS and Record of Decision are released for public review, please send one electronic copy to the address above (Mail Code: ENF 4-2) or via email to lowe.debbie@epa.gov .	A copy of the Final Supplemental EIR/EIS and the ROD will be distributed to the provided address and email when those documents become available.
L-1: Letter from the Orange County Business Council			
General	L-1-1	Orange County Business Council (OCBC) supports the Build Alternative (Preferred Alternative) for the State Route 241 (SR-241)/ State Route 91 (SR-91) Express Lanes Connector Project. The Build Alternative would achieve the project goals of: • Implementing the build out of the ETC, as approved in 1994; • Attaining compatibility with the SR-91 mainline and SR-91 Express Lanes; • Improving traffic flow and operations by reducing weaving across multiple general purpose lanes between the SR-91 Express Lanes and the SR-241 general purpose lane connectors; and • Enhancing the efficiency of the tolled system, thereby reducing congestion on the non-tolled system on SR-91.	The comment in support of the Proposed Project is noted for the public record. The statement is consistent with the objectives of the Proposed Project discussed in Chapter 1, Proposed Project, Section 1.2, page 1-11, of the Draft Supplemental EIR/EIS.

Table 5.4 Response to Public Review Comments on the Draft Supplemental EIR/EIS

Topic	No.	Comment	Response
General	L-1-2	The SR-91 is continuing to experience increased congestion as a result of population growth in the Inland Empire and the increase in jobs in the County of Orange. As a result of population growth, the numbers of vehicles on SR-91 are expected to increase by approximately 50 percent by 2035, which would result in continuing congestion and delays on SR-91.	The statement is consistent with the discussion in Section 1.2.2.1, page 1-15, in Chapter 1 of the Draft Supplemental EIR/EIS.
General	L-1-3	As analyzed in the Supplemental EIR/EIS, implementation of the Build Alternative would decrease (or maintain the same) travel times along SR-91 despite population growth anticipated by 2040. Therefore, OCBC supports implementation of the Build Alternative as opposed to the No Build Alternative.	The comment in support of the Proposed Project is noted for the public record. The statement is consistent with the discussion in Chapter 2, Section 2.8.2, page 2-45, of the Draft Supplemental EIR/EIS.
L-2: Letter from City of Irvine			
General	L-2-1	The City of Irvine Community Development staff reviewed the Draft Supplemental EIR for the SR-241/SR-91 Tolle Express Lanes Connector in Anaheim, Yorba Linda, Corona and other areas within Orange and Riverside county. The project is intended to improve access between SR-241 and SR-91, and to provide a tolled facility that is approximately 8.7 miles long. Staff has no comments at this time.	The City's letter indicating no comments on the Draft Supplemental EIR/EIS is acknowledged. The comment does not contain any statements or questions about the environmental analysis or conclusions contained in the Draft Supplemental EIR/EIS or the analysis therein. Therefore, no further response is necessary.
L-3: Letter from City of Tustin			
Transportation	L-3-1	According to the Table 3.5.4 of the DSEIR/EIS, the proposed new connector would increase traffic volumes to and from the SR-241 by approximately 10% by year 2040. These trips would otherwise use SR-91 to and from the west. The traffic study area does not extend beyond the immediate vicinity of the SR-241/SR-91 confluence and therefore does not show the ramifications of the potential increased traffic volume to local roadways such as Jamboree Road in Tustin, which provides a fee-free alternative to toll road SR-261 (a southwesterly connection from SR-241). The DSEIR/EIS should be revised to include an analysis of potential impacts to Jamboree Road and other local roadways that may be impacted, or data should be provided to demonstrate that no impacts are anticipated.	Changes in traffic patterns along Jamboree Road are not anticipated. The forecasts in the <i>Traffic Analysis Report</i> were based on regional modeling efforts and forecasts from other projects in the area. Caltrans, OCTA, F/ETCA, and RCTC approved the <i>Traffic Analysis Report</i> methodology and Study Area on April 25, 2013. The traffic Study Area evaluates mainline freeway operations along SR-241 from Windy Ridge Toll Plaza to SR-91 and the SR-91 from the Weir Canyon Interchange to the Serfas Club interchange.
General	L-3-2	The City of Tustin appreciates the opportunity to provide comments on this project and the Draft SEIR/EIS/ I would appreciate receiving a copy of the Final SEIR/EIS when it becomes available.	A copy of the Final Supplemental EIR/EIS will be distributed to City of Tustin when it becomes available.

Table 5.4 Response to Public Review Comments on the Draft Supplemental EIR/EIS

Topic	No.	Comment	Response
L-4: Letter from County of Orange Public Works			
General	L-4-1	OC Public Works Infrastructure Program,/Flood Program Support The Santa Ana River (E01) is the Orange County Flood Control District (OCFCD) facility in the vicinity of the project. E01 may potentially be affected by the proposed subject project. 1. Any work related to the proposed project within OCFCD right-of-way will require an encroachment permit from the County's Public Property Permits Section. In addition, all work, within OCFCD right-of-way should be performed in a manner that will not adversely impact functionality, operability, access, or maintenance of OCFCD facilities. Information regarding permit application is available on our website – http://www.ocplanning.net/.	The proposed improvements on westbound SR-91 would be approximately 150 feet south of existing Caltrans right-of-way. The existing Caltrans right-of-way is located south of the Santa Ana River and OCFCD's right-of-way. Therefore, Proposed Project would not encroach on an OCFCD right-of-way and an encroachment permit would not be required. No potential impacts to the Santa Ana River would occur due to the distance of the proposed improvements.
General	L-4-2	2. E01 was constructed as part of a federal project; any proposed modifications to E01 will require a Section 408 permit from the Army Corps of Engineers.	The Proposed Project would not require any modifications to the Santa Ana River and a Section 408 permit would not be required. Please also see Response to Comment L-4-1.
General	L-4-3	3. Any work related to the proposed project should implement all necessary measures to protect the existing Santa Ana River Interceptor (SARI) line, a major wastewater pipeline that is located under the southern levee of the Santa Ana River. Measures may include, but not be limited to installation of extensometers and inclinometers to monitor underground soil movements that may impact the SARI line.	All work associated with the Proposed Project would be more than 100 feet south of the SARI line and no direct protection in place actions are required.
General	L-4-4	4. Chapter 3.8.2.2 titled Local Hydrology, page 3.8-7 of the SR-241/ SR-91 Tolled Express Lanes Connector Project Supplemental EIR/EIS states: "The Orange County Environmental Management Agency's Orange County Manual (1986) recommends a value of 90 percent impervious for the entire area within the State right-of-way." Please delete the agency name "Environmental Management Agency" and replace with the Orange County Public Works.	The cited text in Section 3.8.2.2, page 3.8-7, was revised in the Final Supplemental EIR/EIS as requested.

Table 5.4 Response to Public Review Comments on the Draft Supplemental EIR/EIS

Topic	No.	Comment	Response
Parks and Recreational Facilities	L-4-5	OC Public Works Project Development/Trails 1. The subject project may impact two planned County riding and hiking (dirt) trails and an existing length of a Class I (paved) Bikeway	As discussed in Section 3.1.3.3, pages 3.1-45 and 3.1-54 of the Draft Supplemental EIR/EIS, the Class I Bikeway (Santa Ana River Trail [SART]) would be temporarily impacted by construction proximity effects related to aesthetics, dust, and noise. As discussed in Section 3.1.3.4, pages 3.1-53 and 3.1-55 of the Draft Supplemental EIR/EIS, the Proposed Project would change the visual environment for the SART, but would not result in substantial visual impacts. No other impacts would occur. As discussed in Section 3.1.3.4, page 3.1-58 of the Draft Supplemental EIR/EIS: Measures V-1 through V-7 and C-19; AQ-1 through AQ-5; N-1; NC-8; and PS-1 and PS-2, would minimize visual, air quality, noise, and dust impacts to the SART and other trails. The two planned riding and hiking trails referred to in this comment are Weir Canyon Regional Riding and Hiking Trail and Gypsum-Coal Canyon Riding and Hiking Trail. These proposed trails would be adjacent to the northern and southern boundaries of SR-91 right-of-way and would connect together via Gypsum Canyon Road and Santa Ana Canyon Road. These proposed trails were added to Figures 3.1.4, 3.1.5, and Figures A.1, B.1, and B.2 (Appendix B) of the Final Supplemental EIR/EIS. In addition, a discussion of these trails was added to Tables 3.1.3, 3.1.6, and A.1 (Appendix B) of the Final Supplemental EIR/EIS. In a telephone conversation on February 9, 2017, with Carmen Lo of LSA, Jeff Dickman, Planner IV, Trail, and Bikeway Planner, County of Orange, stated that no funding is currently available to implement the Weir Canyon Regional Riding and Hiking Trail; therefore, there is no schedule to implement this trail. Funding is available to implement the Gypsum Canyon Riding and Hiking Trail. The County estimates two years for trail design and two years for permits. As a result, the earliest that Gypsum Canyon Riding and Hiking Trail could be constructed would be 2021 or 2022. Because the Proposed Project would be completed by

Table 5.4 Response to Public Review Comments on the Draft Supplemental EIR/EIS

Topic	No.	Comment	Response
			2020, it would not impact the construction of the Gypsum-Coal Canyon Riding and Hiking Trail. The Proposed Project would include modification to the SR-91/Gypsum Canyon Road interchange, but would not preclude the implementation of the Weir Canyon Regional Riding and Hiking Trail and the Gypsum-Coal Canyon Riding and Hiking Trail. As discussed in Section 3.5.3.1, page 3.5-5 of the Draft Supplemental EIR/EIS, temporary detours and weekend or nighttime closures would be required at the Gypsum Canyon Road on- and off-ramps during construction. During these times, vehicles, bicycles, and pedestrians would not be able to travel through the closure area (along Gypsum Canyon Road). As discussed in Section 3.5.3.1, page 3.5-5 of the Draft Supplemental EIR/EIS, a Transportation Management Plan (TMP) with traffic control plans and related specifications during project construction (Minimization Measure TR-1) would minimize temporary transportation-related construction impacts. The TMP would address all travelers, including pedestrians and bicyclists.
Transportation	L-4-6	2. Project map also affect the use of Santa Ana Canyon Road, a popular bicycle route for on-road cyclists.	The Proposed Project would not modify Santa Ana Canyon Road or Gypsum Canyon Road such that pedestrian or bicyclist use would be precluded once the Project is completed. Please refer to Response to Comment L-4-5 regarding temporary closures of ramps during construction and the potential temporary impacts of construction on trails.

Table 5.4 Response to Public Review Comments on the Draft Supplemental EIR/EIS

Topic	No.	Comment	Response
Parks and Recreational Facilities	L-4-7	3. The Santa Ana River Class I (paved, off-road) Bikeway is located on the south side of the Santa Ana River and the north side of the SR-91 Freeway from Gypsum Canyon Road east to the Orange County border. The bikeway provides regional commuter and recreational cycling along the entire length of the river (in Orange County) and between Orange County, Riverside and San Bernardino Counties. The bikeway must remain open at all times to insure those using the route will always have access to this important, non-motorized, facility.	The SART is not within the Project Area; therefore, no closures would occur. As discussed in Section 3.1.3.3, page 3.1-46 of the Draft Supplemental EIR/EIS, construction of the Proposed Project would not impact the use or operation of the SART. As discussed on page 3.1-54 of the Draft EIR/EIS, the Project improvements would be entirely within Caltrans right-of-way in the vicinity of the SART and would not directly or indirectly affect the use or operation of the SART.
Parks and Recreational Facilities	L-4-8	4. Planned parallel to the existing Santa Ana River Class I Bikeway is a future length of the Gypsum-Coal Canyon Riding and Hiking (dirt) Trail. The trail will adjoin the bikeway between the SR-91 and the Santa Ana River from Gypsum Canyon Road east to near Coal Canyon. The project must not preclude the development of this trail.	Please refer to Response to Comment L-4-5 for discussion regarding how Gypsum-Coal Canyon Riding and Hiking Trail is addressed in the Final Supplemental EIR/EIS.
Parks and Recreational Facilities	L-4-9	5. A second length of the Gypsum-Coal Canyon Regional Riding and Hiking (dirt) Trail is also planned to pass through Canyon RV Park (also known as County's Featherly Regional Park) to then undercrosss the SR-91 into Gypsum Canyon before undercrossing the SR-241 into County's Weir Canyon Regional Park. The project must not preclude the future extension of this trail.	Please refer to Response to Comment L-4-5 for discussion regarding how Gypsum-Coal Canyon Riding and Hiking Trail is addressed in the Final Supplemental EIR/EIS.
Transportation	L-4-10	6. Santa Ana Canyon Road is popular bicycle route for riders traveling between Orange, Riverside and San Bernardino counties. The project should not limit existing cycle use along this roadway or preclude the development of a Class II Bike Lane along the east and westbound sides of its highway.	Please refer to Responses to Comments L-4-5 and L-4-6 for discussion regarding how impacts to Santa Ana Canyon Road are addressed in the Draft and Final Supplemental EIR/EIS.
Parks and Recreational Facilities	L-4-11	7. The Weir Canyon Regional Riding and Hiking (dirt) Trail is planned along the south side of Santa Ana Canyon Road beginning 0.60 mile east of Weir Canyon Road. This regional trail is to continue east to Gypsum Canyon Road and the future Gypsum Canyon Regional Riding and Hiking (dirt) Trail. The project must not preclude the future development of this important trail.	Please refer to Response to Comment L-4-5 for discussion regarding how Weir Canyon Regional Riding and Hiking Trail is addressed in the Final Supplemental EIR/EIS.

Table 5.4 Response to Public Review Comments on the Draft Supplemental EIR/EIS

Topic	No.	Comment	Response
L-5: Letter from City of Anaheim			
General	L-5-1	Land Use and Planning Please contact Susan Kim, Principal Planner, at skim@anaheim.net or 714-765-4958 with any questions pertaining to this section. 1. Figure 1.2, Project Location, should show the City/County Boundaries in the project area.	County boundaries are included on Figure 1.2 in the Draft Supplemental EIR/EIS. City boundaries were added to Figure 1.2 in the Final Supplemental EIR/EIS, as requested.
Land Use	L-5-2	2. The City of Anaheim adopted the Mountain Park Specific Plan No. 90-41 (Mountain Park) in 2005, which allowed for the development of up to 2,500 residential units, public facilities, infrastructure, trails, schools, and parks on 830 acres, with an additional 2,163 acres reserved for open space. The project site generally was located south of the SR-91 and on either side of the SR-241, which is within the study area for the Proposed Project. Prior to any development taking place, in 2014, the landowner (The Irvine Company) dedicated the entire project site to the County of Orange as permanent open space. As such, the Mountain Park Specific Plan development will not occur.	The discussion of Mountain Park Specific Plan was revised in Table 3.1.2 of the Final Supplemental EIR/EIS to indicate the dedication of open space, consistent with Chapter 1, page 1-34, of the Draft Supplemental EIR/EIS.
Land Use	L-5-3	3. The City has reviewed the project description for the proposed project and verified that it reflects the current status of Mountain Park and the City's most recent growth projections. However, the status of Mountain Park is not accurately described in subsequent sections of the document. For example, on page 3.1-9, the document states that Mountain Park has been partially developed on the west side of the SR-241, which is incorrect. Residential development west of the SR-241 reflects the build-out of the Sycamore Canyon Specific Plan No. 88-1 and the Summit of Anaheim Hills Specific Plan No. 88-2.	The discussion in the Development Trends section, page 3.1-9 of the Draft Supplemental EIR/EIS, was revised in the Final Supplemental EIR/EIS to include the updated status of the Mountain Park Specific Plan.
Land Use	L-5-4	4. The City requests that all references to Mountain Park in the document, including Tables, Figures, and Exhibits, i.e., Figure 3.1.1, be updated to reflect the current status of Mountain Park as permanent open space.	Figures 3.1.1, 3.1.2, and 3.1.4 were revised in the Final Supplemental EIR/EIS to show or note that the Mountain Park Specific Plan area is now Open Space.

Table 5.4 Response to Public Review Comments on the Draft Supplemental EIR/EIS

Topic	No.	Comment	Response
Transportation and Parks and Recreational Facilities	L-5-5	5. The City and the County of Orange plan to build out the proposed riding and hiking trails and Class II Bike Lanes within the Proposed Project's study area, specifically on Santa Ana Canyon Road and Gypsum Canyon Road. Several of these routes were identified in the Mountain Park Specific Plan, in addition to the City's Circulation Element ² , Bicycle Master Plan ³ , and General Plan, and the County of Orange Master Plan of Regional Riding and Hiking Trails, Recreation Element, and General Plan. The project description should properly reflect all existing and proposed pedestrian and bicycle facilities in the study area, which are itemized below in Item #6.	The Project Description chapter (Chapter 2) includes a discussion of alternatives and proposed improvements in the Project Area. Study areas are developed for individual environmental topics. The existing and proposed trails were not added in this area. Please refer to Response to Comment L-4-5 regarding how proposed trails are discussed in the Final Supplemental EIR/EIS. Figure 3.1.4 in the Draft and Final Supplemental EIR/EIS does not include on-road bikeways (Class II and Class III bikeways) because their primary purpose is transportation. Existing and proposed Class II and Class III bikeways are included in the new Figure 3.5.1 in the Transportation section of the Final Supplemental EIR/EIS and are discussed in Sections 3.5.2 and 3.5.3.1 of the Final Supplemental EIR/EIS.
Transportation and Parks and Recreational Facilities	L-5-6	6. On page 3.5-32, the document concludes that the Build Alternative would not modify or otherwise affect the Santa Ana River Trail/Bike Lane or the existing fire trails in the study area. However, there are several riding and hiking trails and bikeways that are either existing or proposed in the plans listed in Item #5, above, and not reflected in the document, i.e., in Figure 3.1.4 and related discussion. The Proposed Project should properly identify and not preclude the implementation of riding and hiking trails and/or bike lanes, including but not limited to: a. Existing Class II Bike Lane on Santa Ana Canyon Road from Weir Canyon Road to Gypsum Canyon Road. This route is identified in the City's Circulation Element and Bicycle Master Plan, and is an important regional connector from Anaheim Hills to the Santa Ana River Trail and points east. This bikeway is not currently signed and striped to MUTCD standards, however, the shoulder functions as a bikeway and would be improved to Caltrans standards at such time that	Please refer to Responses to Comments L-4-5 and L-5-5 regarding the changes to figures and text in the Draft Supplemental EIR/EIS and the addition of Figure 3.5.1 in the Final Supplemental EIR/EIS. Please refer to Response to Comment L-5-5 for discussion regarding Class II Bikeways. Please refer to Response to Comment L-4-5 for discussion regarding access on Santa Ana Canyon Road and Gypsum Canyon Road. Please refer to Response to Comment L-4-5 regarding the status of the proposed Gypsum-Coal Canyon Riding and Hiking Trail and the proposed Weir Canyon Regional Riding and Hiking Trail.

Table 5.4 Response to Public Review Comments on the Draft Supplemental EIR/EIS

Topic	No.	Comment	Response
		Santa Ana Canyon Road is built to its ultimate Right-of-Way. b. Proposed Class II Bike Lane on Gypsum Canyon Road from Santa Ana Canyon Road to the Yorba Linda City limits, which is just south of the SR-91. c. Proposed Gypsum-Coal Canyon Riding and Hiking Trail, which would parallel Gypsum Canyon Road to connect the Santa Ana River Trail to the north with the Santiago Creek Trail to the south and continue into Santiago Oaks and Irvine Regional Parks. d. Proposed Weir Canyon Regional Riding and Hiking Trail on the south side of Santa Ana Canyon Road from its current terminus 0.6 miles east of Weir Canyon Road easterly to Gypsum Canyon Road to link with the proposed Gypsum-Coal Canyon Riding and Hiking Trail.	
Parks and Recreational Facilities	L-5-7	7. The County of Orange has identified a need for a regional staging area and trail head in the vicinity of Santa Ana Canyon Road and Gypsum Canyon Road. The Mountain Park Specific Plan identified Development Area 6 (APNs 514-011-01 and 514-011-04, owned by the County of Orange) as the preferred location for the regional staging area and trail head. The Proposed Project should not preclude the implementation of this proposed use, should the County pursue it in the future.	As shown on Figure 2.1, Sheet 3, of the Draft Supplemental EIR/EIS, the referenced trailhead and staging area is not within the Project Area, and no Project improvements are proposed in this location. Please refer to Response to Comment L-4-6 for discussion regarding the status of proposed trails that would use this regional staging area and trailhead. Please refer to Response to Comment L-4-5 for discussion regarding access at Santa Ana Canyon Road and Gypsum Canyon Road.
Transportation	L-5-11	<u>Traffic and Transportation</u> Please contact David Kennedy, Associate Transportation Planner, at dkennedy@anaheim.net or 714-765-4920 with any questions pertaining to this section. 1. The Transportation Management Plan identified in Measure TR-1 on page 3.5-39 should be coordinated with the City of Anaheim Public Works Department and all other local jurisdictions in the study area, as well as the Orange County Transportation Authority, Riverside County Transportation Commission, and Metrolink, and any other affected agencies and/or property	The TMP will be consistent with the Caltrans <i>Transportation Management Plan Guidelines</i> (November 2015), which includes coordination with affected jurisdictions, transportation agencies, and public outreach. Therefore, the preparation and implementation of the TMP will be coordinated with the City of Anaheim as requested.

Table 5.4 Response to Public Review Comments on the Draft Supplemental EIR/EIS

Topic	No.	Comment	Response
		owners.	
Transportation	L-5-12	2. The Proposed Project should account for non-motorized travel impacts in the study area, specifically on Santa Ana Canyon Road and Gypsum Canyon Road, during project construction (Section 3.5.3.1 Temporary Impacts/Build Alternative – Page 3.5-5) and operation (Section 3.5.3.2 Permanent Impacts/Build Alternative – Page 3.5-32).	Please refer to Response to Comment L-4-5 for a discussion regarding temporary and permanent impacts to access at Santa Ana Canyon Road and Gypsum Canyon Road. Section 3.5.3.1 in the Final Supplemental EIR/EIS was revised to acknowledge that pedestrians and bicyclists on Gypsum Canyon Road and Santa Ana Canyon Road would be affected by weekend or nighttime closures. A TMP with traffic control plans and related specifications including signage and a public awareness campaign will be implemented during project construction to minimize circulation and delay impacts for all travelers (Measure TR-1, Section 3.5.4), and no substantial impacts would occur. Section 3.5.3.2, Pedestrian and Bicycle Facilities, in the Final Supplemental EIR/EIS, was revised to indicate that operation of the Proposed Project would not preclude pedestrian or bicycle use on Santa Ana Canyon Road or Gypsum Canyon Road.
Project Description and Transportation	L-5-13	3. On Page 2-19 and 2-42, the document discusses Ramp Realignment of the SR-91/Gypsum Canyon Road eastbound on and off ramps. No further detail of the ramp realignment is provided in the document. Please add further detail, including figures, that depict the proposed ramp realignments, including accommodation for bikeways and riding and hiking trails previously mentioned.	Please refer to the ramp realignment shown in Figure 2.1, Sheet 3 in Chapter 2 of the Draft and Final Supplemental EIR/EIS. As illustrated in Figure 2.1, the proposed ramp realignments would not preclude planned bikeways or trails. Please refer to Response to Comment L-4-5 for discussion regarding access at Santa Ana Canyon Road and Gypsum Canyon Road.
General	L-5-14	4. Chapter 2, Project Alternatives, references Figure 2.1 and various sheets within this figure, multiple times throughout the chapter. However, this figure does not appear in the document, nor on the project's website. This figure, and any others referenced in the document, should be easily accessible and included in the document.	Figure 2.1 was included in the hard copies at the public review locations, and was also included in the digital file on the Caltrans website (http://www.dot.ca.gov/d12/DEA/241-91/0K9700/).

Table 5.4 Response to Public Review Comments on the Draft Supplemental EIR/EIS

Topic	No.	Comment	Response
Project Description and Transportation	L-5-15	5. The ramp realignment mentions a possible roundabout configuration at this location. When the eastbound SR-91 mainline is congestion, queuing from the eastbound on-ramp will spill into the roundabout, causing it to fail. A signalized intersection at this interchange can better regulate the flow of traffic onto the SR-91 from Gypsum Canyon Road without significantly impacting through traffic on Gypsum Canyon Road.	As discussed in Chapter 2, Section 2.7 of the Final Supplemental EIR/EIS, in June 2017, a queuing analysis was conducted and showed that the signalized intersection interchange and the roundabout interchange would not provide sufficient storage necessary for the expected queues in the Design Year (2040). The queues from the ramp meter would result in spillback into the intersection, which would create congestion on Gypsum Canyon Road. Therefore, these concepts have been dropped from further consideration.
Project Description and Transportation	L-5-16	6. Santa Ana Canyon Road and Gypsum Canyon Road are both currently two-lane undivided roadways, and are classified as four lane Secondary Arterials in both the City of Anaheim General Plan Circulation Element and the OCTA Master Plan of Arterial Highways. The Proposed Project shall allow for both streets to be widened to their ultimate widths, including Class II Bike Lanes and riding and hiking trails, as previously discussed. The design shall account for the column placements of the existing connector bridges from the SR-91 to the SR-241 in order to avoid dangerous curves due to the constrained right-of-way available in this area.	The Proposed Project would not preclude widening of these local roads to meet the City of Anaheim General Plan Circulation Element and the OCTA Master Plan of Arterial Highways (MPAH). Please refer to Section 3.1, Table 3.1.5 of the Draft and Final Supplemental EIR/EIS for discussion of the Proposed Project's consistency with the City of Anaheim General Plan Circulation Element. Please refer to Chapter 1, Section 1.2.2.3 of the Draft and Final Supplemental EIR/EIS, for a discussion of the Proposed Project's consistency with the MPAH. The Proposed Project improvements would be designed according to applicable City and Caltrans design standards.
Project Description	L-5-17	7. The City requests that design and engineering of the overhead structures and the placement of the bridge footings be coordinated with the Public Works Department.	The Proposed Project, as applicable, would be coordinated with the City of Anaheim Public Works during Final Design.
Comments and Coordination	L-5-18	Utilities – Water Please contact Aladdin Shaikh, Principal Civil Engineer, at ashaikh@anaheim.net or 714-765-5268 with any questions pertaining to this section. In the City's April 15, 2015 comment letter on the NOP/NOI for the Proposed Project, the Public Utilities Department: Water Engineering requested that the DSEIR/EIS address Utilities – Water Service, specifically whether the Proposed Project requires temporary or permanent water service, and if so, from which agency/provider. In review of Section 3.4 Utilities/Emergency Services, and Section 3.8,	The utilities comment from the City of Anaheim received on April 15, 2015, and a response are included in Table 5.1, page 5-4, of the Draft Supplemental EIR/EIS, which says, "During construction, water would be provided by the contractor. During Final Design, irrigation supply will be coordinated between Caltrans, F/ETCA, and potential providers." Project construction water demand is estimated to be approximately 165 acre-feet. A minor amount of water would be needed for landscaping establishment. There are

Table 5.4 Response to Public Review Comments on the Draft Supplemental EIR/EIS

Topic	No.	Comment	Response
		Physical Environment-Water Quality, there does not appear to be a discussion that addresses this comment. Please advise if this discussion appears in another section of the document, or if not, please add this discussion in its appropriate section.	available supplies to meet Project water demand. Water sources that would be used to obtain Project water are described in the June 2016 update to the Metropolitan Water District's Urban Water Management Plan and the Draft 2015 Orange County Urban Water Management Plan.
L-6: Letter from Orange County Transportation Authority			
Project Description	L-6-1	On page 2-23, Section 2.2.1.2 'Permanent Project Features,' subsection 'TSM/TDM' the proposed Project is stated "to have dynamic traffic technology (toll pricing based on express lanes demand)." The analysis in the DSEIR/S did not address tolling and potential economic implications. OCTA recommends further analysis on tolling under applicable environmental factor analysis.	The Proposed Project would connect to existing tolled lanes (91 <i>Express Lanes</i> and the RCTC SR-91 <i>Express Lanes</i>) as discussed in Chapter 2, Section 2.2.1, page 2-3 of the Draft Supplemental EIR/EIS. Like the existing operation of the 91 <i>Express Lanes</i> and the RCTC SR-91 <i>Express Lanes</i>, the <i>Express Lanes Connector</i> would be priced in order to not impair toll lane function on SR-91. An analysis of the Proposed Project's economic effects is not required. As discussed in Section 3.3, page 3-1 of the Draft Supplemental EIR/EIS, <i>"The Federal Highway Administration (FHWA) in its implementation of NEPA (23 USC 109[h]) directs that final decisions on projects are to be made in the best overall public interest. This requires taking into account adverse environmental impacts, such as destruction or disruption of human-made resources, community cohesion, and the availability of public facilities and services.</i> <i>Under the California Environmental Quality Act (CEQA), an economic or social change by itself is not to be considered a significant effect on the environment. However, if a social or economic change is related to a physical change, then social or economic change may be considered in determining whether the physical change is significant."</i> Charging a toll for a connector to an existing tolled facility would not result in environmental impacts, such as, but not limited to, community cohesion or availability of public facilities. Therefore, an analysis of economic impacts is not required.

Table 5.4 Response to Public Review Comments on the Draft Supplemental EIR/EIS

Topic	No.	Comment	Response
Comments and Coordination	L-6-2	On Page 5-3, Table 5.1 'Comments Received During Scoping,' states "Toll operations are being coordinated between F/ETCA, OCTA, and RCTC and are evaluated in a separate Concept of Operations report." OCTA recommends including this throughout the DSEIR/S, as applicable.	The requested text was included in Chapter 2, Section 2.2.1.2, TSM/TDM Features, and Table 2.3 of the Final Supplemental EIR/EIS.
Transportation	L-6-3	The opening year analysis should be redone to reflect the actual opening year of 2020 rather than 2017. While Section 3.5.3.2 provides an explanation that the differences in traffic operations are nominal between 2017 and 2020, given the SR-91 Corridor Improvement Project (CIP) is scheduled to open in 2017, a thorough 2020 analysis would be appropriate.	As stated in Section 3.5.3.2 of the Draft Supplemental EIR/EIS, the difference in traffic operations between 2017 and 2020 in the Study Area would be nominal in the peak hours due to over-saturated conditions that would remain on the general purpose lanes. For these reasons, a separate 2020 analysis was not appropriate. As discussed in Chapter 1 of this Final Supplemental EIR/EIS, the revised opening year is 2023. In response to this comment, a 2019 Traffic Analysis was prepared, which uses an Opening Year of 2025 and includes the SR-91 CIP Initial Phase. The year 2025 was selected based on available traffic modeling data. OCTA accepted the proposed scope of work/opening year for the 2019 Traffic Analysis.¹ Please refer to Response to Comment L-6-4 and Table 5.4a for a comparison of the Build Alternative in years 2017 and 2025. As both the "net change with project" in the 2017 and 2025 scenarios experience increases in total vehicle miles traveled, decreases in delay, and increases in speed, this would apply to the revised 2023 opening year as well. Therefore, there is no need to provide additional analysis beyond what is presented in the Draft Supplemental EIR/EIS.

¹ April 4, 2018, email from Allison Army, Principal Transportation Analyst (OCTA) to Steven Abendshein (Stantec).

Table 5.4 Response to Public Review Comments on the Draft Supplemental EIR/EIS

Topic	No.	Comment	Response																											
Transportation	L-6-4	Given the complex nature of having multiple tolled facilities operated by different agencies, OCTA suggests that the analysis in the environmental document be updated to include traffic volume data anticipated to be available in Spring 2017 with the opening of the CIP. This would help refine the existing, opening year, and 2040 conditions analysis (throughput speeds, and travel time).	As discussed in Response to Comment L-6-3, F/ETCA conducted a traffic analysis for 2025 (2019 Traffic Analysis), which includes the SR-91 CIP. The comment requested the additional analysis after the opening of the SR-91 CIP to “refine” throughput speeds and travel time. When compared to data in Section 3.5, Table 3.5.11 of the Draft Supplemental EIR/EIS, the 2025 opening year in the Westbound AM peak period shows that the Build Alternative would result in an increase in average speed over that of the 2017 opening year. Both the “net change with project” in the 2017 and 2025 scenarios experience decreases in average delay time and increases in total vehicle miles traveled. This is shown in Table 5.4a, below. Therefore, the 2019 Traffic Analysis supports the findings of the <i>Traffic Analysis Report</i> (July 2015) that the Build Alternative would increase vehicle throughput when compared to the No Build Alternative. Table 5.4a Data Summary of Network Performance for the Build Alternative in 2017 and 2025 <table><tr><th>Performance Measure (all vehicle types)</th><th>2017 Net Change With Project</th><th>2025 Net Change With Project</th></tr><tr><td colspan="3">AM Peak Period (6:00 AM to 9:00 AM), Westbound SR-91</td></tr><tr><td>Total vehicle demand (vehicles)</td><td>-6</td><td>100</td></tr><tr><td>Total number of vehicles that did not reach their destination (vehicles)</td><td>-3,044</td><td>-3,800</td></tr><tr><td>Total number of vehicles that have reached their destination (vehicles)</td><td>3,038</td><td>3,285</td></tr><tr><td>Total vehicle miles traveled</td><td>33,932</td><td>30,225</td></tr><tr><td>Total vehicle hours traveled</td><td>-2,271</td><td>-7,833</td></tr><tr><td>Average speed (miles per hour)</td><td>5.8</td><td>9.7</td></tr><tr><td>Average delay time per vehicle (minutes/vehicle)</td><td>-3.5</td><td>-1.7</td></tr></table>	Performance Measure (all vehicle types)	2017 Net Change With Project	2025 Net Change With Project	AM Peak Period (6:00 AM to 9:00 AM), Westbound SR-91			Total vehicle demand (vehicles)	-6	100	Total number of vehicles that did not reach their destination (vehicles)	-3,044	-3,800	Total number of vehicles that have reached their destination (vehicles)	3,038	3,285	Total vehicle miles traveled	33,932	30,225	Total vehicle hours traveled	-2,271	-7,833	Average speed (miles per hour)	5.8	9.7	Average delay time per vehicle (minutes/vehicle)	-3.5	-1.7
Performance Measure (all vehicle types)	2017 Net Change With Project	2025 Net Change With Project																												
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Average speed (miles per hour)	5.8	9.7																												
Average delay time per vehicle (minutes/vehicle)	-3.5	-1.7																												

Table 5.4 Response to Public Review Comments on the Draft Supplemental EIR/EIS

Topic	No.	Comment	Response	
			PM Peak Period (3:00 PM to 7:00 PM), Eastbound SR-91	
			Total vehicle demand (vehicles)	1,839 503
			Total number of vehicles that did not reach their destination (vehicles)	388 -5,975
			Total number of vehicles that have reached their destination (vehicles)	1,451 4,079
			Total vehicle miles traveled	20,004 48,299
			Total vehicle hours traveled	1,185 -13,948
			Average speed (miles per hour)	-0.7 13.6
			Average delay time per vehicle (minutes/vehicle)	0.5 -2.6
			Sources: <i>Traffic Analysis Report</i> (July 2015) and <i>2019 Traffic Analysis</i> (July 2019)	
Transportation	L-6-5	It appears that the environmental document had not analyzed weaving impacts along the SR-91 at confluence of the SR-241 Express Connector merge/diverge, the OCTA 91 Express Lanes, and the RCTC 91 Express Lanes. Therefore, a more detailed weaving analysis would be appropriate.	A detailed microsimulation analysis was prepared and analyzed for the Proposed Project in the <i>Traffic Analysis Report</i> and the results are summarized in Section 3.5.3.2 of the Draft and Final Supplemental EIR/EIS. The microsimulation analysis accounted for merge/diverge and weaving operations in the SR-91/SR-241 Tolle Express Lanes Connector confluence area in detail. Complete details of the microsimulation analysis are provided in the <i>Traffic Analysis Report</i>. Please refer to Tables 3.5.11 and 3.5.12 in the Draft Supplemental EIR/EIS, which summarize the improvements in traffic operations in the Study Area with the Build Alternative in 2017 and 2040. The Proposed Project provides a net benefit in traffic operations at the SR-241/SR-91 confluence area. The microsimulation analysis in the 2019 Traffic Analysis accounted for merge/diverge and weaving operations in the SR-91/SR-241 Tolle Express Lanes Connector confluence area. As discussed in Response to Comment L-6-4, Build Alternative traffic conditions improve in 2025 when compared to 2017.	

Table 5.4 Response to Public Review Comments on the Draft Supplemental EIR/EIS

Topic	No.	Comment	Response
Transportation	L-6-6	It appears that the complex nature of the multiple tolling options (including dynamic pricing) for the SR-241, the SR-241 Express Connector, the OCTA 91 Express Lanes, and the RCTC 91 Express Lanes are not adequately discussed with respect to the traffic impacts. These should be explored in detail.	The comment does not state why the commenter believes that the discussion of tolling options is inadequate with respect to traffic impacts. As such, a general response is appropriate. The <i>Traffic Analysis Report</i> was prepared to assess the acceptable operations for the Proposed Project. Please also refer to Response to Comment L-6-1. Tolling assumptions were developed as part of the 2019 Traffic Analysis and are consistent with OCTA and RCTC tolling policies.
Transportation	L-6-7	OCTA understands that there are complementary concept of operations studies (con-ops) underway. Some of the appropriate results from the con-ops studies should be integrated into this environmental document.	Please refer to Response to Comment L-6-6 for discussion regarding the concept of operations for tolling. The concept of operations studies do not impact the environment.
Transportation	L-6-8	It appears there needs to be a more thorough analysis of the construction impacts on the OCTA 91 Express Lanes, including traffic impacts, toll and revenue implications.	The comment does not state why the commenter believes that the discussion of construction impacts is inadequate. As such, a general response is appropriate. Chapter 2, Section 2.2.1.3, page 2-4, of the Draft Supplemental EIR/EIS, describes Temporary Project Features, which includes maintaining two lanes in each direction for the <i>91 Express Lanes</i>, with temporary nighttime closures. This section states that work that affects the <i>91 Express Lanes</i> would be closely coordinated with Caltrans, OCTA, and RCTC. This coordination would be part of the TMP, which is specified in Section 3.5, page 3.5-39 of the Draft EIR/EIS. Please refer to Response to Comment L-6-6 for discussion regarding the concept of operations for tolling.

Table 5.4 Response to Public Review Comments on the Draft Supplemental EIR/EIS

Topic	No.	Comment	Response
I-1 Comment Letter from California Native Plant Society			
Parks and Recreational Facilities/ Section 4(f)	I-1-1	The Orange County Chapter of the California Native Plant Society has long had a strong interest in maintaining the integrity of Orange County's natural reserve areas. Thus we oppose in principle the permanent acquisition of 5 acres of the Gypsum Canyon Nature Preserve by Caltrans for use in the subject project. We do understand the practical-management aspects of such a transfer of ownership. The discussion of Section 4(f) in Appendix B details the reasons for approving the permanent acquisition. Those reasons are repeated in Chapter 3.1. Section 3.1.3.1 points out that the Park Preservation Act requires that compensation be made in such acquisitions. But what that compensation might consist of is not stated. We would like to see clarification of what that compensation might be.	As part of the Final Design phase, a geotechnical and engineering investigation will be conducted to determine the feasibility of constructing a retaining wall in the slope south of SR-91 in order to avoid the acquisition of 5 acres of the Preserve. Because the feasibility of this wall has not yet been determined, the Draft Supplemental EIR/EIS assumed a worst-case scenario, which included the acquisition of the 5 acres. The Park Preservation Act, specifically California Public Resources Code, Section 5401, requires that "...the acquiring entity pays or transfers to the legislative body of the entity operating the park sufficient compensation or land, or both..." F/ETCA proposes to provide the County of Orange with monetary compensation for land acquired in the Gypsum Canyon Nature Preserve. The payment amount would be negotiated during the right-of-way acquisition process. Park Preservation Act compliance is specified in Measure LU-1, Section 3.1 of this Final Supplemental EIR/EIS.
Land Use and Natural Communities	I-1-2	Comments on maps in the document: 1. A base map containing uniform information should be used throughout. At a minimum, each map should show ALL the reserved lands in the vicinity of the project, similarly to Fig. 3.3.2. However, that map is incomplete, it does not show: • The Coal Canyon and Tecate Cypress Ecological Reserves, which lie between the Gypsum Canyon Nature Reserve and the Cleveland National Forest. • The county lines. The Windy Ridge and Coal Canyon wildlife crossings; these are mentioned often in the text, so should be indicated on the base map.	The figures within the Draft Supplemental EIR/EIS support the discussion of environmental topics in their respective chapters/sections. For example, Figure 3.3.2 shows community facilities. Coal Canyon Ecological Reserve and Tecate Cypress Ecological Reserve are not community facilities (e.g., Parks and Recreational Resources) and are, therefore, not discussed in the section or shown on Figure 3.3.2. Adding uniform information to all maps is not necessary and would impair the readability of the figures, especially with the differences in map scales. Coal Canyon Ecological Reserve and Tecate Cypress Ecological Reserve are not specifically discussed in the Draft Supplemental EIR/EIS and would not be impacted by the Proposed Project.

Table 5.4 Response to Public Review Comments on the Draft Supplemental EIR/EIS

Topic	No.	Comment	Response
			Section 3.19.2.1 of the Draft Supplemental EIR/EIS mentions Coal Canyon Ecological Reserve because it contains part of Unit 6 (832 total acres) of designated critical habitat for Branton's milk vetch. Another part of Unit 6 is adjacent to the Project Area (shown in Figure 3.15.1 and Figure 3.15.2, Sheets 8 and 9, of the Draft Supplemental EIR/EIS). County boundaries were added to Figure 3.3.2 in the Final Supplemental EIR/EIS as requested. Windy Ridge Wildlife Undercrossing and Coal Canyon Undercrossing are shown in Figure 2.1, Figure 3.15.1, and Figure 3.15.2 of the Draft Supplemental EIR/EIS. Figure 1.2 of the Final Supplemental EIR/EIS was updated to include: Coal Canyon Ecological Reserve and Tecate Cypress Ecological Reserve; the Irvine Ranch National Natural Landmark, and individual Preserve boundaries; the Central/Coastal Subregional Natural Communities Conservation Plan (NCCP) Plan Area, Existing Use Area, and Reserve areas; and Windy Ridge Wildlife Undercrossing and Coal Canyon Undercrossing.
Natural Communities	I-1-3	The base map, on its first appearance in the document, should also clearly indicate which reserve areas are "NCCP Plan Areas," which are "NCCP Reserves," and which are "National Natural Landmarks," and these distinctions should be more clearly explained in the text than they currently are. Land ownership, easements, and management change; the current land managers (Irvine Ranch Conservancy and OC Parks) should be consulted for the corrected map and description. Later uses of this map could show the reserve areas as a light uniform tint underlying the other information.	Please refer to Response to Comment I-1-2 regarding the purpose of the figures and revisions to Figure 1.2 in the Final Supplemental EIR/EIS. The NCCP is discussed on page 3.1-22 (Land Use) and pages 3.15-1 and 3.15-32 (Natural Communities), of the Draft Supplemental EIR/EIS. NCCP Plan Areas, Reserves, and Existing Use Areas are shown on Figures 3.15-1 and 3.15-2 of the Draft Supplemental EIR/EIS. Plan Areas are those areas covered by the NCCP, Reserves are those areas identified for protection, and Existing Use areas are those areas on lands owned by non-participating land owners.¹

Table 5.4 Response to Public Review Comments on the Draft Supplemental EIR/EIS

Topic	No.	Comment	Response
			The Irvine Ranch National Natural Landmark and its Preserves are discussed in detail in Table 3.1.6, and the Preserve areas within the NNL in the vicinity of the Project Area, shown in Figure 3.1.4 of the Draft Supplemental EIR/EIS. As discussed in Table 3.1.6 of the Draft Supplemental EIR/EIS, the County of Orange owns and operates the NNL. Irvine Ranch Conservancy specializes in implementing and meeting the terms and conditions of the NCCP/HCP on behalf of landowners.² Figures are based on approved plans prior to public circulation of the Draft Supplemental EIR/EIS.
General	I-1-4	2. In general, the impression is that many of the maps throughout the current document were made for the original 1991 ETC Draft EIR/EIS and have not been updated. This results in incorrect information in the current document. For example: Fig 1.2, and all figures that repeat it (Fig 1.6 et seq.) give the impression that the area labeled “Unincorporated Orange County” is just open land. In fact the area encompasses a mosaic of reserve lands under varied land ownership, as is shown on other maps in other parts of the document. It is confusing that these first maps convey a misleadingly simplistic view.	All figures in the Draft Supplemental EIR/EIS were based on current information at the time that document was prepared. The purpose of Figure 1.2 is to show the project location and surrounding jurisdictions (e.g., County of Orange). The purpose of Figure 1.6 is to show Traffic Data Map Points with respect to the Project Area. Please refer to Response to Comment I-1-2 regarding the purpose of the figures.
Land Use	I-1-5	3. Fig. 3.1.1 shows areas labeled as “Undeveloped” and Fig. 3.1.2 shows the same areas as “Residential.” Both maps were devised in 2012. Since then, the “Undeveloped/Residential” areas have been set aside as reserve areas, under OC Parks. These maps should be updated.	Figure 3.1.1 was updated in the Final Supplemental EIR/EIS to show the Mountain Park Specific Plan (MPSP) area as Open Space and Recreation. Figure 3.1.2 was updated in the Final Supplemental EIR/EIS to indicate that the MPSP area has been designated as open space.
Land Use	I-1-6	4. Figs. 3.1.1, 3.1.2, and 3.1.3 show the outline of a study area that covers more territory than does the 1/2-mile radius of the project area shown on subsequent maps in this and later Chapters. It would be helpful if the two outlines could be overlain for comparison of what they bound.	Please be advised that Study Areas are developed for each topic, based on the type of impacts evaluated. The rationale for the Study Area for each topic is described in each pertinent section of the Draft Supplemental EIR/EIS. For example, refer to the first paragraph on page 3.1-1 for the rationale for the land use Study Area. Refer to Section 3.1.3.2, page 3.1-35, of the Draft Supplemental EIR/EIS, for the discussion of the parks and recreation Study Area.

Table 5.4 Response to Public Review Comments on the Draft Supplemental EIR/EIS

Topic	No.	Comment	Response
Natural Communities	I-1-7	5. The 5 acres to be permanently acquired should be indicated on Sheets 7 and 8 of Fig. 3.15.1.	The area to be acquired was added to Figure 3.15.1 in the Final Supplemental EIR/EIS as requested.
Plant Species	I-1-8	6. Section 3.17.2.2 describes Coulter's Matilija poppy (<i>Romneya coulteri</i>) as having "... large paper mâchélike flowers ..." The petals would be better described as crepe-paper-like: thin but crisp in substance and wrinkly/pleated in texture. Papier-mâché is usually stiff, thicker than crepe paper, and painted and/or coated with lacquer or similar preservative.	Section 3.17.2.2, page 3.17-4 of the Draft Supplemental EIR/EIS was revised in the Final Supplemental EIR/EIS as requested.
Plant Species	I-1-9	7. We note that patches of cactus (possible Cactus wren habitat) and matilija poppy and are found within the 5 acres that are to be acquired by CalTrans. We request that propagules be taken from these plants and used in the restoration to be done around the Windy Ridge Wildlife Crossing and elsewhere in the project area, as possible.	Caltrans will consider the feasibility of the commenter's request during Final Design.
Plant Species	I-1-10	8. We are pleased that Mitigation Measure V-4, Landscaping, specifies "... Drought-tolerant native species shall be used adjacent to areas of native habitat. Enhanced plantings shall occur adjacent to wildlife crossings...." The native species used in landscaping should be species that naturally grow in the native habitat, and should be used for landscaping throughout the project.	Please refer to Appendix D, Avoidance, Minimization, and/or Mitigation Summary, of the Draft Supplemental EIR/EIS for the list of environmental commitments for the Project. Measure NC-10 requires restoration of Windy Ridge Wildlife Undercrossing with native vegetation.
P-1 Comment Letter from Alex Park			
General	P-1-1	Just want to personally address my proponent and strong support for the 241/91 connector (241 North to 91 East) - direct toll connection. As a daily carpool commuter from Eastvale to Irvine... many of my friends and neighbors have expressed the need for the direct connector (even with additional toll fee). This was discussed many years ago amongst ourselves and anxious to hear the progression is taking place. 9. I have been commuting via 241 to 91 since 2009. Initially, the commute via 241/91 was bearable and even acceptable. However, with the population growth and economic recovery, the commuter volume has exponentially grown. Last few years have been the worst.	The comment in support of the Proposed Project is noted for the public record.

Table 5.4 Response to Public Review Comments on the Draft Supplemental EIR/EIS

Topic	No.	Comment	Response
		It was unheard of to sit and wait on the northbound 241 for over 25 minutes to just merge onto the 91 eastbound freeway. My commute increased from 50 minutes to over hour and 20minutes. That's half hour increase for the same commute! Not to mentioned, the congestion has increased the commuters incidents/motivation to 'cut' into narrow gaps or even stopping middle of the lanes to merge, all while going downhill at high rate of speed. I have witnessed few accidents and dangerous close calls many times. The proposed 241/91 connector is well over due to relieve the congestion and dangerous stand stills (on downhill grade). I, along with many of my counterparts, are willing to pay additional toll fees to have the option to directly connect to the 91 eastbound from the North 241 to save time and ensure better safety.	
Project Description and Transportation	P-1-2	Final thought... would it be possible to extend the 241/91 to three lanes instead of the two lanes currently in place? The N241 to West Bound 91 traffic is very light and don't see the need to have 2 dedicated lanes for this merge.	Based on the operational analysis in the <i>Traffic Analysis Report</i> , additional lanes on the SR-241/SR-91 Express Lanes Connector would increase congestion in the 91 <i>Express Lanes</i> and were not further considered because this alternative is inconsistent with the Proposed Project objectives to improve traffic flow and operation, enhance the efficiency of the tolled system, and implement the buildout of the ETC as approved in 1994, and would not reduce one or more impacts of the Proposed Project.
Project Description and Transportation	P-1-3	Rather, might be more efficient to allow 3 of the 4 lanes on N241 to be used for Eastbound 91 merge to help relieve some of the congestion until the 241/91 connector is finished. Hoping this may prevent some dangerous standstills. Also, a recommendation is to install temporary dividers between the dedicated lanes so it prevents commuters from cutting toward end of the merge.	Please refer to Response to Comment P-1-2 regarding the connection to eastbound SR-91. As discussed in Chapter 2, page 2-20 of the Draft Supplemental EIR/EIS, additional pavement would be added on SR-241 to accommodate a barrier separation to prevent vehicles traveling in the northbound SR-241 to westbound SR-91 general purpose connector lanes to "queue jump" into the eastbound SR-91 general purpose connector lanes. Initially, pavement delineation and signing will be implemented to delineate the separation. In the future, a standard concrete barrier will be installed if required.

Table 5.4 Response to Public Review Comments on the Draft Supplemental EIR/EIS

Topic	No.	Comment	Response
P-2 Comment Letter from Andrea Gladson			
General	P-2-1	Yes! Please continue to improve traffic flow along the 91. This connector should have been built in the original constructions of the express lanes. Please complete it.	The comment in support of the Proposed Project is noted for the public record. Please refer to page 1-9 of the Draft Supplemental EIR/EIS, which explains that the ETC project was planned to be staged such that a median connector from SR-241 to SR-91 would be constructed in the future.
P-3A Comment Letter from Becky Johnson			
General	P-3A-1	I was unfortunately unable to make the open house last night. I do not find that the online information helps me get answers to several of my questions and concerns. Will there be another public meeting?	No additional public meetings are planned during the environmental document phase; however, additional public meetings are planned prior to construction.
Transportation	P-3A-2	For the Westbound AM commute, I am wondering if most of the traffic that needs to move across the westbound 91 freeway is more traffic from the 71 and also from Green River Road. The only way to get into the FastTrack lanes is to maneuver through the lanes and the proposed connector does not solve that problem. With the soon to be completed Foothill Parkway/Green River Road project, even more cars will be merging onto the freeway at Green River Road. Those cars from the 71 or Green River Road that will travel to the 241, do not need an connector as it is safer to stay in the right hand lanes and use the present exit ramp.	The Proposed Project would accommodate the weaving from SR-71 and Green River Road along westbound SR-91. However, the southbound SR-241/SR-91 Express Lanes Connector is for traffic traveling in the westbound <i>91 Express Lanes</i> from I-15. Signing of the access to the Express Lanes would be further evaluated during Final Design.
Transportation	P-3A-3	When traveling the PM commute on the Fast Tract/Express Lanes from OC to Riverside County esp. during peak times, the traffic is most often very slow from the 55 Freeway to Wier Canyon area. It makes one wonder why are we paying a pricey toll while the traffic in the regular lanes zips by???? Yet, there is often relief of the congestion at about Weir Canyon area.	Prior to completion of the SR-91 CIP, the eastbound <i>91 Express Lanes</i> ended at the county line. At the end point, the <i>91 Express Lanes</i> transitioned to a single HOV lane east of Green River Road. From the county line to the single HOV lane, vehicles were allowed to exit and enter into the left-most lane as they wish (continuous access). Because the eastbound HOV and general purpose lanes were congested from SR-241 to I-15, the HOV lane backed up into the eastbound <i>91 Express Lanes</i> . This has changed now that the SR-91 CIP Interim Phase is open to traffic. The SR-91 CIP Interim Phase converted the single HOV lane into two toll lanes through Corona. The

Table 5.4 Response to Public Review Comments on the Draft Supplemental EIR/EIS

Topic	No.	Comment	Response
			SR-91 CIP Interim Phase also converted the continuous access between SR-241 and Green River into a controlled access in which the two <i>91 Express Lanes</i> from Orange County feed directly into the two RCTC SR-91 Express Lanes without interruption. Because the toll lanes will be price-controlled, the congestion in the Express Lanes will be eliminated. This will happen with or without the Proposed Project.
Transportation	P-3A-4	If the relief from sitting in the congested Fast Tract/Express Lanes does not happen till the Weir Canyon area, how will adding cars to the east bound Express Lanes from the proposed 241 connector improve flow on the east bound 91 Fast Track/Express Lanes???	The RCTC SR-91 Express Lanes and County Line access point opened to traffic on March 20, 2017. The Proposed Project would provide acceptable operations within the SR-91 Express Lanes. Please refer to Table 3.5-11, page 3.5-29, and Table 3.5.12, page 3.5-31 of the Draft Supplemental EIR/EIS, for the improvements in traffic operations with the Proposed Project under the existing conditions for the start of project operations (2017) and for the year 2040, respectively. Please refer to Response to Comment L-6-3 below for a discussion of the revised project Opening Year and the validity of the existing traffic analysis.
Transportation	P-3A-5	And if the temporary flow that is experienced on the eastbound 91 bottles up because of the addition of cars from the connector, for how long will that relieve the 241 jam? (20 seconds as per your chart—see below)	The <i>Traffic Analysis Report</i> focused on the movement through the SR-91 corridor within the Study Area, which shows a minor reduction in travel time. When calculated separately, in the existing conditions, it takes approximately 30 minutes to travel from the Windy Ridge toll plaza on northbound SR-241 to eastbound the SR-91 Green River Road interchange during the weekday PM peak period. With the project, in 2017, the same movement would take approximately 7 minutes. Therefore, the Proposed Project would provide approximately 23 minutes of congestion relief for the northbound SR-241 to eastbound SR-91 movement via the Express Lanes Connector.

Table 5.4 Response to Public Review Comments on the Draft Supplemental EIR/EIS

Topic	No.	Comment	Response
Transportation	P-3A-6	The renderings seem to show that it is proposed to widen the freeway so as to accommodate another Express Lane to accommodate the merging traffic to the 91 Express Lanes. If so, to what point will the added lane transition to the current existing two lanes? The Riverside County line?	The Proposed Project would extend the eastbound SR-91 express auxiliary lane (part of the SR-91 CIP Initial Phase) approximately 4,575 feet to the east. Similarly, the Proposed Project would extend the westbound express auxiliary lane (part of the SR-91 CIP Initial Phase) approximately 3,460 feet to the west. The lengths of the auxiliary lanes are preliminary and subject to refinement based on further evaluation during Final Design.
Transportation	P-3A-7	I also often drive the 241 northbound and sit in the congested traffic waiting to merge onto the 91 Freeway. In the rendering, it appears there will be added an additional lane to the Express lane to accommodate the connector? Again, for what distance with that lane last?	The additional lane for the northbound SR- 241 Express Lanes Connector would be approximately 2,500 feet long. The length of the auxiliary lane is preliminary and subject to refinement based on further evaluation during Final Design.
Transportation	P-3A-8	I hope the follow through does not stop at the Riverside County line—even with the addition of the Express Lanes through Corona. I wonder if the backup will just be pushed a short distance up the rode because cars will continue to exit and maneuver to Green River/Foothill and then for the 71 freeway.	The <i>Traffic Analysis Report</i> evaluated the Proposed Project relative to the RCTC 91 Express Lanes access point at Green River Road. The Project would improve operations of eastbound SR-91 based upon avoiding the merging from the northbound SR- 241 general purpose lane connector to the eastbound SR-91 Express Lanes. Additionally, traffic using the SR-241/SR-91 Express Lanes Connector would not be allowed to exit the <i>91 Express Lanes</i> until I-15. Travelers going to Green River Road from northbound SR- 241 would have to continue using the existing northbound SR- 241/eastbound SR-91 connector.
Transportation	P-3A-9	Without adding additional lanes to the Express Lanes for long enough distances to accommodate the traffic from the northbound 241—without reducing the number of regular lanes which are already insufficient in number— to comfortably and safely absorb the increased traffic and lane change issues, nothing will change. I do not see how the traffic on the 241 which is often backed up to the Windy Ridge toll booth will improve!	Based on the results of the <i>Traffic Analysis Report</i> , the existing northbound SR- 241 general purpose lane connector operations and queue would improve with the Proposed Project. The SR-91 Express Lanes have been extended to I-15 as part of the SR-91 CIP Interim Phase. The SR-91 CIP Interim Phase converted the single HOV lane into two toll lanes through Corona. Because the toll lanes are price-controlled, the congestion in the SR-91 Express Lanes will be reduced. This will happen with or without the Proposed Project.

Table 5.4 Response to Public Review Comments on the Draft Supplemental EIR/EIS

Topic	No.	Comment	Response
Transportation	P-3A-10	I'm not sure if I am interpreting the data below from one of your charts correctly. Is it saying that when 91 Express Lanes through Corona are built that time saved on the 241 will be 38 seconds? And when the connector project is completed and beyond an additional 20 second 241 commute time will be saved???? How is it that you project the number of vehicle throughput within the project limits? Average 2000 cars compared to the 40000 that currently travel the route is a only 5 %. Please explain this data and project your results beyond the project limits to the overall traffic problem. Traffic Transportation Summary Measure Year Results Increase in vehicle throughput within project limits. Build Alternative will: • Help overall traffic flow for region 2017 2,586 vehicles (+7%) • Draw vehicles from I-5, SR-55 and other major streets during peak hours 2040 1,239 vehicles (+3%) • Enhance travel and relieve traffic congestion between Orange/Riverside Counties. Travel speed enhanced by 2017 +1.9 MPH (+6%) 2040 +2.7 MPH (+7%) Travel time decreased by 2017 -38 seconds/vehicle (-12%) 2040 -48 seconds/vehicle (-17%) <i>Based on seven hours of results for combined AM peak (three hours) and PM peak (four hours)</i>	The time saved is related to travel time on SR-91. Please refer to Response to Comment P-3A-5 for discussion regarding the total time saved from SR-241 to SR-91/Green River Road. Numbers of vehicles and vehicle volumes were developed based upon the Orange County Transportation Analysis Model (OCTAM) and 2012 SCAG RTP model. The Project Limits and associated traffic methodology were approved by Caltrans, OCTA, F/ETCA, and RCTC on April 25, 2013. The Traffic Transportation Summary includes results from the <i>Traffic Analysis Report</i> and microsimulation prepared for the proposed improvements.

Table 5.4 Response to Public Review Comments on the Draft Supplemental EIR/EIS

Topic	No.	Comment	Response
Transportation	P-3A-11	Even though Express lanes are being constructed through Corona, I fail to see PROOF that there will be an improvement in traffic flow especially since more people/cars are being projected to travel through an area that is heavily congested most weeks at all seven days. Not to forget that homes and apartments in Corona, Eastvale, Riverside...are continuing to be built which adds a significant traffic burden.	Please refer to Table 3.5-11, page 3.5-29 and Table 3.5.12, page 3.5-31 of the Draft Supplemental EIR/EIS, for the summary of improvements in traffic operations with the Proposed Project in 2017 and 2040, respectively. The traffic model accounts for approved and planned development through 2040.
Project Description and Transportation	P-3A-13	I have long hoped for a connector ramp to be built from the 91/71 into the car pool, or now express lanes similar the 55/5 and the 55/405. Is there any conversation about SIMULTANEOUSLY building connector ramps at the 91/71 junction?	Please refer to the Purpose and Need for the Project stated in Section 1.2, page 1-11, and Chapter 1 of the Draft Supplemental EIR/EIS. There are no proposed future connections to the HOV or Express Lanes at the SR-91/SR-71 interchange.
Transportation	P-3A-14	Do your studies show if a large number of travelers in the 91 Express Lanes and the 241 Northbound lanes also make multiple lane changes to be able to connect to the 71 freeway?	The <i>Traffic Analysis Report</i> used detailed microsimulation analysis to evaluate weaving from the <i>91 Express Lanes</i> and northbound SR- 241 connector traveling to SR-71.
Transportation	P-3A-15	Have you addressed the traffic issues at Green River Road—esp. with the soon to open Foothill Parkway project?	As shown on Figure 3.1.3 and Table 3.1.3, in Section 3.1 of the Draft Supplemental EIR/EIS, Foothill Parkway Westerly Expansion was included as part of the planned projects. The traffic model accounts for planned development through 2040.
P-4A Comment Letter from Bob Lampley			
Project Description	P-4A-1	I do not wish to suffer any increased “TOLL-ROAD” costs as a result of this project. Provided all funding can be resolved through other means, I have no objection.	As discussed on page 2-23 of the Draft Supplemental EIR/EIS, the Build Alternative would have dynamic traffic management technology (toll pricing based on demand). In addition to providing revenue, tolling the connector limits the number of vehicles utilizing the connector to avoid overwhelming the <i>91 Express Lanes</i> . Furthermore, the Proposed Project provides a direct connector for the existing gap between the SR-241 and SR-91 <i>Express Lanes</i> to complete the system. No new toll roads are proposed.

Table 5.4 Response to Public Review Comments on the Draft Supplemental EIR/EIS

Topic	No.	Comment	Response
P-4B Comment Letter from Bob Lampley			
Transportation	P-4B-1	During “Peak times” (mornings/afternoons) there is considerable congestion on both the 91 and 241 freeways due to the lengthy and ongoing construction on the 91 freeway. In as much, with regards to this proposed addition, consider the following; 1. Wait for “all construction” to end on the 91 freeway, in all directions. 2. Monitor the traffic speeds for these concerns over a “one (1) year” period of time to better determine a proper course of correction. 3. Consider during this period whether there is a need to only resolve heavy traffic transition from two directions. a. Specifically the W/B 91 to the S/B 241 (AM traffic), and the N/B 241 to the E/B 91 (PM traffic). Ensure that no “current” Toll Road users will be impacted financially for this endeavor.	The SR-91 CIP Express Lanes opened on March 20, 2017. As discussed in Section 2.3, page 2-28 of the Draft Supplemental EIR/EIS, the Proposed Project was planned to begin construction in 2018 and to open in 2020. The Project is now planned for start of construction in 2021 and opening in 2023. As shown in Table 3.1.3 in this Final Supplemental EIR/EIS, two SR-91 projects are planned in the Project Vicinity and construction dates may overlap with the Proposed Project. The Proposed Project would be coordinated with OCTA and RCTC. The Project Limits and associated traffic methodology were approved by Caltrans, OCTA, F/ETCA, and RCTC on April 25, 2013. The traffic model accounts for planned development through 2040. The Proposed Project accommodates peak hour traffic in the two directions specified. The connector would be tolled. Please refer to Response to Comment P-4A-1.
P-5 Comment Letter from Dave Alford			
General	P-5-1	The graph on the fact sheet shows construction from mid-2018 to the end of 2020. However, the Quick Facts below the graph state that construction could begin in late 2020 while according to the graph construction should be completed then.	As discussed in Response to Comment P-4B-1, construction is anticipated to last approximately 18 months. The Project was planned to be completed in 2020 and is now planned to begin construction in 2021 and to be completed in 2023.
P-6 Comment Letter from David Wright			
General	P-6-1	I think this would be a very good addition to that interchange. Eliminating the need for people to try to push left across 5 lanes of bumper to bumper traffic will not only help alleviate the congestion created by these lane changes, but could literally save lives.	The comment in support of the Proposed Project is noted for the public record.

Table 5.4 Response to Public Review Comments on the Draft Supplemental EIR/EIS

Topic	No.	Comment	Response
Transportation	P-6-2	The 241 to 91 Express is one of two spots where drivers will be trying to cross all lanes, undoubtedly causing extreme traffic issues. The 91 Express East to Green River is the another spot where I anticipate many, many accidents as people attempt to exit the Express Lanes and get off on Green River to bypass Corona to the south, via the soon-to-open Foothill Extension. There really should be a Green River center-exit from the Express Lanes - not sure how the current project was ever approved without that!	Based on the results of the <i>Traffic Analysis Report</i> , the SR-91 Express Lanes would operate at acceptable level of service. At Green River Road, there would only be access to and from the SR-91 Express Lanes. That is, access to and from SR-241 and the SR-91 ramps at Green River Road would only be via the existing general purpose lane connectors and not via the proposed Express Lanes Connector. Providing ramps to and from Green River Road and the SR-91 Express Lanes does not meet the Purpose and Need for the Proposed Project. Please refer to Chapter 1, page 1-11 of the Draft Supplemental EIR/EIS.
General	P-6-3	Good luck and hope to see this approved	The comment in support of the Proposed Project is noted for the public record.
P-7 Comment Letter from Dianne Chavarria			
General	P-7-1	I could not make the meeting, but I am all for the 241/91 connector.	The comment in support of the Proposed Project is noted for the public record.
Transportation	P-7-2	It is horrible coming from Orange county on the 241 and then coming to a dead stop and standing in line for 30 minutes or more to get onto the 91 Fwy. And of course there are always those idiots who drive in lane #3 all the way to the end so they can cut in and not wait like the rest of us.	As discussed in the Summary in Section 3.5, page 3.5-33 of the Draft EIR/EIS, with the Project, "The length of the northbound SR-241 to the eastbound SR-91 queue on the general purpose ramp would shorten in the PM peak period." Please refer to Response to Comment P-1-3 for discussion regarding improvements to prevent queue jumping (cutting-in).
Transportation	P-7-3	I do not feel that right now I am getting my money's worth for the tolls I am paying for this road, and also the 91 Fwy. Sometimes when I first get on the 91 fwy. From orange county, the regular freeway is going faster than our two toll lanes. It is annoying to see we are not getting our money's worth on that freeway too.	The Proposed Project would provide an overall benefit in the SR-91 Corridor in the traffic Study Area. As discussed in the Summary in Section 3.5, page 3.5-33 of the Draft EIR/EIS, with the Project, vehicle throughput in the SR-91 corridor would improve, vehicles miles traveled would increase, and travel time would decrease; and traffic would shift from other regional routes (SR-91, SR-55, and surface streets) to SR-241 as a result of the additional capacity of the new connector.

Table 5.4 Response to Public Review Comments on the Draft Supplemental EIR/EIS

Topic	No.	Comment	Response
Transportation	P-7-4	So I will be glad when the connector from the 91 to the 15 fwy is done next year, and I am looking forward to seeing the 91/241 eventually done too. I don't mind paying as long as it delivers what it promises.....a faster commute home.	The comment in support of the Proposed Project is noted for the public record.
P-8 Comment Letter from Douglas DeNardo			
Transportation	P-8-1	The eastbound 91 express lanes are currently congested during the entire afternoon/evening commute times. A connector from the northbound 241 to the eastbound 91 express lanes will add to the current congestion and create road rage especially for those "express" lane customers who pay up to a \$10.45 toll for travel between the 55 freeway and the Riverside county line.	As discussed in Chapter 2, page 2-18, of the Draft Supplemental EIR/EIS, where the northbound SR-241 to eastbound SR-91 Express Lanes Connector meets the <i>91 Express Lanes</i> , an eastbound auxiliary express lane would begin approximately 2,000 feet east of Gypsum Canyon Road Undercrossing to Coal Canyon Undercrossing joining the RCTC SR-91 Express Lanes at Coal Canyon Undercrossing. These improvements would provide a four-lane express lane facility, tapering down to three lanes between the connector and Coal Canyon Undercrossing. The extra lane would reduce congestion during the merge of the Express Lanes Connector to SR-91.
P-9 Comment Letter from Douglas DeNardo			
Transportation	P-9-1	I live in Corona, near the Cajalco off ramp of 15 fwy. Eagle Glen HOA. Work in Aliso Viejo, Orange County. Currently in the am I take the Corona streets to Green River to enter the 91 west to get to the 241 South. I haven't used the 91 in 2 years!! Afternoons. BAD, BAD, & WORSE. I get to the 241 North/91 East curve about 4:10. Every day for 2-3 years the 241 North is backed up. Road rage is obvious. CHP doesn't make much of an effort. Currently I get off 91 east and Green River to get home. Takes 24 minutes now off the freeway. Foothill west extension will help. I'd rather stay on the 91 east express toll to the 15 and get off Cajalco.	The Proposed Project would provide an overall benefit in the SR-91 Corridor in the traffic Study Area. As discussed in the Summary in Section 3.5, page 3.5-33 of the Draft Supplemental EIR/EIS, with the Project, vehicle throughput in the SR-91 corridor would improve, vehicles miles traveled would increase, and travel time would decrease. Please refer to Response to Comment P-3A-9 for discussion regarding the improvements to be constructed as part of the SR-91 CIP.

Table 5.4 Response to Public Review Comments on the Draft Supplemental EIR/EIS

Topic	No.	Comment	Response
Growth and Transportation	P-9-2	Future housing developments i.e., Arantine Hills project off Cajalco will make it bad again.	According to the City of Corona's website, ³ the Arantine Hills project is on the west side of I-15, south of Cajalco Road. The future year traffic forecasts were developed from the SR-91 CIP and OCTA Tolling/Revenue Study, which includes future land development (and the trips associated with the development) in the Corona area including the Arantine Hills project. The Proposed Project would improve the vehicle, person, and goods movement travel times on SR-241 and the <i>91 Express Lanes</i> to more effectively serve existing and future travel demand between and within the counties of Orange, Riverside, and San Bernardino.
P-10 Comment Letter from Ed Gray			
Project Description and Transportation	P-10-1	Please add an extension lane from the east 91 to 241 toll road entry. During large volume of traffic, entering the 91 east from the Weir Canyon on ramp, there is a back-up of vehicles trying to enter the 241. The right lane on the 91 east does not continue to get on the 241. You have to merge onto to the 91 and then exit to the 241.	The requested lane does not meet the requirements of the Purpose and Need of the Project, discussed in Chapter 1, Section 1.2, page 1-11 of the Draft Supplemental EIR/EIS. The comment is noted for the public record. Proposed improvements between SR-91/Weir Canyon Road interchange and the eastbound SR- 91/southbound SR-241 connector would be addressed as part of a future project.
P-11 Comment Letter from Hryze			
Transportation	P-11-1	This should have been done when originally built. Now when traffic is unbearable you decide to build and of course charge extra to use it. I have been a tollroads user from the beginning and still haven't figured out why this was not done when it was built.	Please refer to Response to Comment P-2-1 for discussion regarding the timing of the Express Lanes Connector.
P-12 Comment Letter from J Delmer			
General	P-12-1	I don't use the 91/241 connector. I want to tell you though, your request for input for the proposed change impresses me. This is the first time, and I've been around for a long time, I've had anyone ask me for input about an impending project. Thank you for keeping me informed about the 91 freeway project. I do us that information. I leave for work, from Corona, at 3:15 AM. I need to go east on the 91 to north on the 15. Your emails help me decide what route I'll need to negotiate. You are doing a good job. I just wanted to take this chance to thank you.	The comment is noted for the public record.

Table 5.4 Response to Public Review Comments on the Draft Supplemental EIR/EIS

Topic	No.	Comment	Response
P-13 Comment Letter from Jason Zinkin			
Transportation	P-13-1	At rush hour, traffic backs up for a good 20 minutes on the transition. This negates almost any incentive to take the 241. Might as well just take the 55 to the 91.	The Proposed Project would provide an overall benefit in the SR-91 Corridor in the traffic Study Area. As discussed in the Summary in Section 3.5, page 3.5-33 of the Draft EIR/EIS, with the Project, the length of the northbound SR-241 to the eastbound SR-91 queue on the general purpose ramp would shorten in the PM peak period, due to an additional connection to SR-91.
P-14 Comment Letter from John Fox			
Transportation	P-14-1	My concern is the effect the project will have on lane changes at the toll lane access just west of Green River. Seems like dedicated toll lane on and off ramps should be a high priority either at or somewhere near Green River to mitigate what is sure to become another bottleneck due to increased lane changes due to increased demand for the toll lanes as a result of the 241-91 Express Connector project.	Based on the results of the <i>Traffic Analysis Report</i> , the SR-91 Express Lanes would operate at acceptable level of service. At Green River Road, there would only be access to and from the SR-91 Express Lanes. That is, access to and from SR-241 and the SR-91 ramps at Green River Road would only be via the existing general purpose lane connectors and not via the proposed Express Lanes Connector.
Transportation	P-14-2	The 241-91 Express Connectors will affect the 91 ten or more miles beyond the project's borders. There will be a 7% increase in toll lane use according to your figures. You've also stated that one of the goals of the project is to cut down on lane changes. But won't this increase in toll traffic also increase lane changes at the county line as many of that 7% attempt to enter WB and exit EB at Green River? Let's face it, the 91 is still going to jam through Corona, including the toll lanes – EB especially, due to continuing and increasing bottlenecks at La Sierra and El Cerrito. And now that Green River is six lanes, it'll be even more of a favorite alternate, leading to an increase in lane changes – up to six lanes in less than a mile to access and egress the toll lanes west of Green River.	Please refer to Response to Comment P-14-1 for discussion regarding traffic operations at Green River Road.

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Topic	No.	Comment	Response
P-15A Comment Letter from Kyle Tate			
Transportation	P-15A-1	I am an Anaheim Hills Resident who works in Irvine. I take the 241 daily and have valuable insight into your projects The 241 North is 4 lines wide when you are at windy ridge. The 2 left lanes go Westbound on the 91 and the 2 right lanes go East Bound on the 91. Attached is an image noting the typical traffic which is 100% EASTBOUND 91 commuters. What happens on the 241 is selfish commuters want to skip the line so they block the left 2 lines waiting for an opportunity to cut in front of someone. Not only is it selfish, but it is also very dangerous. Many of these vehicle have to stop completely in the number 2 lane while they bully their way into the number 2 lane. My suggestion is putting a DIVIDER between the number 2 and number 3 lanes. This divider will start at WINDY RIDGE. Left 2 lanes will be designated for WESTBOUND 91. Right 2 lanes will be designated for EASTBOUND 91. Windy Ridge toll booths should be removed New signage approaching Windy Ridge will notify drivers that all EASTBOUND drivers MUST go on the right side of the divider approaching windy ridge. This will solve the problem of dangerous drivers and road rage among drivers who are cut off by these selfish drivers. It will also alleviate congestion for the drivers who are destined to go westbound on the 91 as they only make up roughly 1-5% of the total 241 north bound traffic.	Please refer to Response to Comment P-1-3 regarding features to prevent queue jumping.

Table 5.4 Response to Public Review Comments on the Draft Supplemental EIR/EIS

Topic	No.	Comment	Response
Transportation	P-15A-2	In fact, the westbound destined drivers only need 1 lane to travel, but that would not solve the problem the eastbound drivers face since there are only 2 lanes that merge onto the 91.	Please refer to Responses to Comments P-13-1 and P-1-2 for discussion regarding the Project benefits.
Transportation	P-15A-3	Now regarding a 91 express lane to the 241. That will only be beneficial for 91 Westbound drivers Anyone who is on the 91 eastbound in the toll lanes will not be interested in going south on the 241. If they are near the 55 and 91, they will just take the 55 to the 5 south. Going westbound it would be very beneficial especially after the 91 tollroads in riverside are complete.	Please refer to Response to Comment P-13-1 for discussion regarding the Project benefits.
P-15B Comment Letter from Kyle Tate			
Transportation	P-15B-1	I looked at the project area and it seems like a good idea. However, that depends WHERE the flyover is. If the 241 flyover to the 91 express lanes is on the right side of the 241 north, then it will be fine. However, if you put the flyover on the left side, that means that in the event of the 91 being stopped for an accident (every day), the ENTIRE 241 north will be blocked even for commuters who are going to Anaheim hills/Yorba Linda area. The Corona commuters already block all of the lanes on the 241 as they try to weasel their way to the front of the line. If the flyover is on the left side, all of the lanes will be blocked. This will lead to ALL Yorba Linda/Anaheim commuters to get off the tollroads and take Chapman to Santiago Canyon to Cannon. This flyover MUST be on the right side, not the left!	Please refer to Chapter 2, Figure 2.1, Sheets 2 and 3 in the Draft Supplemental EIR/EIS. The Express Lanes Connector would be constructed between the general purpose lane connectors and would connect to the median of SR-91. Therefore, as currently proposed, the Express Lanes Connector (both directions) would be constructed on the left side of the northbound SR-241 to the westbound SR-91 general- purpose connector. It is understood that the comment is referring to an accident on eastbound SR-91 that could cause traffic to back-up onto the northbound SR-241 general purpose lane connector to eastbound SR-91. During Final Design, lane assignments on SR-241 will be evaluated in further detail to improve traffic operations in this area. Please also refer to Response to Comment P-1-3 for discussion regarding improvements to prevent queue jumping (cutting-in) from the connector to westbound SR-91 to the connector to eastbound SR-91.

Table 5.4 Response to Public Review Comments on the Draft Supplemental EIR/EIS

Topic	No.	Comment	Response
P-16A Comment Letter from Leif Grane			
Transportation	P-16A-1	Hello, I would like to be sure that my concern is address prior to the official approval of the 241/91 Express Connector. On both the east-bound and west bound 91 as it approaches the 241, there are five (5) regular lanes (outside of the 91 Express Lanes). As the 91 passes the 241, the fifth lane is lost as an off ramp to the 241 Toll Road on both the eastbound and west-bound 91, reducing the number of lanes to four (4) and creating a huge bottleneck for traffic. I officially request that the 5th lane be extended on the east-bound and west-bound lanes, passing the 241 as part of this project - if this is not done, the 241/91 Express Connector should not be approved. I would appreciate immediate confirmation that my concerns are being addressed. I am hopeful that this is already included in the plan - but I felt the need to make it official, just in case.	The comment requests expansion of the SR-91 at the SR-241 such that there are five lanes in each direction. The requested lanes do not meet the requirements of the Purpose and Need of the Project, discussed in Chapter 1, page 1-11, of the Draft Supplemental EIR/EIS. Please refer to Response to Comment P-1-2 for discussion regarding the Project Objectives. The comment is noted for the public record. Caltrans is currently separately evaluating the addition of a fifth lane along SR-91 at the SR-241 interchange. These improvements may be part of a future project.
P-16B Comment Letter from Leif Grane			
General	P-16B-1	Hello, I have not yet gotten a response to my comment. Please respond a soon as possible. Until I have confirmation the 5th lanes will be connected, this will not be closed. Please respond officially to my comment below - I need something to submit to all local newspapers.	The following automatic reply email was sent to the commenter on December 14, 2016: "Thank you for your interest in the State Route 241/State Route 91 Tolloed Express Lanes Connector Project (Project). This email confirms receipt of your comment on the Project's Draft Supplemental Environmental Impact Report/ Environmental Impact Statement and Section 4(f) Evaluation. After close of the public review period on January 9, 2017, Caltrans and the Foothill/Eastern Transportation Corridor Agency Project Development Team will review and evaluate all comments received. Responses to the comments submitted will be included in the Final Environmental Impact Statement/ Record of Decision (Final EIS/ROD) and will be made available to the public in December 2017. The Final EIS/ROD will be made available for viewing at Caltrans and on the TCA project website."

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Topic	No.	Comment	Response
			Please see Response to Comment P-16A-1 for the response to the comment provided.
P-16C Comment Letter from Leif Grane			
Project Description, Transportation, and Greenhouse Gas Emissions	P-16C-1	In addition to the previous comments I made back in November, I have additional comments. I did not notice anything in the environmental study about the huge increase in emissions that will be the result of only having 4 Lanes passing the 241 toll roads on the 91 freeway... They need to change the plan to make it 5 lanes. This shortsightedness not only will increase traffic congestion dramatically it will also have an incredibly negative impact on the greenhouse gases as a result of cars idling through there. This absolutely must be addressed to not do so would be a travesty, California is a green state, or so at least pretends to be... This needs to be addressed on the environmental impact study please correct... If necessary, I may consider legal action...	The comment refers to Comment 16A-1, previously submitted. Please see Response to Comment P-16A-1. CEQA requires a lead agency to make a good faith effort to identify impacts and gives the lead agency discretion on the approach to analyze impacts. Caltrans has used the best available modeling data (EMFAC2014) to analyze greenhouse gas (GHG) emissions related to the project and has disclosed a projected increase/decrease in GHG emissions. Caltrans is committed to reducing GHG emissions as outlined in Table 4.2 of the environmental document. As discussed in Chapter 4, page 4-66, and shown in Table 4.1 of the Draft Supplemental EIR/EIS, both the future with project and future No Build conditions show decreases in carbon dioxide (CO₂) emissions over existing levels. This is due to both reduced congestion associated with the SR-91 CIP improvements with and without the Build Alternative, as well as improvements in vehicle technology. As shown in Table 4.1 of the Draft Supplemental EIR/EIS, the Build Alternative would not substantially alter the long-term GHG emissions when compared to the No Build Alternative. The proposed project is included in the 2012–2035 RTP/SCS. As such, it is part of a regional multimodal plan to reduce greenhouse gases on a regional scale and is consistent with Assembly Bill (AB) 32 and Senate Bill (SB) 375. As discussed in Chapter 4, page 4-61, of the Draft Supplemental EIR/EIS, SB 375 requires the California Air Resources Board (ARB) to set regional emissions reduction targets from passenger vehicles. In accordance with SB 375,

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Topic	No.	Comment	Response
			Southern California Associated Governments (SCAG) developed a "Sustainable Communities Strategy" (SCS) that integrates transportation, land-use, and housing policies to plan for the achievement of the emissions target in its region (Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties). The most current SCAG SCS is the 2016 RTP/SCS. ARB has determined that SCAG's SCS meets SB 375 GHG reduction requirements. As discussed in Chapter 1, Section 1.1 of the Draft Supplemental EIR/EIS, the Proposed Project is included in SCAG's 2016 RTP/SCS. As discussed in Chapter 4, page 4-66, of the Draft Supplemental EIR/EIS, under SB 375, the primary goal of the SCS is to provide a vision for future growth that will decrease per capita GHG emissions from automobiles and light trucks. By providing improved freeway connections, the Build Alternative would help achieve the improved access and mobility goals of SCAG's RTP/SCS.
P-16D Comment Letter from Leif Grane			
General	P-16D-1	Since I never received a previous confirmation. on my comments from November 29th 2016, I am resubmitting them again today... I sent an additional comment today and did receive a confirmation today so I am extremely worried that my first comment was ignored or not received here is my original comment: Please be sure to confirm receipt this time!!!!	The November 29, 2016, comment was received; please refer to Response to Comment P-16A-1. The following automatic reply email was sent to the commenter on December 14, 2016: "Thank you for your interest in the State Route 241/State Route 91 Tolled Express Lanes Connector Project (Project). This email confirms receipt of your comment on the Project's Draft Supplemental Environmental Impact Report/ Environmental Impact Statement and Section 4(f) Evaluation. After close of the public review period on January 9, 2017, Caltrans and the Foothill/Eastern Transportation Corridor Agency Project Development Team will review and evaluate all comments received. Responses to the comments

Table 5.4 Response to Public Review Comments on the Draft Supplemental EIR/EIS

Topic	No.	Comment	Response
			submitted will be included in the Final Environmental Impact Statement/ Record Of Decision (FEIS/ROD) and will be made available to the public in December 2017. The FEIS/ROD will be made available for viewing at Caltrans and on the TCA project website."
P-17A Comment Letter from Lindon Baker			
Visual	P-17A-1	I wish to raise two concerns about lighting and light pollution resulting from the proposed project. The project as presented at the public meeting of 29 November included new bridges at a significant height above grade. These present two separate lighting concerns. First, a new tolling gantry is proposed atop one of the bridges. The constant strobe flashes from the camera systems located this high above grade will be highly visible and annoying to residents and commuters alike. Residents of both Yorba Linda and Anaheim Hills will have their nighttime sky constantly disturbed by these "lightning flashes".	The camera light on a toll gantry is directed downward at the license plates and involves a momentary flash. The lights are 19–21 feet above the roadway. This technology is currently in use on SR-241 and throughout the U.S. It is not uncommon for motorists to notice the lights when they are first installed, but experience shows that within a couple of weeks of installation drivers grow accustomed to them.⁴ There are no residences adjacent to the proposed elevated part of the Express Lanes Connector. The closest residences are in Anaheim Hills at a higher elevation than the proposed connector. As a result, the strobe lights are anticipated to be only minimally visible from those residences.
Visual	P-17A-2	In addition, based on driving the existing toll roads after dark, the strobe flashes at both Windy Ridge and especially at Irvine Ranch are very bright and temporarily obscure driver vision. Fortunately, both of these existing locations are straight roadways with no urgent need to maneuver or deal with merging traffic.	Please refer to Response to Comment P-17A-1 for discussion regarding strobe lights.
Visual	P-17A-3	However, the proposed new gantry location appears to be on or very near a curve on the bridge, requiring positive driver vision and control. I suggest the gantry be relocated to be coincident with the existing Windy Ridge toll station, or at another grade level or below grade level location where the flashes are not visible from homes.	Please refer to Response to Comment P-17A-1 for discussion regarding strobe lights.

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Topic	No.	Comment	Response
Visual	P-17A-4	Second, there will be a need for roadway lighting on the proposed new, high elevation bridges. Standard freeway light poles place downward directed light sources high over the roadway, but when placed on a high bridge, these are very visible and disturbing light sources in the night sky as viewed from Yorba Linda and Anaheim Hills. I suggest alternative lighting be explored, such as strip lighting placed within guard rail structures on both sides of the bridge roadway, located just above the roadway surface and directed downward across the roadway surface.	Lighting for the new connector bridges would be consistent with Caltrans standards. As discussed in Section 3.6.4.2, page 3.6-9 of the Draft EIR/EIS, the Express Lanes Connector bridges would be approximately 60 feet high, consistent with the existing general-purpose lane bridges that connect the two freeways. The new lighting would be designed consistent with the existing lighting along SR-241 and SR-91 and would not be perceptibly higher than the existing lighting, when viewed from adjacent land uses. The Express Lanes Connector would be constructed in the median of SR-241 and SR-91; therefore, no additional lighting would be added closer to adjacent developed land uses. The lighting would be directed downwards, similar to the existing lighting on SR-241 and SR-91. Although additional lighting would be added, it would not be perceptibly higher than existing lighting or closer to developed land uses than existing lighting. As discussed in Section 3.6.4.2 of the Draft Supplemental EIR/EIS, the visual character/quality of the views experienced within the View Corridor from Yorba Linda or Anaheim Hills would not be substantially reduced as a result of the Build Alternative.
P-17B Comment Letter from Lindon Baker			
Project Description and Transportation	P-17B-1	I believe that the plan as presented at the public meeting on November 29 is deficient and fails to adequately address traffic concerns of Orange County citizens who need to travel the toll roads within Orange County. Specifically, the plan fails to include an explicit remediation for the unsafe traffic mess occurring nightly at the transition 241 north to 91 east and 91 west.	The Draft Supplemental EIR/EIS focuses on the impacts of the Proposed Project improving traffic flow and operations by reducing weaving across multiple general purpose lanes between the SR-91 Express Lanes and the SR-241 general purpose lane connectors and enhancing the efficiency of the tolled system, thereby reducing congestion on the non-tolled system on SR-91, which are identified in the Proposed Project Purpose and Need. Accordingly, the Lead Agency responds as follows. The comment does not identify a specific traffic safety concern. Therefore, a general response is appropriate. Please refer to Response to Comment P-7-2 for discussion regarding the queue on northbound SR-241 to eastbound SR-91. Please also refer to Section 3.5, Table 3.5.11 and Table 3.5.12 of the Draft Supplemental EIR/EIS

Table 5.4 Response to Public Review Comments on the Draft Supplemental EIR/EIS

Topic	No.	Comment	Response
			for a summary of the traffic benefits of the Proposed Project.
Project Description and Transportation	P-17B-2	I recommend that the plan be expanded to include reconfiguration of the 241 lanes northbound from the Windy Ridge toll plaza into 3 physically separated extended length transition ramps. The rightmost two lanes should go only to the eastbound 91, the center lane should go only to the proposed new connector to the eastbound 91 Express toll lanes, and the far left lane should go exclusively to the 91 westbound. It is necessary to increase the length of the physically divided transition ramps to enable each transition ramp to accommodate and contain all vehicles choosing that path. By ensuring that all vehicles are contained within a dedicated queue, the motivation for lane jumping, weaving, cutting in, etc, will be entirely eliminated. Each queue must be large enough to ensure that the queue does not overflow into general traffic lanes of the 241.	Please refer to Responses to Comments P-1-3 and P-7-2 for discussion regarding the queue on northbound SR-241 to eastbound SR-91.
P-17C Comment Letter from Lindon Baker			
Project Description	P-17C-1	I believe it is customary in Environmental review documents to consider and compare alternatives to the proposed project. The only options I found in the documents were build, or no build.	Project Alternatives are discussed in Chapter 2 of the Draft Supplemental EIR/EIS. CEQA requires that an EIR include a reasonable range of alternatives, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project. CEQA does not require that a specific number of alternatives be analyzed. The Council on Environmental Quality's NEPA implementing regulations require that an EIS analyze reasonable alternatives to the proposed action. What constitutes a reasonable range of alternatives under NEPA, similarly to CEQA, depends on the nature of the proposal and the facts of each case. As discussed in Chapter 2, page 2-2 of the Draft Supplemental EIR/EIS, the median-to-median connector is a later phase of the Eastern Transportation Corridor (ETC)

Table 5.4 Response to Public Review Comments on the Draft Supplemental EIR/EIS

Topic	No.	Comment	Response
			project, which was analyzed in a 1991 ETC Draft EIR/EIS, the 1992 ETC Final EIR, and the 1994 ETC Final EIS, and approved in 1994. The objectives of the Proposed Project are: to implement the build out of the ETC, as approved in 1994; attain compatibility with the SR-91 mainline and SR-91 Express Lanes; improve traffic flow and operations by reducing weaving across multiple general purpose lanes between the SR-91 Express Lanes and the SR-241 general purpose lane connectors; and enhance the efficiency of the tolled system, thereby reducing congestion on the non-tolled system on SR-91. The Build Alternative selected for detailed study in the Draft Supplemental EIR/EIS meets most of the project objectives and is feasible.
Project Description	P-17C-1	I would like to propose an alternate project design that would, when completed, deliver greater traffic congestion relief, and during construction, be less disruptive to traffic flow and to the neighborhoods near the 241-91 interchange. I propose construction of 3 million square feet of Class A hi-tech office and office/R&D space at a site to be acquired in the Inland Empire. This space would be offered for lease to qualified firms at 25% of the prevailing lease rate in OC, or around 50 cents a square foot, triple net. In order to qualify for a long term lease at the reduced rate firms would have to demonstrate that greater than 50% of the workers at the location presently commute on the 91-241 corridor, and would no longer need to commute on that route. This project would potentially remove between 10,000 and 15,000 daily commuters from the 91 freeway, measured at the Riverside/Orange county line. The project would be funded by the same bond issues proposed for the 241-91 connector project, and bonds would be repair by lease income from the new office space.	Please refer to Response to Comment P-17C-1 for a discussion of CEQA and NEPA's requirements for alternatives that may be carried forward for analysis in an Supplemental EIR/EIS. The alternative suggested by the commenter does not meet the Purpose and Need of the Project, discussed in Chapter 1, page 1-11, of the Draft Supplemental EIR/EIS. The alternative suggested by the commenter is also not feasible because the F/ETCA is not authorized to issue bonds for private development and has no jurisdiction over development in the Inland Empire.

Table 5.4 Response to Public Review Comments on the Draft Supplemental EIR/EIS

Topic	No.	Comment	Response
		Because no construction would occur at the 241-91 interchange there would be no traffic disruption, and there would be no disruption to nearby neighborhoods.	
P-18 Comment Letter from Lynda Jenkins			
General	P-18-1	This is a great idea to mitigate more congestion. However, additional tolls for this should not come into play. The tolls on the 241 are substantial.	Please refer to Response to Comment P-4A-1 for discussion regarding the tolling of the connector.
P-19 Comment Letter from Mark and Kimberly Zimmermann			
Project Description	P-19-1	I find it a huge lack of foresight that when the 241 Toll road was built that there was no direct connection to the 91 Express lanes. AS this should have been part of the original build, fixing this problem now as soon as possible would only benefit all motorists.	Please refer to Response to Comment P-2-1 for discussion regarding the staging of the components of the ETC project.
Project Description	P-19-2	I also feel there should NOT be an extra toll to utilize this fix. A new 241/91 Express Connector would offer an alternative to the existing incomplete connector	Please refer to Response to Comment P-4A-1 for discussion regarding the tolling of the connector.
P-20 Comment Letter from Norma Barrientos			
General	P-20-1	This cannot happen soon enough, it could be fast-tracked and incentives given to make this happen yesterday it could not be soon enough.	The comment in support of the Proposed Project is noted for the public record.
General	P-20-2	If there was a way to connect the 241 to Foothill Parkway even better.	The suggested connection does not meet the Purpose and Need of the Project, discussed in Chapter 1, page 1-11, of the Draft Supplemental EIR/EIS. The comment is noted for the public record.
Transportation	P-20-3	Some of us who have lived in Corona for almost two decades are increasingly held hostage by the lack of much needed alternatives. We live in Corona because it's a great place to raise a family. Poor planning has made getting around nearly impossible if you have to leave your neighborhood. Since non tolled roads will never be improved to the extent needed, give the people willing to pay tolls these options.	Please refer to Response to Comment P-13-1 for discussion regarding the Project benefits.
Transportation	P-20-4	Also much needed would be a way to hop on/off the toll road at weir canyon. Those of us who have to go just to weir or gypsum for sports, doctors, etc would really appreciate not sitting on a parking lot. Its all about convenience and being willing to pay for that convenience.	The suggested connection does not meet the Purpose and Need of the Project, discussed in Chapter 1, page 1-11 of the Draft Supplemental EIR/EIS. The comment is noted for the public record.

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Topic	No.	Comment	Response
P-21 Comment Letter from Randall Black			
Transportation	P-21-1	Commuting from Irvine to UC Riverside in a vanpool, I can verify that currently a significant amount of lane changing is required to get into the diamond lane, when going East, and out of the diamond lane, when going West. Especially, when crossing several lanes going West to get out of the express lane and onto the 241, one encounters a large number of drivers accelerating past as 91 congestion eases. The proposed 241/91 Express Connector Project would make the drive safer.	The comment in support of the Proposed Project is noted for the public record.
P-22 Comment Letter from Rick Cleveland			
Transportation	P-22-1	You can't get to the express lanes now and why do you need to? Go 2 miles and enter like you do now and spend less money on roads!	The comment is a general comment regarding the need for the Proposed Project. A general response is appropriate. Please refer to Chapter 1, page 1-11 of the Draft Supplemental EIR/EIS, for the Purpose and Need for the Project. Please refer to Response to Comment P-13-1 for discussion regarding the Project benefits.
P-23 Comment Letter from Ruth Quinnan			
Transportation	P-23-1	I don't believe this is a necessary project. It's a way to "encourage" more people to use the toll lanes and increase revenue for the tollway. Millions of dollars will be spent to construct this, which will result in increased toll fees, and inflict great inconvenience on drivers during the construction project which the 91 hardly needs more of, all to solve a problem that doesn't actually exist.	Please refer to Chapter 1, page 1-11 of the Draft Supplemental EIR/EIS, for the Purpose and Need for the Project. Please refer to Response to Comment P-13-1 for discussion regarding the Project benefits.
P-24 Comment Letter from Scott Cop			
Project Description	P-24-1	Please help all of us that travel this route frequently, pay for express lane access, and have to go through general purpose lanes to utilize the services we are paying to participate in and maintain! This is a fair and logical fix. Please get started right away!	The comment is noted for the public record and expresses support for the project.

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Topic	No.	Comment	Response
P-25 Comment Letter from Tony Richardson			
Project Description	P-25-1	Regretfully, I was unable to attend the meeting in person as I was on the 91 Express Lanes on my way home to Corona as this meeting began. I have traveled the 91, 91 Express Lanes and 241 in this area for the past 15 years. I offer my perspective of the proposed project: This project is piggybacking on the improvements built by the Riverside CIP program scheduled for completion Summer 2017. This project stated improvements would not occur without the expanded capacity currently being built.	As discussed in Chapter 1, Section 1.1.2, page 1-9, of the Draft Supplemental EIR/EIS, the proposed median-to-median connector is a later phase of the Eastern Transportation Corridor (ETC) project, previously approved in 1994. It was originally evaluated as an SR-241/SR-91 direct connector in the 1991 ETC Draft Environmental Impact Report/Environmental Impact Statement (Draft EIR/EIS), 1992 ETC Final EIR, and the 1994 ETC Final EIS. If the <i>91 Express Lanes</i> and the SR-91 CIP express lanes did not replace the HOV lanes on SR-91, then an SR-241 HOV direct connector would have been constructed consistent with the approved ETC project. The SR-91 CIP does not provide the benefits of the Proposed Project because it does not provide a direct connection between the SR-241 and the SR-91 Express Lanes.
Transportation	P-25-2	This project will increase eastbound congestion in the 91 eastbound express lanes between the 55 freeway and the proposed connector, creating more congestion on the 91 East Express Lanes and resulting in longer commute times for current express lane commuters. It would provide 241 eastbound commuters a few minutes improvement in their commute times.	Based on the results of the <i>Traffic Analysis Report</i>, congestion between SR-55 and SR-241 along SR-91 would exist in the No Build condition. The Proposed Project would increase vehicle throughput, increase average speed per vehicle, and decrease average delay per vehicle along SR-91 within the project limits. In addition, SR-241 Express Lanes Connector users would experience a greater delay reduction. Please refer to Responses to Comments P-3A-3 and P-3A-5 for discussion regarding the improvements with the SR-91 CIP Interim Phase and the SR-241 to SR-91 commute time.

Table 5.4 Response to Public Review Comments on the Draft Supplemental EIR/EIS

Topic	No.	Comment	Response
Transportation	P-25-3	There is no need for a westbound connector, freeway speeds during peak times will remain acceptable for years to come.	The westbound SR- 91 to southbound SR- 241 Express Lane Connector would minimize weaving from traffic that would otherwise exit the SR-91 Express Lanes and change several lanes to access the general purpose lane connector to southbound SR-241. As shown in Section 3.5, Table 3.5.11 (2017) and Table 3.5.12 (2040) in the Draft Supplemental EIR/EIS, in the AM peak period (i.e., commuters on westbound SR-91), average vehicle speeds would increase with the Proposed Project.
Transportation	P-25-4	The proposed project benefits sound very good to anyone who hasn't driven this section of road on a regular basis. They are however, not based in fact. The stated weaving across lanes does not occur in the 2 miles between the 241 eastbound ramp and 91 express lanes entrance, it occurs in the .85 miles between the eastbound 91 express lanes exit and the Green River Road off ramp. Getting on the 91 Express Lanes is easy, getting off and across to Green River Road, not so much.	The <i>Traffic Analysis Report</i> used detailed microsimulation analysis to study the interaction of the general purpose lanes and express lanes from Weir Canyon to Serfas Club on SR- 91. Therefore, the analysis accounted for the egress and ingress at the SR-91 Express Lanes with the proposed geometry. The analysis also accounted for the weaving of traffic exiting the SR-91 Express Lanes to destinations in Corona such as the Green River off-ramp. Please refer to Response to Comment P-3A-2 for discussion regarding improvements associated with the SR-91 CIP Interim Phase. Please note that without the Proposed Project, with the completion of the SR-91 CIP Interim Phase (opened on March 20, 2017), vehicles will have to weave across several lanes from the SR-241 general purpose lane connector to enter the SR-91 CIP Express Lanes. As such, one of the purposes of the Proposed Project could not be attained.

Table 5.4 Response to Public Review Comments on the Draft Supplemental EIR/EIS

Topic	No.	Comment	Response
Transportation	P-25-5	A better use of funds would be the connection of La Palma Avenue and Green River Road. A single artery between Anaheim and Corona is one of the reasons for the ridiculous congestion this area suffers. Furthermore, a better use of funds to increase safety would be to build direct on and off ramps from Green River Road to the 91 Express Lanes.	Please refer to Response to Comment P-25-4 regarding access at Green River Road. Providing ramps to and from Green River Road and the SR-91 Express Lanes does not meet the Purpose and Need for the Proposed Project. Please refer to Chapter 1, page 1-11 of the Draft Supplemental EIR/EIS. Constructing a single artery between Anaheim and Corona would not meet the majority of the Project objectives because it would not implement the Proposed Project as approved in 1994 as part of the overall ETC project, improve traffic circulation, or improve the efficiency of the toll system.
Project Description and Transportation	P-25-6	In short, this is an unnecessary project, with overstated benefits. Use the funds to connect an alternate to the 91 for residents of Orange and Riverside Counties.	Please refer to Responses to Comments P-25-1 through P-25-5 for discussion regarding the Project's traffic benefits.
P-26 Comment Letter from Turi Daniels			
General	P-26-1	It's about time!! I sincerely hope that construction goes faster than that of the 5 & 91, they are moving at snail pace!! PS I have ALWAYS been in favor of the extension!!!!!!	The comment in support of the Proposed Project is noted for the public record.
P-27 Comment Letter from Don Paul			
General	P-27-1	I frequently drive from our home in Newport Beach to Corona & Riverside. The proposed "Express Connector" is a NO BRAINER which should have been a part of the 241 Toll Road when it was built !!! This "Express Connector" would also: 1. decrease traffic congestion 2. enhance safety by reducing weaving across lanes 3. improve toll lane access in Orange and Riverside Counties increase 241 Toll Road usage since people like me coming from South O.C. avoid the 241 since the current JAM at the 241 / 91 interchange negates most of our time savings using the 241 vs. using the 91 Express Lanes to avoid the 241 / 91 JAM	The comment states that the Proposed Project will improve the traffic congestion between Orange County and Riverside County. The comment is consistent with the Purpose and Need of the Proposed Project that discussed in Section 1.2, page 1-11, and Chapter 1 of the Draft Supplemental EIR/EIS. The comment in support of the Proposed Project is noted for the public record.
P-28 Comment Letter from Bob Hughes			
General	P-28-1	Please keep the jobs building this new project to United States citizens only. Hire U.S.	The Proposed Project would benefit job-creation in the region.

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Topic	No.	Comment	Response
P-29 Comment Letter from TB Barnes			
Transportation	P-29-1	Hello - after review part of the documents provided on the proposed project, please find my thoughts/comments/suggestions below: Reasons against the project: the purpose of the current 91 expansion project is to alleviate traffic congestion; no need for an additional project that will cause more of a long-term inconvenience to current residents	The comment is a general comment regarding the need for the Proposed Project. A general response is appropriate. Please refer to Chapter 1, page 1-11, of the Draft Supplemental EIR/EIS for the Purpose and Need of the Project.
Transportation	P-29-2	Corona has recently been made attractive as a transplant city for Orange County residents; decreasing traffic would make the city even more attractive and ultimately cause more congestion than any proposed traffic-reducing project will resolve.	Section 3.2.2 of the Draft Supplemental EIR/EIS discusses growth trends in the Study Area including the City of Corona. Population will continue to grow in Corona with or without the Proposed Project; however, Table 3.2.1, page 3.2-8 of the Draft Supplemental EIR/EIS, shows that between 2012 and 2040, job growth in Riverside County will be much higher than in Orange County.
Transportation	P-29-3	if the connector project is approved, I propose there be an optional lane to continue on the non-tolled general purpose lanes (similar to the current 55 North to 91 West connector split) so anyone not wanting to use the new lanes will not be forced to pay an extra toll; an optional non-tolled lane would also serve as an alternate when there is a tie-up and/or accident in the Express Lanes	The existing SR-241 general purpose lane connectors would be available for non-tolled travelers.
Transportation	P-29-4	have the new proposed connector lane be an HOV access lane only so everyone is not forced to pay an additional toll	The Proposed Project would connect to the SR-91 Express Lanes, which do not have an HOV restriction. Please refer to Response to Comment P-4A-1 for discussion regarding the purpose of a tolled connector.
Transportation	P-29-5	open a street exit route before Green River so traffic could migrate off and around the freeway	The suggested alternative does not meet the Purpose and Need for the Project stated in Section 1.2, page 1-11, and Chapter 1 of the Draft Supplemental EIR/EIS. Please refer to Response to Comment P-14-1 for discussion regarding the Express Lanes connection between SR-241 and SR-91.
Transportation	P-29-6	Metrolink to create a non-stop express route from Tustin station to Corona to attract more riders; the current schedule has many stops from the Riverside to Orange County area and does not save time due the frequent stops	The comment does not identify concerns about the adequacy of the Draft Supplemental EIR/EIS and no further response is required.

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Topic	No.	Comment	Response
P-30 Comment Letter from Hatem Tadros			
Transportation	P-30-1	As a resident of Yorba Linda east of Gypsum Canyon Rd, I thought it necessary to provide comment related to the proposed Express connector project. Residents of my area of Yorba Linda will no doubt be subject to the greatest degree of inconvenience and delays during construction of this proposed project. Though this inconvenience by itself is not reason to support the "no build" option, I would expect to know in detail what steps are going to be taken to minimize closures and detours of Gypsum Canyon Rd in particular.	As stated in Section 3.5.3.1, page 3.5-5 of the Draft Supplemental EIR/EIS, traffic delays are expected during construction. Temporary detours and weekend or nighttime closures would be required at the Gypsum Canyon Road on- and off-ramps and at the northbound SR-241 to the eastbound SR-91 connector. A Transportation Management Plan (TMP) would be prepared and implemented to minimize circulation and delay impacts (Section 3.5, Minimization Measure TR-1).
Transportation	P-30-2	Just as importantly, as a current daily user of the 241 North to 91 West connector, I have observed every day firsthand the congestion, delays, and frankly the dangerous conditions caused by disparity of traffic flow between the 241 North to 91 East vs. 91 west connectors.	Please refer to Responses to Comments P-1-3, P-7-2, and P-17B-2 for discussion regarding the Proposed Project's improvements to the northbound SR-241 to eastbound SR-91 connection.
Project Description and Transportation	P-30-3	Can you clarify how the project will address the following points: 1. Will there be a raised divider / permanent separator between the lanes leading to the existing 241 North to 91 East connector and the 241 North to 91 West connector? This separator is vital and needs to extend from the toll booth, spanning as far north as the 91 freeway to prevent the last minute weaving of stopped traffic into lanes of fast moving westbound 91 motorists. Allowing last minute merging between these lanes has caused severe slowing of 241 lanes leading to westbound 91.	Please refer to Responses to Comments P-1-3, P-7-2, and P-17B-2 for discussion regarding the Proposed Project's improvements to the northbound SR-241 to eastbound SR-91 connection.
Transportation	P-30-4	2. Will the project decrease or hold constant the number of lanes for the current connectors? If the impact of the project will be to reduce the number of lanes available for non 91 express lane users, I along with broad groups of residents would vehemently oppose this project.	The existing SR-241 to SR-91 connectors would remain in place with the Proposed Project.
Transportation	P-30-5	3. Will this project create any means of bypass of the 241-to-91 connectors to allow right of way directly to Gypsum Canyon Rd from the 241 road? At present, it is required that drivers use the 241 north / 91 west connector to exit Yorba Linda / Weir Canyon Rd., and then backtrack east to reach Gypsum Canyon Road. Will this project (and can this project) include a direct access link from the 241 to Gypsum Canyon Road to further alleviate traffic and allow additional access to eastern Yorba Linda	A direct access from SR-241 to Gypsum Canyon Road would not be provided as part of the Proposed Project.

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Topic	No.	Comment	Response
Project Description and Transportation	P-30-6	The most critical question remains question 1. The lack of a permanent separator between the two sets of lanes on the 241 N remains a serious risk to motorists.	Please refer to Responses to Comments P-1-3, P-7-2, and P-17B-2 for discussion regarding the Proposed Project's improvements to the northbound SR-241 to eastbound SR-91 connection.
P-31 Comment Letter from Jeff Gros			
Transportation	P-31-1	At around 6 pm on 12/9 I spent over an hour going north on the 241 attempting to transition to the 91-West. Had I been going to the 91-East, this would be understandable. For going west spending this is completely unacceptable. I feel like I've been cheated. When I finally inched my way to where I would transition to the 91-West, I saw the problem. People were selfishly trying to cut into the east bound traffic at the last minute with no regard to people behind them trying to go westbound. This is not an uncommon problem and can make using the toll road to go west bound very difficult.	Please refer to Responses to Comments P-1-3, P-7-2, and P-17B-2 for discussion regarding the Proposed Project's improvements to the northbound SR-241 to eastbound SR-91 connection.
Transportation	P-31-2	I don't think your express connector is going to be very effective in reducing Orange County traffic. You cannot fix traffic going east to Riverside. It's like scooping water out of a sinking boat with a thimble.	Please refer to Response to Comment P-7-3 for discussion regarding the overall benefit of the Project.
Transportation	P-31-3	As an agency of Orange County, it is your responsibility to reduce traffic in Orange County. Riverside County traffic is not your charter.	The Proposed Project would provide an overall benefit in the SR-91 Corridor in the traffic Study Area. As discussed in the Summary in Section 3.5, page 3.5-33 of the Draft EIR/EIS, with the Project, the length of the northbound SR-241 to the eastbound SR-91 queue on the general purpose ramp would shorten in the PM peak period, due to an additional connection to SR-91.
Project Description and Transportation	P-31-4	I think the best solution is to isolate Riverside county traffic on the toll roads as much as possible. Put up a divider that runs the entire length of the 241 from where the 133 meets it. This simple fix would keep Orange County bound traffic flowing smoothly.	The suggested alternative does not meet the Purpose and Need for the Project stated in Section 1.2, page 1-11, and Chapter 1 of the Draft Supplemental EIR/EIS.

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Topic	No.	Comment	Response
P-32 Comment Letter from Charles Perrigoue			
General	P-32-1	Thank you for the opportunity to comment on the proposed 91/241 direct connector. I am a resident of South Orange county (Ladera Ranch.) Additionally I am a frequent user of the current connector. For the reasons stated in your "meeting" video I strongly support the construction of the proposed connector. The reduction of traffic, creation of jobs, and improvement of our infrastructure are laudable goals which this project directly supports. Excellent work TCA!	The comment in support of the Proposed Project is noted for the public record.
P-33 Comment letter from Gary Hickenbottom			
Transportation	P-33-1	Comment on The 241/91 Express Connector To be Added ; The amount of traffic that would actually use this; Added Connector would be to minimal as to construct.	Please refer to Response to Comment P-13-1 for discussion regarding the Proposed Project benefits. The westbound SR-91 to southbound SR-241 Express Lanes Connector would primarily reduce the weaving that would occur from vehicles exiting the SR-91 Express Lanes to get to SR-241. The northbound SR-241 to eastbound SR-91 Express Lanes Connector would substantially reduce the queue at the general-purpose lanes connector and reduces delay for vehicles using this connector. Please refer to Response to Comment P-3A-5 for discussion regarding the delay reduction.
P-34 Comment Letter from Adrian Koval			
Transportation	P-34-1	I am writing to ask why would state and private entities mask to reduce traffic when you are actually creating more traffic by adding toll lanes. You want to take "freeway" lanes and make them toll roads. It only eases traffic for those that can afford them and not for many of the public who does have to travel through this miserable highway. I am not a law maker, nor an engineer, but I can see that this is all about money masked as a solution to heavy traffic. All of you should be ashamed of yourselves.	The Lead Agency respectfully disagrees with the commenter's claim that the Proposed Project would create more traffic. The Proposed Project would provide an overall benefit in the SR-91 Corridor within the traffic Study Area. As discussed in the Summary in Section 3.5, page 3.5-33 of the Draft EIR/EIS, with the Proposed Project, the length of the northbound SR-241 to the eastbound SR-91 queue on the general purpose ramp would shorten in the PM peak period, due to an additional connection to SR-91. The Proposed Project would not remove any "freeway" lanes and make them toll roads. The existing general purpose lane connectors between SR-241 and SR-91 would remain. Please refer to Chapter 1, Table 1.1, page 1-19 of the Draft Supplemental EIR/EIS for the projected volumes in 2017 and

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Topic	No.	Comment	Response
			2040, which would occur with or without the Project. Please refer to Response to Comment P-25-1 for discussion regarding the history of the Proposed Project. Please also refer to the Purpose and Need for the Project stated in Section 1.2, page 1-11, and Chapter 1 of the Draft Supplemental EIR/EIS.
P-35 Comment Letter from Norm & Linda Williams			
General	P-35-1	We support this proposal. We were once stuck on the 241 northbound to the 91 eastbound for 90 minutes. We literally crawled that last mile. We currently live in Highland and will be moving to San Clemente next year. We will be traveling the 241 to the 91 at least once a week for business and to be active grandparents for our granddaughter living in Norco. We have been lamenting the drive. So happy to read about this proposal!	The comment in support of the Proposed Project is noted for the public record.
P-36 Comment Letter from Norman L. Williams			
General	P-36-1	This is an idea that is long over due. Such a transition would relieve a major part of the bottle neck as you travel east on the 91 into Corona.	The comment in support of the Proposed Project is noted for the public record.
P-37 Comment Letter from Johnathan H. McDowell			
Transportation	P-37-1	I would like to go on record saying that I believe the 241/91 express connector would be a great project. I use the 241 to get to the 91 quite often. There are countless times that the current connector is backed up. I would love to be able to get right into the 91 express lane heading east and shorten my commute time.	The comment in support of the Proposed Project is noted for the public record.
P-38 Comment Letter from Roy Center			
Project Description and Transportation	P-38-1	I am in full support of the connector but you should also consider a direct connector from the Greenriver overpass to and from the west bound 91 fast track lanes	The comment in support of the Proposed Project is noted for the public record. Please refer to Responses Comments P-25-4 and P-25-5 regarding operations at Green River Road.

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Topic	No.	Comment	Response
P-39 Comment Letter from Diana Hearn			
Transportation	P-39-1	We wholeheartedly support this project. It would greatly enhance travel between southeastern Orange County and the 91 freeway.	The comment in support of the Proposed Project is noted for the public record.
P-40 Comment Letter from Sean Bryant			
Transportation	P-40-1	My wife and I travel to Orange County weekly for work. We absolutely approve of this expansion. We think it's vital to reducing traffic to and from Orange County and improving the area we live in (Corona) in general. We wish the timeline was sooner/faster as it's such a small bridge that needs to be created. My only concern is making sure the money is properly budgeted and scheduling isn't abnormally buffered.	The comment in support of the Proposed Project is noted for the public record.
P-41 Comment Letter from William Lopez			
Project Alternatives	P-41-1	Will the existing ramps be left alone? I would suggest that they should be left there. The challenge that I see is that the existing Fastrack lanes will already have a steady flow of traffic. Now add two more lanes from the 241 and you will get congestion. Even if flow from green river towards riverside is clear, adding two lanes to the existing two will slow things down.	The existing general purpose lane connectors between SR-241 and SR-91 would remain. Please refer to Response to Comment P-8-1 for discussion regarding the Express Lane Connector merge at SR-91.
Project Alternatives	P-41-2	Also..... Have you considered putting barriers further up the 241 to prevent last minute mergers from fast lanes onto the eastbound flowing lanes.	Please refer to Responses to Comments P-1-3, P-7-2, and P-17B-2 for discussion regarding the Proposed Project's improvements to the northbound SR-241 to eastbound SR-91 connection.
P-42 Comment Letter from Xico Salazar			
Project Description	P-42-1	Was not there the provision for the toll roads revert to free after 30 years?	TCA opened the first modern tolled road that was not a bridge in the State of California in 1993. Construction of the tolled roads was funded by issuing non-recourse toll revenue bonds, and the tolls collected are used to pay off that debt. In 2013 and 2014, the bonds were restructured with lower interest rates to lower annual debt service growth and align with recalibrated revenue projections based on more than 20 years of actual tolled road operating history. The current final

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Topic	No.	Comment	Response
			maturity dates of the F/ETCA and San Juan Hills Transportation Corridor Agency (SJHTCA) bonds are 2053 and 2050, respectively. Please note that OCTA operates the 91 Express Lanes, RCTC operates the SR-91 CIP express lanes (SR-91 Express Lanes), and F/ETCA would operate the SR-241/SR-91 Express Lanes Tolloed Connector and each facility was or will be completed at a different date.
Project Description	P-42-2	After TCA bought out the operators of the toll portion of the 91 freeway fees shot up to punishing heights never charged before and now fluctuate hourly reaching sometimes one dollar per mile. Will there be additional fees after the connector? Will they be as brutal? How long will the tolls be collected?	The Express Lanes Connector would be a tolled facility. Please refer to Response to Comments L-6-6 and P-41-1 for discussion regarding the coordination and operation of tolled roads. Please note that the <i>91 Express Lanes</i> are owned and operated by OCTA.
P-43 Comment Letter from Melinda Alvarez			
Project Description and Transportation	P-43-1	I think this project is a great idea; however a permanent barrier needs to be established at the top of the hill at the 241 dividing the on ramps to the 91 east and 91 west. We are paying good money to use the 241, so people who take the 91 west should not sit in traffic because of the 91 east traffic.	The comment in support of the Proposed Project is noted for the public record. Please refer to Responses to Comments P-1-3, P-7-2, and P-17B-2 for discussion regarding the Proposed Project's improvements to the northbound SR-241 to eastbound SR-91 connection.
Project Description and Transportation	P-43-2	Signs can be placed as drivers are going up the hill, and the toll booth should be split and a permanent structure (cement island, etc.) should be put in place to direct traffic in both directions on the 91 freeway well before the fork.	Signage will be placed throughout the project limits to direct traffic to the correct lanes. Please refer to Responses to Comments P-1-3, P-7-2, and P-17B-2 for discussion regarding the Proposed Project's improvements to the northbound SR-241 to eastbound SR-91 connection.

Table 5.4 Response to Public Review Comments on the Draft Supplemental EIR/EIS

Topic	No.	Comment	Response
P-44 Comment Letter from Patrick Dreis			
Transportation	P-44-1	This proposal to build connectors to the 91 express from and to the 241 is a bad idea. The 91 is already at capacity. Add lanes to the 91 first, before you increase connections.	As discussed in Chapter 1, Section 1.1.3.1, page 1-10, of the Draft Supplemental EIR/EIS, as part of the ultimate phase of the SR-91 CIP, one general purpose lane on SR-91 in each direction, between the junction of SR-241 and SR-91 and Pierce Street in the City of Riverside is included; and is planned for completion by 2035. This phase would also add an additional toll lane on SR-91 in each direction between I-15 and SR-241. Please also refer to Response to Comment P-8-1 for discussion regarding the Proposed Project's connection to SR-91. Please refer to Response to Comment P-25-4 for discussion regarding the scope of the work conducted for the <i>Traffic Analysis Report</i>.
P-45 Comment Letter from John Boyd			
General	P-45-1	All, please accept this email as a supporter of this process. This should have been considered and rights of way obtained as necessary prior to the completion of the 241 Toll Road. Transportation officials need to treat highway development the same way that private development is treated, i.e., contribution at the time of the development for existing and future infrastructure. Transportation officials need to project a ride sharing and toll road systems that is seamless as possible and this has been a glaring example far too long of lack of coordination. Agency jurisdiction should never block or hinder cooperation and compromise.	The comment in support of the Proposed Project and request for efficient project coordination is noted for the public record.
Project Description	P-45-2	With all that said some suggestions: 91 West/South to the 241 should be the easiest to construct but the congestion is more in the other direction. Priority should be for the 241 Northbound-91 East/North.	As discussed in Section 2.4, page 2-28, in Chapter 2 of the Draft Supplemental EIR/EIS, construction would occur in two main stages: Stages 1 and 2; and Stage 1 would occur in two phases identified as Stages 1A and 1B. The majority of the work would occur in Stage 1A. Construction of the SR-241 northbound to 91 <i>Express Lanes</i> east would be part of the Stage 1A construction.

Table 5.4 Response to Public Review Comments on the Draft Supplemental EIR/EIS

Topic	No.	Comment	Response
Project Description and Transportation	P-45-3	The transition 241 Northbound-91 East/North should come from the 241 Northbound-91 West/South overpass already in existence to save costs and time of construction since the overpass is in place already. Your plan online doesn't provide details or scale.	Please refer to Response to Comment P-15B-1 for discussion regarding the location of the proposed Express Lanes Connector. With respect to design details and scale, as discussed in Chapter 2, Section 2.7, page 2-41 of the Draft Supplemental EIR/EIS, a Value Analysis Study was conducted to consider design refinements. A decision regarding implementation of these refinements would be made during the Final Design phase.
Transportation	P-45-4	I assume the overpass necessary from the 91 Express Westbound will be shared for the 241 Northbound Connector, if not it should.	Please refer to Response to Comment P-45-3 regarding the Value Analysis process. The northbound and southbound SR- 241 traffic to and from the <i>91 Express Lanes</i> may use the same structure. The proposed improvements are preliminary and subject to refinement based on further evaluation during the Final Design phase.
PHC-1 Public Hearing Comment Card from Marty De Sollar			
General	PHC-1-1	Thank you for the open house, but would ask that you have more outreach to Yorba Linda residents.	Consistent with the requirements of CEQA and NEPA, as discussed in Chapter 5, Section 5.2.1, page 5-1 of the Draft Supplemental EIR/EIS, a Notice of Preparation of a Supplemental EIR/EIS for the Proposed Project was mailed on March 13, 2015, to occupants and property owners within 0.25 mile of the Project Footprint. This included numerous residents in Yorba Linda. No public comments were received. A public notice to announce the Public Hearing and availability of the Draft Supplemental EIR/EIS for public review was published in the following newspapers on November 7, 11, and 21, 2016: <i>Press-Enterprise</i>, <i>Orange County Register</i>, and <i>Excelsior</i>. The public notice was also mailed on November 4, 2016 to occupants and property owners within 0.25 mile of the Project Footprint. This included numerous residents in Yorba Linda.

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Topic	No.	Comment	Response
			Your name has been added to the mailing list for future notifications, which will continue during the Final Design and Construction phases.
General	PHC-1-2	I would also suggest that your information sheets have a more detail schematic of the project	Please refer to Figure 2.1 in the Draft Supplemental EIR/EIS for an illustration of the project alignment, limits, and features. The Draft Supplemental EIR/EIS is available at TCA's office and at Caltrans District 12.
PHC-2 Public Hearing Comment Card from Matt Olsen			
Project Alternatives	PHC-2-1	I encourage TCA and other agencies to add travel time signage (travel with and without toll facility usage) at all ingress points. Also, please thoroughly communicate that connector users are locked in until I-15.	Signage would be provided throughout the Project Limits. The details of signage placement and content would be refined during the Final Design phase. Actual travel time information on that signage would be provided for the Express Lanes Connector but not for the general purpose lanes connector.
PHC-3 Public Hearing Comment Card from Rich Gomez			
Project Description	PHC-3-1	This connector should have been designed and improved with 241 when it was first designed. It is long overdue.	Please refer to Response to Comment P-2-1 for discussion regarding the timing for the Proposed Project.
General	PHC-3-2	As a union carpenter who worked on the original 241/261 Toll Roads. From start to the end. We would love to be part of this connector. It would employ a lot of local carpenters who live and spend our money in our local communities.	The comment in support of the Proposed Project is noted for the public record.
PHC-4 Public Hearing Comment Card from Sally Wurtenberg			
Project Description and Transportation	PHC-4-1	I live off of Weir Canyon and I am not able to access the 91 Express Lanes at my on-ramp. Is there a way to help us that live in the area to access 91 Express Lanes?	Access to the Express Lanes on SR-91 would be available at SR-55, SR-241, SR-91 at the Orange/Riverside County Line, and on northbound I-15, south of SR-91. Please refer to Response to Comment P-31-3 for discussion regarding the Purpose and Need for the Proposed Project.
Transportation	PHC-4-2	The 241 from Weir Canyon is blocked by 91 Freeway traffic, so we are often locked up with that traffic and can't easily get on the 241.	Please refer to Response to Comment P-13-1 for discussion regarding the Project benefits.

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Topic	No.	Comment	Response
PHC-5 Public Hearing Comment Card from Sally Wurtenberg			
General	PHC-5-1	I am highly in favor of this project and am satisfied with the info presented tonight. Please proceed full-speed ahead.	The comment in support of the Proposed Project is noted for the public record.

¹ County of Orange. *Final Natural Communities Conservation Plan/Habitat Conservation Plan*. County of Orange Central & Coastal Subregion, Parts I & II: NCCP/HCP. July 17, 1996.

² Irvine Ranch Conservancy. Website: <http://www.irconservancy.org/resource-management.html> (accessed June 21, 2017).

³ City of Corona. 2017. Website: <http://www.discovercorona.com/City-Departments/Community-Development/Planning-Division/Arantine-Hills-Project.aspx> (accessed March 28, 2017).

⁴ Toll Roads Blog. Website: <https://thetollroadsblog.com/2014/02/07/new-lights-installed-at-tolling-locations/> (accessed April 27, 2017).

Table 5.5 Response to Public Review Comments on the Draft Supplemental EIR/EIS Received After the Public Review Period

Topic	No.	Comment	Response
F-2: Letter from the United States Department of the Interior			
Natural Environment	F-2-1	The U.S. Fish and Wildlife Service (FWS) and the National Park Service (NPS) have reviewed the above referenced Draft Environmental Impact Statement (EIS), dated October 2016. Our primary concern and mandate is the protection of public fish and wildlife resources and their habitats and the potential harmful impacts on the Irvine Ranch National Natural Landmark (NNL). We have legal responsibility for the welfare of migratory birds, anadromous fish, and endangered animals and plants occurring in the United States. We are also responsible for administering the Endangered Species Act of 1973 (Act), as amended (16 U.S.C. 1531 et seq.). Service is a Participating Agency for this project. The project as proposed will result in the construction of a tolled median-to-median connector between State Route 241 (SR-241) and the tolled lanes in the median of State Route 91 (SR-91). The project is located in the cities of Anaheim, Yorba Linda, and Corona and the counties of Orange and Riverside, California.	The comment is introductory and does not raise any substantive environmental issues; therefore, no further response is necessary.
Natural Environment	F-2-2	The DEIS states, "The entire footprint of the ETC Corridor was assumed "take" through its construction, and per the NCCP/HCP documents, all development activities and uses addressed by the NCCP/HCP by participating landowners within the NCCP/HCP Plan Areas are considered fully mitigated by the NCCP/HCP. No additional mitigation is required for impacts to identified species and their habitat or for species residing in covered habitats" (page 3.15-1). The DEIS should document that the current proposed project extends farther to the east along SR-91 than was previously proposed. Impacts to sensitive species and	Chapter 1, Section 1.1.2, page 1-9, of the Draft Supplemental EIR/EIS discusses the reason for preparation of a Supplemental EIR/EIS, which includes addressing the extended Project Limits on SR-91 to the east. This information is repeated in Chapter 2, Section 2.2, page 2-2, and the limits of the ETC project on SR-91 are shown in Figure 2.1, Sheet 4, of the Draft Supplemental EIR/EIS. As requested, the limits of the ETC project on SR-91 have been added to Figures 3.15.1 and 3.15.2 in the Final Supplemental EIR/EIS. A statement was added to Section 3.15.2.1, page 3.15-1, of the Final Supplemental EIR/EIS to indicate the Project Area extends farther east on SR-91 than the ETC project. Table 3.15.2 in the Final Supplemental EIR/EIS was revised as requested. The revisions to Table 3.15.2 do not change the impact conclusions provided in the Draft Supplemental EIR/EIS.

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Topic	No.	Comment	Response
		habitats that were not previously analyzed and offset through the 1994 Biological Opinion and NCCP/HCP will need to be quantified and should be offset. The FEIS should include in the project figures the mapped eastern limit of the previously analyzed project. Table 3.15.2 should be revised to include separate columns for the project area previously analyzed under the 1994 Biological Opinion and NCCP/HCP, and the new eastern portion of the project that has not been analyzed and offset.	
Natural Environment	F-2-3	The project will result in permanent impacts to 5 acres of land located within the Gypsum Canyon Nature Preserve that is protected by a Conservation Easement held by The Nature Conservancy. The project proposes to use the area for construction staging (page S-11), for the construction of a maintenance access road (page S-10), and for slope grading to accommodate the realigned eastbound SR-91 lanes (page 2-18). The DEIS proposes a de minimis finding for these impacts to the Gypsum Canyon Nature Preserve under section 4(f) of the Department of Transportation Act of 1966 (page 3.1-56). The de minimis finding is not appropriate. Under section 4(f) these lands may only be affected for a transportation use if there is no prudent and feasible alternative and the project includes all possible planning to minimize harm to the site.	The partial acquisition area (approximately 5 acres on a County of Orange parcel [APN 085-071-56]) would be used for construction access, a maintenance road, and slope grading to accommodate the realigned eastbound SR-91 lanes. The area would be used for construction access but not for construction staging. As discussed in Chapter 2, page 2-23, of the Draft Supplemental EIR/EIS, the acquisition area is currently part of the Irvine Ranch National Natural Landmark (NNL), owned by the County of Orange with a Conservation Easement held by The Nature Conservancy. The Conservation Easement allows for “necessary infrastructure improvement.” The acquisition area is in the northeastern part of the Gypsum Canyon Nature Preserve, which is one of three separate areas in the Gypsum Canyon Nature Preserve. Caltrans requires a permanent access road in the acquisition area in order to maintain the slope. Slope maintenance includes monitoring slope stability, erosion, and drainage and making any needed repairs. The Build Alternative will not include any permanent surface, subsurface, or aerial easements at the NNL. No temporary construction easements or other temporary uses of land outside the defined project limits are anticipated in the NNL. As discussed in Appendix B, Section B.5.2, a de minimis impacts determination for the use of the Gypsum Canyon Nature Preserve is appropriate because use of the acquisition area would not affect any connections to other open space or wilderness areas. The Build Alternative also would not substantially impact the natural resources in the NNL or affect the access into/out of the Nature Preserve, and there would be no interference

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Topic	No.	Comment	Response
			with the features, activities, attributes, or purposes of the Nature Preserve or the NNL, on either a temporary or permanent basis under the Build Alternative. It should be noted that Gypsum Canyon Nature Preserve was evaluated for protection under Section 4(f) as a public recreation resource. It should be noted that Gypsum Canyon Nature Preserve was evaluated for protection under Section 4(f) as a public recreation resource. A de minimis determination under Section 4(f) does not require evaluation of a prudent and feasible alternative. On July 11, 2017, Caltrans submitted a letter to OC Parks requesting concurrence that the Proposed Project would not interfere with the features, activities, attributes, or purposes of the Nature Preserve or the NNL that are subject to protection under Section 4(f). OC Parks provided written concurrence on July 25, 2017. As discussed in Response to Comment I-1-1, the engineering feasibility of a retaining wall (soil nail wall) to avoid/minimize impacts to the NNL would be evaluated in the Final Design phase.
Natural Environment	F-2-4	To minimize harm to the site, the proposed construction staging should be relocated to existing developed / disturbed areas, such as the junction of SR-241 and SR-91 in the existing Caltrans right-of-way, to avoid impacts to sensitive habitats and species. The need for a maintenance access road at this location is not clearly explained in the DEIS, and the road appears to impact adjacent habitat unnecessarily (Figure 2.1, Sheet 4). The project should be redesigned to remove or relocate the maintenance access road. If it is not feasible to relocate the maintenance access road, the FEIS should provide a clear description of the need for the road. The proposed slope grading should be minimized through the use of a retaining wall.	As discussed in Response to Comment F-2-3, construction staging would not occur within the 5-acre acquisition area. Please refer to Response to Comment F-2-3 for discussion regarding the Proposed Project features in APN 085-071-56. Additional text was added to Chapter 2, Section 2.2.1.2, page 2-19, of the Final Supplemental EIR/EIS, to indicate that the purpose of the maintenance access road is to maintain the slope. As discussed in Response to Comment I-1-1, the engineering feasibility of a retaining wall to avoid/minimize impacts to the NNL would be evaluated in the Final Design phase.

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Topic	No.	Comment	Response
Natural Environment	F-2-5	The DEIS states that the proposed impacts to the Gypsum Canyon Nature Preserve did not warrant the proposed activity approval process within the grant deed of the Conservation Easement (page 5-19 to 5-20). The FEIS should provide the relevant language from the Conservation Easement that was used to reach the decision that the proposed activity approval process is not warranted for this project. Regardless of the language in the Conservation Easement, we recommend that the project be designed to avoid and minimize impacts to this conserved area.	The referred to language in the Conservation Easement is as follows: <u>Specific New Roads.</u> <i>A depiction of the existing Orange County Transportation Authority (OCTA) Master Plan of Arterial Highways effective as of December 11, 2000 (the "MPAH") is included in the Easement Documentation Report. Grantor shall be entitled to cooperate with the appropriate federal, state, and local authorities with respect to, and undertake in all respects, the development, construction, improvement, maintenance, repair, replacement, relocation and use of all roads as shown and described on such existing MPAH, together with all utilities and other facilities ordinarily constructed or installed within or adjacent to such roads, and all improvements related thereto (collectively, the "MPAH Roads") in the relevant area (the "Allowable MPAH Area"), subject to the following conditions:</i> (a) <i>If and to the extent Grantor is undertaking the development of any MPAH Road, Grantor shall use its reasonable best efforts to ensure that such MPAH Road is undertaken in such a manner as will minimize as much as reasonably possible the impact on the design and construction of such MPAH Road of wildlife underpasses, where appropriate pursuant to any existing completed wildlife movement studies for the Property previously funded by Grantor. Grantee understands and acknowledges that Grantor may not be the party undertaking development of each MPAH Road. In those instances where Grantor is nonetheless participating in the development of the MPAH Road, Grantor shall use its reasonable best efforts to provide the party undertaking the MPAH Road with the awareness of the desirability of considering the incorporation into the design and construction of such roads of wildlife underpasses and to deliver to such party copies of any existing completed wildlife movement studies for the Property previously funded by Grantor.</i> (b) <i>Notwithstanding any other provision of this Deed to the contrary, either before or after the time that any MPAH Road permitted under this Paragraph is commenced or completed, Grantor shall have the right to transfer to any appropriate agency, entity or individual fee title, easement, license and/or other possessory interest to the Allowable MPAH Area related to such MPAH Road, in the form or manner required by the recipient (including without limitation with title acceptable to the recipient),</i>

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Topic	No.	Comment	Response
			and without compensation to Grantor or Grantee and without requiring the recipient to resort to its powers of eminent domain (if any) or other similar legal process in such endeavor. Grantee shall cooperate with Grantor, as reasonably requested and at no out-of-pocket cost to Grantee, to ensure Grantor may exercise said right to transfer the Allowable MPAH Area. To that end, if requested, Grantee shall execute and record an amendment to this Deed releasing the Allowable MPAH Area from this Deed, provided that Grantee shall be entitled to require that any such release from this Deed explicitly confirm the provisions of subparagraph 5(d) below with respect to the released Allowable MPAH Area. In transferring title to the Allowable MPAH Area as permitted in this Paragraph 5, subject to acceptance by the recipient, Grantor shall use its reasonable best efforts to restrict use of the Allowable MPAH Area to the applicable MPAH Road in a recorded document encumbering the Allowable MPAH Area. (c) Again assuming Grantor is the party seeking a permit for the MPAH Road, prior to submitting an application for that permit, Grantor shall provide copies of (or allow Grantee to review) any and all applications for permits filed by grantor for such MPAH Road. Nothing herein is intended or shall be deemed to require Grantee's consent or approval to any MPAH Road. (d) For all purposes, in deriving the fair market value of the Property as encumbered by the Easement (e.g., in deriving the Original Easement Value under Paragraph 18 of the main body of this Deed), Grantor shall be deemed to have retained the total value of all Allowable MPAH Areas permitted to be used for MPAH Roads under this Paragraph 5, along with any and all potential uses or activities thereon, without regard to the terms of this Easement or the restriction imposed by this Deed, and without regard to whether or not the total Allowable MPAH Areas will actually be so used. Please refer to Response to Comment I-1-1 for discussion regarding future review of a retaining wall. Please refer to Appendix B, Section B.5.1.1, of the Draft Supplemental EIR/EIS, for a discussion of the avoidance, minimization, and mitigation measures applicable to the 5-acre acquisition area.

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Topic	No.	Comment	Response
Natural Environment	F-2-6	The DEIS states that the construction activities and project improvements would be entirely within the Caltrans right-of-way, in the median, and along existing paved roads, in the vicinity of Gypsum Canyon, Coal Canyon and B Canyon and, therefore, would not impact the use or operation of the undercrossings as wildlife crossings (pages 3-45 and 3.15-55). All wildlife undercrossings are located within the right-of-way of the roads under which they are located. In the FEIS, this analysis needs to be revised to examine more critically the function of wildlife crossings in the project footprint and how the proposed use of wildlife crossings for construction access and staging will impact their functioning as wildlife crossings. Specifically, the analysis should address any potential impacts from changes in noise and lighting, bridge or culvert widening, changes to vegetation cover adjacent to culvert or bridge openings, changes to substrate within or at either end of the crossing (e.g., placement or rip-rap at either end of a bridge or culvert would inhibit wildlife dispersal), and reduction in visibility (e.g., vertical or horizontal bends would impede the ability of wildlife to look through the crossing to habitat on the other side of the road). The project should incorporate wildlife connectivity benefits to offset any unavoidable impacts to wildlife crossings.	Section 3.15, page 3.15-55, of the Draft Supplemental EIR/EIS, provides that “the Build Alternative would not result in temporary or permanent impacts to the wildlife linkages in Gypsum Canyon, Coal Canyon, and B Canyon.” Section 3.15, page 3.15-55, of the Draft Supplemental EIR/EIS, provides that the “Build Alternative would widen the existing southbound bridge structure at the Windy Ridge Wildlife Undercrossing.” The commenter is referred to the discussion of impacts to the Windy Ridge Wildlife Undercrossing provided on pages 3.15-55 through 3.15-56 of the Draft Supplemental EIR/EIS. The Coal Canyon undercrossing is not a designated wildlife corridor. With respect to changes in noise and lighting, as discussed in the Draft Supplemental EIR/EIS, Minimization Measure NC-11 requires that construction equipment maintenance, lighting, and staging must be in designated areas, away from Windy Ridge Wildlife Undercrossing and Coal Canyon Undercrossing. Minimization Measure NC-12 requires avoidance of the Windy Ridge Wildlife Undercrossing and Coal Canyon Undercrossing to the degree feasible, and has been revised in the Final Supplemental EIR/EIS to indicate that construction will be limited to daylight hours. Additionally, Minimization Measure NC-13 requires that Windy Ridge Wildlife Undercrossing and Coal Canyon Undercrossing be kept clear of all equipment or structures that could potentially serve as barriers to wildlife passage. Mitigation Measure NC-14 requires that structures required for bridgework at Windy Ridge Wildlife Undercrossing be erected so as not to block the main underpass and that scaffolding and false work be restricted to the side of the underpass to maintain the functionality of the crossing for wildlife movement. Construction Staging Areas are shown on Figure 2.1 in the Draft Supplemental EIR/EIS. The nearest construction staging area to the wildlife linkages described above is within the SR-91 eastbound loop on-ramp at Gypsum Canyon Road (Sheet 3). This area is lighted at night by existing light fixtures along the existing roadway facilities and is affected by existing traffic noise. Construction access to the SR-91 median would be provided via Coal Canyon Road as shown on Figure 2.1, Sheet 4, of the Draft Supplemental EIR/EIS. The existing dirt area provided for wildlife crossing would not be impacted. This text was added to Section 3.15 in the Final Supplemental EIR/EIS. Measures

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Topic	No.	Comment	Response
			to minimize impacts are included on pages 3.15-62 and 3.15-63 of the Draft Supplemental EIR/EIS. Windy Ridge Wildlife Undercrossing would be widened as discussed on Section 3.15.3, pages 3.15-55 and 3.15-57 of the Draft Supplemental EIR/EIS. Disturbed habitat in this area would be revegetated (Measure NC-10) after construction is complete. Measure NC-10 was modified in the Final Supplemental EIR/EIS to include revegetation at Coal Canyon Undercrossing as well. Measures to minimize impacts are included on pages 3.15-62 and 3.15-63 of the Draft Supplemental EIR/EIS. There would be no permanent changes to Coal Canyon Undercrossing. The Proposed Project would not replace culverts crossing under SR-241 and SR-91 at Windy Ridge, Gypsum Canyon, Coal Canyon, and B Canyon, and no reduction in visibility is anticipated. As shown on Figure 3.15.2, Sheets 7 and 8, construction grading would impact the entrance to culverts at Drainage Features 4, 5, and 6. The culvert at Drainage Feature 4 would be extended to the south to accommodate the realignment of SR-91, but there would be no changes to the substrate within or at the end of the culvert. No vertical or horizontal curves would be constructed in the culvert extension. Disturbed areas will be replaced with native vegetation that will not obscure the culvert openings, consistent with the requirements in Measure V-4 in the Draft and Final Supplemental EIR/EIS. ETC Final EIR and EIS Measure B-13 (Section 3.16 of the Draft EIR/EIS) reads as follows: <i>In conjunction with final design, the TCA shall, to the extent feasible, construct stream bank reinforcements of ungrouted riprap gabions or other appropriate material at the shallowest possible slope (2:1 or less), allowing for the replacement of soil and the subsequent revegetation of these areas with riparian plant species.</i> This measure would minimize impacts on drainages and wildlife movement below SR-241 and SR-91. No other modifications to the wildlife linkages described above would occur. Please also refer to Measure TE-7 in Section 3.19 of the Final Supplemental EIR/EIS, which contains the conservation measures and terms and conditions required in the Biological Opinion for the Project to further protect wildlife crossings. Specifically, CM 2 in the Biological Opinion and Measure TE-7

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Topic	No.	Comment	Response
			requires permanent lighting to be of the lowest illumination necessary for safety and to be directed toward the roadway and away from sensitive habitats and wildlife crossings. In addition, light glare shields will be used to reduce the extent of illumination into sensitive habitats. Furthermore, the Caltrans Project Biologist will review the permanent lighting plans and submit them to the California Fish and Wildlife Office for review and approval at least 15 working days prior to initiating project impacts.
Natural Environment and Visual	F-2-7	The DEIS refers to advance signage in the vicinity of the Windy Ridge Wildlife Crossing and Coal Canyon Undercrossing (page S-9). The FEIS should provide detail on how the project will avoid light spill from signage lighting into areas of adjacent habitat, including wildlife crossing areas. Lit signs, and in particular changeable message signs and signs with blinking lights, should be located away from wildlife crossing areas. Lighting, including signage lighting, should be directed toward the freeway and shielded and directed away from adjacent habitat areas.	Page S-9 of the Draft Supplemental EIR/EIS refers to modifications to existing signage near Windy Ridge Wildlife Undercrossing. As discussed in Section 3.6.4.2, page 3.6-13, of the Draft Supplemental EIR/EIS, new lighting would be directed on site to minimize potential intrusion of light and glare onto nearby land uses. Lighting for the Proposed Project would be consistent with existing lighting along SR-241. These requirements are included in Measure V-1.
Natural Environment	F-2-8	The DEIS refers to restoring all disturbed habitat adjacent to the Windy Ridge Wildlife Undercrossing with native vegetation (pages S-40 to S-41 and 3.15-62) but does not mention restoration of native habitats at the other wildlife crossings within the project area. While the Coal Canyon undercrossing had previously been unvegetated and disturbed, in 2013 it was planted with native vegetation to encourage increased use of the undercrossing by wildlife. Impacts to native vegetation within all wildlife crossing areas should be avoided to the greatest extent feasible. Avoidance of native habitats, and restoration of habitats where avoidance is not feasible, should apply to all of the wildlife crossings in the project area. The DEIS states that "Enhanced plantings shall occur adjacent to wildlife crossings" (page S-21). The FEIS should	The Proposed Project would impact a small amount of native vegetation planted in 2013 in the SR-91 median near Coal Canyon Undercrossing to allow for construction access to the SR-91 median. This vegetation would be replaced with native vegetation after construction is complete. This requirement is part of Measure NC-10 in the Final Supplemental EIR/EIS as discussed in Response to Comment F-2-6. Replacement plantings at Windy Ridge Wildlife Undercrossing and near Coal Canyon Undercrossing would be consistent with the existing vegetation and would not obscure the openings and would encourage wildlife movement in these areas.

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		provide more detail regarding the proposed plantings at wildlife crossings. Plantings at undercrossings should consist of native species that will not obscure the opening of the crossing and will encourage wildlife movement.	

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Received After the Public Review Period**

Topic	No.	Comment	Response
Natural Environment	F-2-9	The DEIS refers to avoiding night work at the Windy Ridge and Coal Canyon wildlife undercrossings and the states, "If work must be done at night, noise and direct lighting will be directed away from Windy Ridge Wildlife Undercrossing and Coal Canyon Undercrossing"(page S-41). It is not clear how noise and light could be directed away from the undercrossings in the event that night work is conducted within the undercrossings. The FEIS should specify that no night work will occur in or adjacent to these sensitive wildlife crossing areas. The DEIS also refers to use of noise barriers during vibratory pile driving at the Coal Canyon Undercrossing (Page 3.15-62). It is not clear why vibratory pile driving would need to occur in or adjacent to the Coal Canyon Undercrossing, which is mapped in the DEIS as an advanced signage area. It is also not clear whether vibratory pile driving is proposed at the Windy Ridge Wildlife Undercrossing, and if so, whether noise attenuation measures are proposed for this sensitive wildlife movement area. The project should avoid impacts, or incorporate noise attenuation measures at all affected wildlife crossing areas. The DEIS states that the Coal Canyon undercrossing ramps will be regraded so the area can be used as a construction turnaround and to access the median (page 2-25). This area has been planted with native habitats to encourage increased use of the undercrossing by wildlife. We are engaged in on-going coordination efforts aimed at closing the Coal Canyon off-ramps to encourage increased use of the undercrossing by wildlife. Regarding the ramps to allow for access by construction vehicles is counter to	Please refer to Section 3.15.4, page 3.15-62 of the Draft EIR/EIS. Measure NC-11 states that construction equipment maintenance, lighting, and staging must be in designated areas, away from Windy Ridge Wildlife Undercrossing and Coal Canyon Undercrossing. Measure NC-12 states that construction activity that must take place at the Windy Ridge Wildlife Undercrossing and Coal Canyon Undercrossing will be done as quickly as possible and only during daylight hours. No work would occur in the separated wildlife crossing area at Coal Canyon, which is separated from Coal Canyon Road by a fence. The language "If work must be done at night, noise and direct lighting will be directed away from Windy Ridge Wildlife Undercrossing and Coal Canyon Undercrossing" refers to work in the vicinity. Prohibiting night work is not feasible in light of public safety and technical considerations and the project development schedule. Sheet piles will be needed to support the existing freeway structure to provide a ramp from Coal Canyon Road to the SR-91 median for construction access. No pile driving is proposed at Windy Ridge Wildlife Undercrossing. As discussed in Section 3.15, Measure NC-12 has been revised in the Final Supplemental EIR/EIS to require the contractor to limit noise at Coal Canyon Undercrossing to 5 dBA above the ambient noise level within 100 feet of the edge of roadway so that nearby wildlife is not unduly disturbed. The new turnaround in the median in the vicinity of Coal Canyon is not large enough to accommodate construction vehicles.

Table 5.5 Response to Public Review Comments on the Draft Supplemental EIR/EIS Received After the Public Review Period

Topic	No.	Comment	Response
		our ongoing habitat restoration and access control efforts in this area and would have a negative effect on wildlife use of the undercrossing. The project should be redesigned to use the median for construction access and turnaround and to avoid all impacts to the Coal Canyon undercrossing.	
Natural Environment and Transportation	F-2-10	Page S-17. Emergency Services – It is our understanding that the freeway median in the vicinity of Coal Canyon is now being used as a turn-around by emergency vehicles, reducing vehicle use of the Coal Canyon undercrossing, which benefits both wildlife connectivity and human safety by providing a more accessible and rapid turn-around location that is outside of the wildlife undercrossing. The FEIS should address how the project will maintain the median turn-around and associated human safety and wildlife connectivity benefits.	The new turnaround in the median in the vicinity of Coal Canyon is not large enough to accommodate construction vehicles. Please refer to Responses to Comments F-2-6 and F-2-9 for discussion regarding project impacts and minimization measures at Coal Canyon Undercrossing. In response to coordination between Caltrans and the California Highway Patrol (CHP) regarding the potential to provide a locked gate at Coal Canyon Undercrossing requested by USFWS, the CHP representative stated, “The new turnaround in the Fastrak lanes is not feasible for patrol units to turn around from the general lanes of traffic.”¹ Therefore, Coal Canyon Undercrossing will continue to be used as a turn-around for emergency vehicles.
Water Quality	F-2-11	Page S-25. Groundwater Dewatering – The DEIS does not provide detail to ensure that proposed dewatering will not affect riparian and riverine habitats along the Santa Ana River corridor. If necessary, the project should be modified to ensure that these sensitive riparian habitats are not affected by dewatering.	As discussed in Section 3.8.3.1, page 3.8-15, of the Draft Supplemental EIR/EIS, groundwater dewatering may be required during construction of footings for the proposed bridge at the junction of SR-241 and SR-91. This work is not in the vicinity of the Santa Ana River. In addition, the General Groundwater Permit (Section 3.8, Measure WQ-5) requires compliance with specific discharge restrictions. Dewatering would only be required for placement of the footings and the amount of groundwater withdrawn would be minimal and would not lower the groundwater level such that adjacent habitats would be impacted.

¹ Email correspondence from Todd Kovaletz, Administrative Sergeant, California Highway Patrol dated April 12, 2019.

Table 5.5 Response to Public Review Comments on the Draft Supplemental EIR/EIS Received After the Public Review Period

Topic	No.	Comment	Response
Hazardous Waste/ Materials	F-2-12	Pages S-29 and S-30. Hazardous Materials – The DEIS does not include specific measures that will be used to contain and dispose of materials contaminated with asbestos and lead within sensitive habitat areas, including Gypsum Canyon. The project should be modified to incorporate specific measures to contain and dispose of contaminated waste.	Please refer to Minimization Measure HAZ-2: Asbestos Containing Materials, for a discussion of the disposal and handling of any asbestos containing materials in the Gypsum Canyon Road Undercrossing. A Lead Compliance Plan will be prepared to address workers' health and safety in accordance with Minimization Measure HAZ-1: Aerially Deposited Lead. It should be noted that the hazardous materials expected are related to potential aerially deposited lead on roadway shoulders, asbestos in Gypsum Canyon Road Undercrossing, treated wood in guardrails, traffic striping, and an unused petroleum pipeline. Please refer to Section 3.11.3, page 3.11-15, of the Draft Supplemental EIR/EIS, which states that there are standard regulatory requirements to be followed with respect to handling and disposal of hazardous materials. No additional measures are required to protect sensitive habitats.
Natural Environment	F-2-13	Page S-36 and S-37 and Pages 3.15-58 to 59. Natural Communities, Coastal California Gnatcatchers – The DEIS states that, "...to the maximum extent practicable, no grading of CSS habitat that is occupied by nesting [coastal California gnatcatchers, <i>Poliophtila californica californica</i>] CAGN will occur during the breeding season (February 15 through July 15)...subject to public health and safety considerations." The DEIS also states that in the event of such considerations, project proponents, "will provide USFWS/CDFW with the maximum practicable notice (or such notice as is specified in the NCCP/HCP) to allow for capture of CAGN". The FEIS should specify that all vegetation removal activities for the proposed project will occur outside of the bird breeding season. Although the NCCP/HCP includes language regarding the capture of coastal California gnatcatchers, we do not recommend capture and relocation of gnatcatchers as a project avoidance measure, and all references to capture of coastal California gnatcatchers should be removed from the project minimization measures. As appropriate, passive relocation through flushing will be addressed	The comment is referring to Measure NC-2, shown below. This measure is a requirement from the ETC Final EIR and EIS and the same language is in the NCCP/HCP EIR/EIS. Measure NC-2 Nesting Coastal California Gnatcatcher. <i>During clearing or construction, to the maximum extent practicable, no grading of CSS habitat that is occupied by nesting CAGN will occur during the breeding season (February 15 through July 15). It is expressly understood that this provision and the remaining provisions of these "construction-related minimization measures" are subject to public health and safety considerations. These considerations include unexpected slope stabilization, erosion control measures, and emergency facility repairs. In the event of such public health and safety circumstances, landowners or public agencies/utilities will provide USFWS/CDFW with the maximum practicable notice (or such notice as is specified in the NCCP/HCP) to allow for capture of CAGN, cactus wrens (<i>Campylorhynchus brunneicapillus</i>), and any other CSS Identified Species that are not otherwise flushed and will carry out the following measures only to the extent practicable in the context of the public health and safety considerations.</i> The breeding season is now considered to be from February 15 through August 31; therefore, these dates are applicable to this measure. Measure NC-2 is included in the Proposed Project to ensure that the Proposed

Table 5.5 Response to Public Review Comments on the Draft Supplemental EIR/EIS Received After the Public Review Period

Topic	No.	Comment	Response
		in the section 7 consultation for the project.	Project is in full compliance with the ETC Final EIR and EIS and the NCCP/HCP. Participating Landowners, such as TCA, are required by the NCCP/HCP Implementation Agreement to implement the minimization measures in the NCCP/HCP EIR/EIS (https://occonservation.org/wp-content/uploads/2015/04/NCCP-Part-III-EIR.pdf , page 7-145). There is no intent to capture coastal California gnatcatchers; such capture is at the sole discretion of the USFWS and CDFW. In the Final Supplemental EIR/EIS, the following text was added at the end of Measure NC-2: “ (Note: While this text is taken directly from NCCP/HCP Construction Minimization Measures to preserve their integrity, the capture and relocation of birds is not encouraged or authorized by the USFWS.) ”
Natural Environment	F-2-14	Page S-38. Natural Communities, Coastal Sage Scrub – The DEIS states that, “Waste dirt or rubble will not be deposited on adjacent CSS identified in the NCCP/HCP for protection.” The document later states that dust control measures will be implemented for CSS identified in the NCCP/HCP for protection. The project should be modified to ensure that project construction impacts will be limited to the defined project footprint, and dust control measures will be implemented for adjacent native plant communities, regardless of whether the adjacent habitats are identified in the NCCP/HCP for protection.	The footprint of the disturbance area will be minimized to the maximum extent feasible. Construction employees will be required to limit their activities, vehicles, equipment, and materials to the footprint and designated staging areas and routes of travel, and dust control measures will be implemented for all sensitive and candidate species, special habitats, and other native plant communities. Please refer to Measures E-1, B-8, and B-11 in Appendix D of the Draft Supplemental EIR/EIS, which more generally describes these requirements.
Natural Environment	F-2-15	Figure 3.15.2, sheet 8. – The DEIS does not explain the need for the expansive temporary impact area south of SR-91 between the Gypsum Canyon Nature Preserve and Coal Canyon. The project should be redesigned to minimize impacts in this area to avoid sensitive habitats, including coastal sage scrub and Coulter’s Matilija poppies. If this impact consists of a graded slope it should be mapped as a permanent impact area, and the impact should be minimized through the use of a retaining wall.	The area around Feature 4 (Figure 3.15.2, Sheet 7) would be temporarily impacted due to construction access in order to realign the freeway and construct drainage pipes adjacent to this area. The area east of Feature 5 is a graded slope area and it has been identified as a permanent impact on Figure 3.15.2, Sheet 8, and is calculated in Table 3.15.1 in the Draft Supplemental EIR/EIS. The area east of Feature 6 would be used as construction access to realign the freeway and construct a retaining wall. Please note that Measure PS-3, Section 3.17.4, page 3.17-8, of the Draft Supplemental EIR/EIS requires ESA fencing and other avoidance measures for Coulter’s Matilija poppies. As discussed in Response to Comment F-2-14, additional measures are included to protect native plant communities during construction.

Table 5.5 Response to Public Review Comments on the Draft Supplemental EIR/EIS Received After the Public Review Period

Topic	No.	Comment	Response
General	F-2-16	We appreciate the opportunity to comment on the Draft EIS and to participate in the transportation planning process. If you have any questions regarding this letter, please contact Sally Brown of the Carlsbad Fish and Wildlife Office at 760-431-9440, extension 278.	Contact information is noted for the public record. Ms. Brown is included in the distribution list (Chapter 7 of the Draft Supplemental EIR/EIS).
Natural Environment	F-2-17	Please be advised that this proposed project potentially impacts the Irvine Ranch National Natural Landmark (NNL). The NNL contains a diverse landscape dominated by chaparral and coastal sage scrub associations. These Mediterranean-type shrublands are a core element of concern for the South Pacific Border Biophysigraphic Province. Both associations are represented by extensive stands with high biological diversity. The range of community composition present in the coastal sage scrub associations makes Irvine Ranch NNL one of the larger remaining areas of this threatened ecosystem. Other associations present on the Irvine Ranch considered as associated communities include live oak woodlands, riparian woodlands, Tecate cypress woodlands and grasslands. Woodlands and grasslands communities cover smaller areas of favorable habitat within the matrix of chaparral and coastal sage scrub. These habitats contribute to the biodiversity of the Irvine Ranch and are spatially and ecologically integrated into the chaparral and coastal sage scrub communities.	Please refer to Response to Comment F-2-3. As shown on Figure 3.15.2, Sheets 7 and 8, the part of the NNL that would be acquired contains coastal sage scrub and a small amount of chaparral. No Tecate cypress woodlands, native grasslands, or native woodlands are located in the part of the NNL that would be acquired.
Paleontology	F-2-18	Irvine Ranch NNL also contains a remarkably complete stratigraphic succession ranging in age from late Cretaceous to the present (last ~80 million years). This succession records the transition through several plate tectonic frameworks that are key to understanding the evolution of the South Pacific Border Biophysigraphic Province. It also captures the	As discussed in Section 3.10.2.3, page 3.10-13, of the Draft Supplemental EIR/EIS, no special paleontological situation would be anticipated in the Area of Potential Disturbance (APD) within the NNL. The geologic units that would be encountered in the APD within the NNL are all present in other parts of the NNL and other areas in Southern California. There are no known unique paleontological resources specific to the geologic units exposed or in the subsurface in the part of the NNL within the APD that helped to contribute to

**Table 5.5 Response to Public Review Comments on the Draft Supplemental EIR/EIS
Received After the Public Review Period**

Topic	No.	Comment	Response
		sedimentologic and paleoenvironmental responses to evolving plate tectonic settings. A diverse spectrum of rock types and fossils beautifully illustrates the pageant of changing landscapes, seascapes and paleogeographies at the junction of the Peninsular Ranges and Transverse Ranges geological provinces. The site presents a coastline to rugged mountain spectrum of landscapes shaped by tectonic uplift and erosional sculpting during the past 4 million years.	the NNL listing.
Natural Environment	F-2-19	Irvine Ranch NNL possesses significant biological resources of Mediterranean shrublands, including extensive areas of chaparral and coastal sage scrub associations. These chaparral resources are equal to those of other significant areas within the South Pacific Border Biophysiographic Province (such as the Santa Monica Mountains National Recreation Area), and the coastal sage scrub areas present one of the largest extant areas of this association remaining in California. It is the presence of these large and relative undisturbed ecosystems and their biological diversity that provides the uniqueness of this area. Important rare and endangered plants and animals are present in these habitats. Additionally, the NNL contains significant resources of live oak woodlands, riparian woodlands, and rare Tecate cypress woodlands, with their associated biota. Beyond their conservation significance, these biological resources have great value for research and education.	Please refer to Response to Comment F-2-17 for discussion regarding the habitat types in the part of the NNL that would be impacted by the Proposed Project.
Paleontology	F-2-20	A remarkably unique, long time-range stratigraphic succession in the Irvine Ranch shows the linkage between tectonic framework, provenances, sedimentology, paleoenvironments, paleontology, paleoclimate, landscape evolution and geologic history. In this regard it is not only outstanding, but represents one of the most critical time intervals and	Please refer to Response to Comment F-2-18 for discussion regarding the geologic units located in the part of the NNL that would be acquired as part of the Proposed Project.

**Table 5.5 Response to Public Review Comments on the Draft Supplemental EIR/EIS
Received After the Public Review Period**

Topic	No.	Comment	Response
		locations in the evolution of the South Pacific Border Biophysiographic Province. A diverse spectrum of fossil faunas and floras, including invertebrates, vertebrates, and plants, add an important significance component to the stratigraphy of the Irvine Ranch from the perspectives of evolutionary events and important biostratigraphic reference sections. The tectonic geomorphology is particularly well-displayed and illustrates young mountain building processes through a combination of uplift and sea-level changes that have left their signature landforms well expressed throughout the site. This NNL is the best of a rare set of places within the South Pacific Border Biophysiographic Province where a long time-range, intact and structurally uncompromised stratigraphic section that records important earth history events are preserved.	
Land Use	F-2-21	The NNL protected area includes approximately 36,398 acres, and is depicted on the attached map (see below) of the project area (the green shading is Irvine Ranch NNL). For additional information or assistance with addressing this matter in preparing the Final EIS, please contact Ms. Laurie Lee Jenkins, National Natural Landmarks Coordinator, Pacific West Region, National Park Service, 810 State Route 20, Sedro Woolley, Washington, 98284, telephone (360) 854-7206.	Please refer to Figure 3.1.4 in the Draft Supplemental EIR/EIS, which shows the boundaries of the NNL in the Project Vicinity, and which are consistent with the map provided by this commenter. The provided contact information and map boundary are noted for the public record. Ms. Jenkins was added to the distribution list (Chapter 7 of the Final Supplemental EIR/EIS).

**Table 5.5 Response to Public Review Comments on the Draft Supplemental EIR/EIS
Received After the Public Review Period**

Topic	No.	Comment	Response
P-3B Comment Letter from Becky Johnson			
Transportation	P-3B-1	I would like to add to my email below, the idea of putting in a tolled connector ramp/s for morning traffic from northbound Green River Road to the westbound 91 and for evening traffic from the east bound 91 up on to southbound Green River Road. I wonder if the flow of traffic could be managed on a single ramp that allows for the change of traffic direction primarily based on the time of day (i.e., the ramp being used for one direction only.)	Please refer to Response to Comment P-6-2 for discussion regarding a connection to Green River Road.

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Notice of Preparation, Notice of Intent, and Public Notice

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NOTICE OF PREPARATION

To: _____

From: California Dept. of Transportation
3347 Michelson Drive, Suite 100
Irvine, CA 92612

Subject: Notice of Preparation of a Supplemental Draft Environmental Impact Report

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

Project Title: SR-241/SR-91 Express Lanes Connector Project

Project Location: Junction of SR-241 and SR-91; Orange County and Riverside County, California

Project Description: Median-to-median connector between SR-241 and the SR-91 Express Lanes

This is to inform you that the California Department of Transportation will be the lead agency and will prepare a Supplemental Draft Environmental Impact Report (Supplemental DEIR) for the project described below. Your participation as a responsible agency is requested in the preparation and review of this document.

We need to know the views of your agency as to the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the Supplemental DEIR prepared by our agency when considering your permit or other approval for the project.

A project location map and further project description details are contained in the attached Public Notice.

A copy of the Initial Study (☐ is) (☒ is not) attached. Environmental effects anticipated for update in the Supplemental DEIR include: Land Use, Growth, Community Impacts, Utilities and Emergency Services, Traffic and Transportation/Pedestrian and Bicycle Facilities, Visual/Aesthetics, Cultural Resources, Water Quality and Storm Water Runoff, Geology/Soils/Seismic/Topography, Paleontology, Hazardous Waste/Materials, Air Quality/Climate Change, Noise, Energy, Biological Environment, and Cumulative Impacts. Topics that will not be included in the Supplemental DEIR are: Coastal Zone, Wild and Scenic Rivers, Farmlands/Timberlands, Hydrology and Floodplain. These topics will not be covered in the Supplemental DEIR because the Project, as originally approved, was found to not impact on these environmental parameters along the project limits and the proposed Project will not change that conclusion.

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 direct your response to Bahar Heydari, (949) 724-2703, or at the following email address: D12.NOP241.91@dot.ca.gov. Please supply us with the name for a contact person in your agency.

Date 03/13/2015

Signature
Title

Amila Deshpande
Chief, Division of Environmental Analysis

NOTICE OF INTENT

[4910-22]

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Orange County and Riverside County, California

AGENCY: 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 a Supplemental Draft Environmental Impact Statement (Supplemental Draft EIS) will be prepared for a proposed highway project in Orange County and Riverside County, California. The original Notice of Intent was published on October 22, 1986 and revised on March 16, 1988.

DATES: The deadline for comments is Monday, April 13, 2015.

FOR FURTHER INFORMATION CONTACT: Smita Deshpande; 3347 Michelson Drive, Suite 100; Irvine, CA 92612; (949) 724-2245; D12.NOP241.91@dot.ca.gov; Chief,

Division of Environmental Analysis. 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 assigned National Environmental Policy Act (NEPA) agency, in cooperation with the United States Fish and Wildlife Service and United States Army Corps of Engineers, will

prepare a Supplemental Draft EIS on a proposal for a median-to-median connector between State Route 241 (SR-241) and the State Route 91 (SR-91) Express Lanes, project in Orange County and Riverside County, California.

The proposed median-to-median connector project encompasses 12-ORA-241 (PM 36.1/39.1), 12-ORA-91 (PM 14.7/18.9), and 08-RIV-91 (PM 0.0/1.5) for a length of approximately 8.7 miles. Anticipated federal approvals include an FHWA Air Quality Conformity Determination, Biological Opinion Amendment and permits under Section 404 and 401 of the Clean Water Act.

Caltrans District 12, in cooperation with the Foothill/Eastern Transportation Corridor Agency (F/ETCA), proposes to construct the median-to-median connector from State Route 241 (SR-241) to the State Route 91 (SR-91) Express Lanes. The proposed median-to-median connector is phase 2 of the Eastern Transportation Corridor (ETC) project previously approved in 1994. It will provide improved access between SR-241 and SR-91 and is proposed to be a tolled facility. Caltrans will be the lead agency for the project. The United States Army Corps of Engineers and the United States Fish and Wildlife Service were identified as cooperating agencies in the corresponding 1991 ETC Draft EIS and 1994 ETC Final EIS.

The SR-241/SR-91 Express Lane Connector was originally evaluated as a SR-241/SR-91 high-occupancy vehicle (HOV) direct connector in the 1991 ETC Draft EIS and 1994 ETC Final EIS (both of which studied a broader project area with improvements on SR-133, SR-241 and SR-261). The Systems Management Concept (SMC) for the ETC project proposed that the project would be staged, incorporating general purpose traffic

and eventually HOV lanes, to meet the forecasted demand. Under the SMC, ETC construction would be completed in one stage with three or more phases.

To implement Phase 2 of the ETC project, a Supplemental Draft EIS is being prepared to focus on the eastern portion of the original project and to address changes to environmental conditions and regulatory requirements. Various alternatives were studied in the 1991 ETC Draft EIS and 1994 ETC Final EIS; however, the Supplemental Draft EIS will include a No Build and one Build Alternative for the median-to-median connector only.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, cooperating agencies, participating agencies, local agencies, and to private organizations and citizens who have previously expressed or are known to have interest in this proposal. Environmental Review of the project is anticipated to occur from 2015 through 2017. A public scoping meeting is not scheduled at this time; should you be interested, please let us know in writing. A public hearing will be held in 2016. Public notice will be given of the time and place of the hearing. The Supplemental Draft EIS will be available for public and agency review and comment prior to the public hearing.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments, and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the Supplemental Draft EIS should be directed to Caltrans 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: March 16, 2015

A handwritten signature in blue ink, reading "Shawn Oliver", is positioned above a horizontal line.

Shawn Oliver

Team Leader, Right of Way and Environment

Federal Highway Administration

Sacramento, California



Transportation Corridor Agencies™

Public Notice

To Initiate Preparation of a Supplemental Draft Environmental Impact Report/Statement

Proposed Changes for a SR-241/SR-91 Express Lanes Connector Project



WHAT'S BEING PLANNED

The California Department of Transportation District 12 (Caltrans), in cooperation with the Foothill/Eastern Transportation Corridor Agency (F/ETCA), proposes to construct a median-to-median connector between State Route 241 (SR-241) and the State Route 91 (SR-91) Express Lanes. The project, located at the junction of SR-241 and SR-91 and in the cities of Anaheim, Yorba Linda and Corona, Orange County and Riverside County, California, will provide improved access between SR-241 and SR-91 and is proposed to be a tolled facility. The proposed median-to-median connector project encompasses 12-ORA-241 (PM 36.1/39.1), 12-ORA-91 (PM 14.7/18.9), and 08-RIV-91 (PM 0.0/1.5) for a length of approximately 8.7 miles. Caltrans will be the lead agency and will prepare a Supplemental Draft Environmental Impact Report/Environmental Impact Statement (Supplemental DEIR/DEIS) for the project.

WHY THIS AD

The proposed median-to-median connector is phase 2 of the Eastern Transportation Corridor (ETC) project previously approved in 1994. It was originally evaluated as a SR-241/SR-91 high-occupancy vehicle (HOV) direct connector in the 1991 ETC Draft EIR/EIS, 1992 ETC Final EIR, and the 1994 ETC Final EIS (all of which studied a broader project area with improvements on SR-133, SR-241 and SR-261). Various alternatives were studied in the 1991 ETC Draft EIR/EIS, 1992 ETC Final EIR and 1994 ETC Final EIS; however, this Supplemental DEIR/DEIS will study a No Build and one Build Alternative.

WHAT'S AVAILABLE

The Notice of Preparation/Notice of Intent (NOP/NOI) is available at the following libraries and Caltrans and TCA website:

East Anaheim; 8201
East Santa Ana Canyon
Road; Anaheim, CA
92808; anaheim.net
(714) 765-3887

Corona Public; 650
South Main Street;
Corona, CA 92882;
coronapubliclibrary.org
(951) 736-2381

El Modena Branch; 380
South Hewes Street;
Orange, CA 92869;
cityoforange.org
(714) 288-2450

Caltrans Website:

<http://www.dot.ca.gov/dist12/DEA/241-91ELC/>

TCA Website:

<http://www.thetollroads.com/241-91connector>

WHERE YOU COME IN

Do you have comments regarding the NOP/NOI? Or would you like a Public Information Meeting? Please submit your comments no later than April 13th, 2015, at 5:00 pm to Caltrans D12 Office, 3347 Michelson Drive, Suite 100, Irvine, CA 92612-8894 (Attn: Bahar Heydari) or via email: D12.NOP241.91@dot.ca.gov.

CONTACT

For further information contact: Bahar Heydari at 949-724-2703.

SPECIAL ACCOMMODATIONS

Individuals who require documents in alternative formats are requested to contact the District 12 Public Information Office at 949-724-2000. TDD users may contact the California Relay Service TDD line at 1-800-735-2929 or Voice Line at 1-800-735-2922.

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Comment Letters on the Notice of Preparation and Notice of Intent

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CITY OF CORONA FIRE DEPARTMENT

735 PUBLIC SAFETY WAY • CORONA, CA 92880 • (951) 736-2220 • FAX (951) 736-2497
WWW.DISCOVERCORONA.COM

March 19, 2015

California Department of Transportation
Caltrans D12 Office
3347 Michelson Drive, Suite 100
Irvine, CA. 92612-8894

RE: Notice of Preparation of a Draft EIR SR-241/SR-91 Express Lanes Connector Project

To Whom It May Concern,

The Corona Fire Department is in receipt of your notice regarding the SR-241/SR-91 Project. Our Department does respond to your project area with the Orange County Fire Authority and the Anaheim Fire Department. Please include the Corona Fire Department in your scope of work so that we receive all notifications that would affect our Department's emergency response protocols to the project area.

If you have any questions, please feel free to call me directly at 951-736-2220.

Sincerely,

David Duffy
Fire Chief



**South Coast
Air Quality Management District**
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

March 19, 2015

Bahar Heydari
California Department of Transportation
3347 Michelson Drive, Suite 100
Irvine, CA 92612

**Notice of Preparation of a CEQA Document for the
SR-241/SR-91 Express Lanes Corridor Project**

The South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. The SCAQMD staff's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the draft CEQA document. Please send the SCAQMD a copy of the CEQA document upon its completion. Note that copies of the Draft EIR that are submitted to the State Clearinghouse are not forwarded to the SCAQMD. Please forward a copy of the Draft EIR directly to SCAQMD at the address in our letterhead. **In addition, please send with the draft EIR all appendices or technical documents related to the air quality and greenhouse gas analyses and electronic versions of all air quality modeling and health risk assessment files. These include original emission calculation spreadsheets and modeling files (not Adobe PDF 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. More recent guidance developed since this Handbook was published is also available on SCAQMD's website here: [http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-\(1993\)](http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993)). SCAQMD staff also recommends that the lead agency use the CalEEMod land use emissions software. This software has recently been updated to incorporate up-to-date state and locally approved emission factors and methodologies for estimating pollutant emissions from typical land use development. CalEEMod is the only software model maintained by the California Air Pollution Control Officers Association (CAPCOA) and replaces the now outdated URBEMIS. This model is available free of charge at: www.caleemod.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 also developed both regional and localized significance thresholds. The SCAQMD staff requests that the lead agency quantify criteria pollutant emissions and compare the results to the recommended regional significance thresholds found here: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2>. In addition to analyzing regional air quality impacts, the SCAQMD staff 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 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/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds>.

In the event that the proposed project generates or attracts vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the lead agency 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 at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis>. An analysis of all toxic air contaminant impacts due to the use of equipment potentially generating such air pollutants should also be included.

In addition, guidance on siting incompatible land uses (such as placing homes near freeways) 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>. CARB's Land Use Handbook is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process.

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 these impacts. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed. Several resources are available to assist the Lead Agency with identifying possible mitigation measures for the project, including:

- Chapter 11 of the SCAQMD *CEQA Air Quality Handbook*
- SCAQMD's CEQA web pages at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mitigation-measures-and-control-efficiencies>.
- CAPCOA's *Quantifying Greenhouse Gas Mitigation Measures* available here: <http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>.
- SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook for controlling construction-related emissions
- 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/docs/default-source/planning/air-quality-guidance/complete-guidance-document.pdf?sfvrsn=4>.

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 webpage (<http://www.aqmd.gov>).

The SCAQMD staff is available to work with the Lead Agency to ensure that project emissions are accurately evaluated and mitigated where feasible. If you have any questions regarding this letter, please contact me at Jwong1@aqmd.gov or call me at (909) 396-3176.

Sincerely,

Jillian Wong

Jillian Wong, Ph.D.

Program Supervisor

Planning, Rule Development & Area Sources



State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
South Coast Region
3883 Ruffin Road
San Diego, CA 92123
(858) 467-4201
www.wildlife.ca.gov

EDMUND G. BROWN JR., Governor
CHARLTON H. BONHAM, Director



April 8, 2015

Ms. Bahar Heydari
California Department of Transportation, District 12
3347 Michelson Drive, Suite 100
Irvine, CA 92612
Bahar.Heydari@dot.ca.gov

Subject: Comments on the Notice of Preparation of a Supplemental Draft Environmental Impact Report for the SR-241/SR-91 Express Lanes Connector Project

Dear Ms. Heydari:

The California Department of Fish and Wildlife (Department) has reviewed the above-referenced Notice of Preparation (NOP) for the SR-241/SR-91 Express Lanes Connector Project Supplemental Draft Environmental Impact Report (SDEIR). The following statements and comments have been prepared pursuant to the Department's authority as Trustee Agency with jurisdiction over natural resources affected by the project (California Environmental Quality Act, [CEQA] Guidelines § 15386) and pursuant to our authority as a Responsible Agency under CEQA Guidelines section 15381 over those aspects of the proposed project that come under the purview of the California Endangered Species Act (Fish and Game Code § 2050 *et seq.*) and Fish and Game Code section 1600 *et seq.* The Department also administers the Natural Community Conservation Planning (NCCP) program.

The project area is located on State Route (SR-) 241 from post mile (PM-) 36.1 to PM 39.1 and on SR-91 from PM 14.7 to PM 18.9 in Orange County, and on SR-91 from PM 0.0 to PM 1.5 in Riverside County. The project involves a proposed median to median connector as phase 2 of the Eastern Transportation Corridor (ETC) project approved in 1994. The project provides for a tolled facility to improve connections between the roadways.

The Department offers the following comments and recommendations to assist the California Department of Transportation in avoiding or minimizing potential project impacts on biological resources.

Specific Comments

1. Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP)
 - a) The Department is responsible for ensuring appropriate conservation of fish and wildlife resources including threatened, endangered, and/or candidate plant and animal species, pursuant to the CESA, and administers the Natural Community Conservation Plan Program (NCCP Program). Within the Inland Deserts Region, the Department issued Natural Community Conservation Plan Approval and Take Authorization for the MSHCP per Section 2800, *et seq.*, of the California Fish and Game Code on June 22, 2004. The MSHCP establishes a multiple species conservation program to minimize and mitigate habitat loss and provides for the incidental take of covered species in association with activities covered under the permit.

- b) Compliance with approved habitat plans, such as the MSHCP, is discussed in CEQA. Specifically, Section 15125(d) of the CEQA Guidelines requires that the CEQA document discuss any inconsistencies between a proposed Project and applicable general plans and regional plans, including habitat conservation plans and natural community conservation plans. An assessment of the impacts to the MSHCP as a result of this Project is necessary to address CEQA requirements. To obtain additional information regarding the MSHCP please go to: <http://rctlma.org/epd/WR-MSHCP>.
- c) The eastern portion of the proposed Project occurs within the MSHCP area and is subject to the provisions and policies of the MSHCP. In order to be considered a covered activity, Permittees must demonstrate that proposed actions are consistent with the MSHCP and its associated Implementing Agreement. Caltrans is the Lead Agency, and is signatory to the Implementing Agreement of the MSHCP.

2. Wildlife Corridors

- a) The project area includes important wildlife linkages at Gypsum and Coal Canyon in Orange County, and B Canyon in Riverside County. These are core wildlife dispersal corridors that link the Santa Ana Mountains to the Chino Hills-Puente Hills. Species of concern within this area include but are not limited to: mountain lion, bobcat, Santa Ana sucker, southwestern willow flycatcher, least Bell's vireo, and coastal California gnatcatcher. The forthcoming CEQA document should include an analysis of the potential impacts on wildlife movement through Gypsum, Coal, and B Canyon wildlife corridors, including impacts from construction noise, lighting, and increased human presence during construction, as well as from the project itself. Staging for the project within or adjacent to these corridors should be avoided, as should normal operational activities. The Department requests the impacts to wildlife connectivity from this project should be addressed in the document.

General Comments

1. The Department has responsibility for wetland and riparian habitats. It is the policy of the Department to strongly discourage development in wetlands or conversion of wetlands to uplands. We oppose any development or conversion which would result in a reduction of wetland acreage or wetland habitat values, unless, at a minimum, project mitigation assures there will be "no net loss" of either wetland habitat values or acreage. Development and conversion include but are not limited to conversion to subsurface drains, placement of fill or building of structures within the wetland, and channelization or removal of materials from the streambed. All wetlands and watercourses, whether ephemeral, intermittent, or perennial, should be retained and provided with substantial setbacks which preserve the riparian and aquatic values and maintain their value to on-site and off-site wildlife populations. Mitigation measures to compensate for impacts to mature riparian corridors must be included in the SDEIR and must compensate for the loss of function and value of a wildlife corridor.

- a) The project area supports aquatic, riparian, and wetland habitats; therefore, a jurisdictional delineation of the creeks and their associated riparian habitats should be included in the SDEIR. The delineation should be conducted pursuant to the U. S. Fish and Wildlife Service wetland definition adopted by the Department.¹ Please note that some wetland and riparian habitats subject to the Department's authority may extend beyond the jurisdictional limits of the U.S. Army Corps of Engineers.
 - b) The Department also has regulatory authority over activities in streams and/or lakes that will divert or obstruct the natural flow, or change the bed, channel, or bank (which may include associated riparian resources) of a river or stream, or use material from a streambed. For any such activities, the project applicant (or "entity") must provide written notification to the Department pursuant to section 1600 *et seq.* of the Fish and Game Code. Based on this notification and other information, the Department determines whether a Lake and Streambed Alteration Agreement (LSA) with the applicant is required prior to conducting the proposed activities. The Department's issuance of a LSA for a project that is subject to CEQA will require CEQA compliance actions by the Department as a Responsible Agency. The Department as a Responsible Agency under CEQA may consider the local jurisdiction's (lead agency) Negative Declaration or Environmental Impact Report for the project. To minimize additional requirements by the Department pursuant to section 1600 *et seq.* and/or under CEQA, the document should fully identify the potential impacts to the stream or riparian resources and provide adequate avoidance, mitigation, monitoring and reporting commitments for issuance of the LSA.²
2. The Department considers adverse impacts to a species protected by the California Endangered Species Act (CESA), for the purposes of CEQA, to be significant without mitigation. As to CESA, take of any endangered, threatened, or candidate species that results from the project is prohibited, except as authorized by state law (Fish and Game Code, §§ 2080, 2085). Consequently, if the Project, Project construction, or any Project-related activity during the life of the Project will result in take of a species designated as endangered or threatened, or a candidate for listing under CESA, the Department recommends that the project proponent seek appropriate take authorization under CESA prior to implementing the project. Appropriate authorization from the Department may include an incidental take permit (ITP) or a consistency determination in certain circumstances, among other options (Fish and Game Code §§ 2080.1, 2081, subds. (b),(c)). Early consultation is encouraged, as significant modification to a project and mitigation measures may be required in order to obtain a CESA Permit. Revisions to the Fish and Game Code, effective January 1998, may require that the Department issue a separate CEQA document for the issuance of an ITP unless the project CEQA document addresses

¹ Cowardin, Lewis M., et al. 1979. Classification of Wetlands and Deepwater Habitats of the United States. U.S. Department of the Interior, Fish and Wildlife Service.

² A notification package for a LSA may be obtained by accessing the Department's web site at www.wildlife.ca.gov/habcon/1600.

all project impacts to CESA-listed species and specifies a mitigation monitoring and reporting program that will meet the requirements of an ITP. For these reasons, biological mitigation monitoring and reporting proposals should be of sufficient detail and resolution to satisfy the requirements for a CESA ITP.

3. To enable the Department to adequately review and comment on the proposed project from the standpoint of the protection of plants, fish and wildlife, we recommend the following information be included in the SDEIR.
 - a) A complete discussion of the purpose and need for, and description of, the proposed project, including all staging areas and access routes to the construction and staging areas.
 - b) A range of feasible alternatives to ensure that alternatives to the proposed project are fully considered and evaluated; the alternatives should avoid or otherwise minimize impacts to sensitive biological resources particularly wetlands. Specific alternative locations should be evaluated in areas with lower resource sensitivity where appropriate.

Biological Resources within the Project's Area of Potential Effect

4. To provide a complete assessment of the flora and fauna within and adjacent to the project area, with particular emphasis upon identifying endangered, threatened, sensitive, and locally unique species and sensitive habitats, the SDEIR should include the following information.
 - a) Per CEQA Guidelines, section 15125(c), information on the regional setting that is critical to an assessment of environmental impacts, with special emphasis placed on resources that are rare or unique to the region.
 - b) A thorough, recent floristic-based assessment of special status plants and natural communities, following the Department's Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities (see <http://www.dfg.ca.gov/habcon/plant/>). The Department recommends that floristic, alliance- and/or association-based mapping and vegetation impact assessments be conducted at the Project site and neighboring vicinity. The Manual of California Vegetation, second edition, should also be used to inform this mapping and assessment (Sawyer et al. 2008¹). Adjoining habitat areas should be included in this assessment where site activities could lead to direct or indirect impacts offsite. Habitat mapping at the alliance level will help establish baseline vegetation conditions.
 - c) A current inventory of the biological resources associated with each habitat type on site and within the area of potential effect. The Department's California Natural Diversity Data Base in Sacramento should be contacted at www.wildlife.ca.gov/biogeodata/ to obtain current information on any previously reported sensitive species and habitat,

¹ Sawyer, J. O., T. Keeler-Wolf and J.M. Evens. 2009. A Manual of California Vegetation, Second Edition. California Native Plant Society Press, Sacramento.

including Significant Natural Areas identified under Chapter 12 of the Fish and Game Code.

- d) An inventory of rare, threatened, endangered and other sensitive species on site and within the area of potential effect. Species to be addressed should include all those which meet the CEQA definition (see CEQA Guidelines, § 15380). This should include sensitive fish, wildlife, reptile, and amphibian species. Seasonal variations in use of the project area should also be addressed. 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 the U.S. Fish and Wildlife Service.

Analyses of the Potential Project-Related Impacts on the Biological Resources

- 5. To provide a thorough discussion of direct, indirect, and cumulative impacts expected to adversely affect biological resources, with specific measures to offset such impacts, the following should be addressed in the SDEIR.
 - a) A discussion of potential adverse impacts from lighting, noise, human activity, exotic species, and drainage should also be included. The latter subject should address: project-related changes on drainage patterns on and downstream of the project site; the volume, velocity, and frequency of existing and post-project surface flows; polluted runoff; soil erosion and/or sedimentation in streams and water bodies; and post-project fate of runoff from the project site. The discussions should also address the proximity of the extraction activities to the water table, whether dewatering would be necessary, and the potential resulting impacts on the habitat, if any, supported by the groundwater. Mitigation measures proposed to alleviate such impacts should be included.
 - b) Discussions regarding indirect project impacts on biological resources, including resources in nearby public lands, open space, adjacent natural habitats, riparian ecosystems, and any designated and/or proposed or existing reserve lands (e.g., preserve lands associated with a NCCP). Impacts on, and maintenance of, wildlife corridor/movement areas, including access to undisturbed habitats in adjacent areas, should be fully evaluated in the SDEIR.
 - c) The zoning of areas for development projects or other uses that are nearby or adjacent to natural areas may inadvertently contribute to wildlife-human interactions. A discussion of possible conflicts and mitigation measures to reduce these conflicts should be included in the environmental document.
 - d) 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.

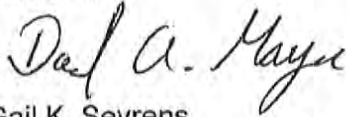
Mitigation for the Project-related Biological Impacts

6. The SDEIR should include mitigation measures for adverse project-related impacts to sensitive plants, animals, and habitats. Mitigation measures should emphasize avoidance and reduction of project impacts. For unavoidable impacts, on-site habitat restoration or enhancement should be discussed in detail. If on-site mitigation is not feasible or would not be biologically viable and therefore not adequately mitigate the loss of biological functions and values, off-site mitigation through habitat creation and/or acquisition and preservation in perpetuity should be addressed.
7. For proposed preservation and/or restoration, the SDEIR should include measures to perpetually protect the targeted habitat values from direct and indirect negative impacts. The objective should be to offset the project-induced qualitative and quantitative losses of wildlife habitat values. Issues that should be addressed include restrictions on access, proposed land dedications, monitoring and management programs, control of illegal dumping, water pollution, increased human intrusion, etc.
8. The Department recommends that measures be taken to avoid project impacts to nesting birds. Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (Title 50, § 10.13, Code of Federal Regulations). Sections 3503, 3503.5, and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA). Proposed project activities (including, but not limited to, staging and disturbances to native and nonnative vegetation, structures, and substrates) should occur outside of the avian breeding season which generally runs from February 1- September 1 (as early as January 1 for some raptors) to avoid take of birds or their eggs. If avoidance of the avian breeding season is not feasible, the Department recommends surveys by a qualified biologist with experience in conducting breeding bird surveys to detect protected native birds occurring in suitable nesting habitat that is to be disturbed and (as access to adjacent areas allows) any other such habitat within 300 feet of the disturbance area (within 500 feet for raptors). Project personnel, including all contractors working on site, should be instructed on the sensitivity of the area. Reductions in the nest buffer distance may be appropriate depending on the avian species involved, ambient levels of human activity, screening vegetation, or possibly other factors.
9. The Department generally does not support the use of relocation, salvage, and/or transplantation as mitigation for impacts to rare, threatened, or endangered species. Studies have shown that these efforts are experimental in nature and largely unsuccessful.
10. Plans for restoration and revegetation should be prepared by persons with expertise in southern California ecosystems and native plant revegetation techniques. Each plan should include, at a minimum: (a) the location of the mitigation site; (b) the plant species to be used, container sizes, and seeding rates; (c) a schematic depicting the mitigation area; (d) planting schedule; (e) a description of the irrigation methodology; (f) measures to control exotic vegetation on site; (g) specific success criteria; (h) a detailed monitoring program; (i) contingency measures should the success criteria not be met; and (j) identification of the party responsible for meeting the success criteria and providing for conservation of the mitigation site in perpetuity.

Ms. Bahar Heydari
California Department of Transportation, District 12
April 8, 2015
Page 7 of 7

We appreciate the opportunity to comment on the referenced NOP. Questions regarding this letter and further coordination on these issues should be directed to Tim Dillingham at (858) 467-4250 and Tim.Dillingham@wildlife.ca.gov or Heather Pert at (858) 395-9692 and Heather.Pert@wildlife.ca.gov.

Sincerely,



FOR Gail K. Sevrens
Environmental Program Manager
South Coast Region

ec: Jeff Brandt, CDFW, Region 6
Heather Pert, CDFW, Region 6
Gabe Quillman, CDFW, Region 6
Sally Brown, U.S. Fish and Wildlife Service
Scott Morgan, State Clearinghouse



City of Anaheim PLANNING DEPARTMENT

April 13, 2015

Bahar Heydari
Caltrans District 12 Office
3341 Michelson Drive, Suite 100
Irvine, CA 92612-8894

by email to: D12.NOP241.91@dot.ca.gov

Subject: NOP/NOI for the Supplemental Draft Environmental Impact Report/Statement
for the Proposed Changes for a SR-241-SR-91 Express Lanes Connector
Project

Dear Ms. Heydari:

Thank you for the opportunity to review and comment on the above-referenced document. City of Anaheim staff offers the following comments:

1. Please notify the City of Anaheim, attn: Christine Saunders, as to the date, time and location of the public scoping meeting. Since the project is located within the City of Anaheim, the City requests that the Supplemental Draft EIR/EIS be provided for agency review and comment prior to the public hearing.

Planning Department: Planning Services Division

Please contact Christine Saunders at 714-765-5238 or csaunders@anaheim.net with questions pertaining to this section.

2. In August 2014, The Irvine Company permanently dedicated to the County of Orange the final 2,500 acres of land in the area of the City of Anaheim's Mountain Park Specific Plan as permanent open space. Therefore, the proposed development according to the Mountain Park Specific Plan is no longer expected to occur. However, the City's General Plan and Zoning Code still reflect the proposed development in the Mountain Park Specific Plan. Additionally, the development agreements between the City, County of Orange, and the Irvine Company are still in place. The General Plan and Zoning Code may be updated at a future time to reflect the permanent open space designation, once the development agreements are terminated.

Public Utilities Department: Water Engineering

Please contact Sara Mathis at 714-765-4298 or smathis@anaheim.net with questions pertaining to this section.

3. The Supplemental Draft EIR/EIS shall address Utilities – Water Service, specifically whether the project requires temporary or permanent water service, and if so, from which agency/provider.

Please forward any subsequent public notices regarding this project to my attention at the address listed at the bottom of the first page of this letter. If you have any questions regarding this response, please do not hesitate to contact Christine Saunders at (714) 765-5238 or csaunders@anaheim.net or me at (714) 765-4958 or skim@anaheim.net.

Sincerely,

A handwritten signature in blue ink that reads "Susan Kim". The signature is written in a cursive, flowing style.

Susan Kim, AICP, LEED AP ND
Acting Principal Planner

Cc: Christine Saunders, Planning Department
Sara Mathis, Public Utilities Department
Rafael Cobain, Public Works Department
Adrian Pauna, Public Works Department



RIVERSIDE COUNTY FLOOD CONTROL
AND WATER CONSERVATION DISTRICT

April 13, 2015

Emailed this date to: D12.NOP241.91@dot.ca.gov

Ms. Bahar Heydari
Caltrans – District 12
3347 Michaelson Drive, Suite 100
Irvine, CA 92612-8894

Dear Ms. Heydari:

Re: Notice of Preparation/Notice of Intent
for the SR-241/SR-91 Express Lanes
Connector Project

This letter is written in response to the Notice of Preparation/Notice of Intent (NOP/NOI) for the SR-241/SR-91 Express Lanes Connector Project. The project consists of the construction of a median-to-median connector between SR-241 and SR-91 Express Lanes.

The District has reviewed the NOP/NOI and has the following comment/concern that should be addressed in the Supplemental Environmental Impact Report/Statement:

Construction of the project may affect the United States Army Corps of Engineers Santa Ana River Mainstream Project, which is designed to provide flood protection to the growing urban communities in Orange, Riverside and San Bernardino Counties. Please be sure to include an evaluation of the project's potential impacts on the Santa Ana River Mainstream Project.

Thank you for the opportunity to review the NOP/NOI. Any further questions concerning this letter may be referred to Kevin Cunningham at 951.955.1526 or me at 951.955.8581.

Very truly yours,

KRIS FLANIGAN
Engineering Project Manager

cc: Komy Ghods
Zully Smith

KCC:mcv
P8\169171



April 13, 2015

Ms. Bahar Heydari
California Department of Transportation, District 12
3347 Michelson Drive, Suite 100
Irvine, California 92612
Phone: (949) 724-2703
Email: D12.NOP241.91@dot.ca.gov

RE: SCAG Comment on the Notice of Preparation of a Draft Environmental Impact Report for the SR-241/SR-91 Express Lanes Connector Project [SCAG NO. IGR8410]

Dear Mr. Ross,

Thank you for submitting the Notice of Preparation of a Draft Environmental Impact Report for the SR-241/SR-91 Express Lanes Connector Project ("proposed project") to the Southern California Association of Governments (SCAG) for review and comment. SCAG is the authorized regional agency for Inter-Governmental Review (IGR) of programs proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12372. Additionally, SCAG reviews the Environmental Impact Reports of projects of regional significance for consistency with regional plans pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines.

SCAG is also the designated Regional Transportation Planning Agency under state law, and is responsible for preparation of the Regional Transportation Plan (RTP) including its Sustainable Communities Strategy (SCS) component pursuant to SB 375. As the clearinghouse for regionally significant projects per Executive Order 12372, SCAG reviews the consistency of local plans, projects, and programs with regional plans.¹ Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of the regional goals and policies in the RTP/SCS.

SCAG staff has reviewed the Notice of Preparation of a Draft Environmental Impact Report for the SR-241/SR-91 Express Lanes Connector Project in Orange County and Riverside County. The proposed project consists of the construction of a median-to-median connector between State Route 241 and the State Route 91 Express Lanes, a length of approximately 8.7 miles.

When available, please send environmental documentation to SCAG's office in Los Angeles or by email to sunl@scag.ca.gov providing, at a minimum, the full public comment period for review. If you have any questions regarding the attached comments, please contact Lijin Sun, Esq., Senior Regional Planner, at (213) 236-1882 or sunl@scag.ca.gov. Thank you.

Sincerely,

Ping Chang,
Program Manager II, Land Use and Environmental Planning

¹ SB 375 amends CEQA to add Chapter 4.2 Implementation of the Sustainable Communities Strategy, which allows for certain CEQA streamlining for projects consistent with the RTP/SCS. Lead agencies (including local jurisdictions) maintain the discretion and will be solely responsible for determining "consistency" of any future project with the SCS. Any "consistency" finding by SCAG pursuant to the IGR process should not be construed as a finding of consistency under SB 375 for purposes of CEQA streamlining.

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**COMMENTS ON THE NOTICE OF PREPARATION OF
A DRAFT ENVIRONMENTAL IMPACT REPORT FOR
THE SR-241/SR-91 EXPRESS LANES CONNECTOR PROJECT [SCAG NO. IGR8410]**

CONSISTENCY WITH RTP/SCS

SCAG reviews environmental documents for regionally significant projects for their consistency with the adopted RTP/SCS.

2012 RTP/SCS Goals

The SCAG Regional Council adopted the 2012 RTP/SCS in April 2012. The 2012 RTP/SCS 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 (see <http://rtpscs.scag.ca.gov>). The goals included in the 2012 RTP/SCS may be pertinent to the proposed project. These goals are meant to provide guidance for considering the proposed project within the context of regional goals and policies. Among the relevant goals of the 2012 RTP/SCS are the following:

SCAG 2012 RTP/SCS GOALS	
RTP/SCS G1:	<i>Align the plan investments and policies with improving regional economic development and competitiveness</i>
RTP/SCS G2:	<i>Maximize mobility and accessibility for all people and goods in the region</i>
RTP/SCS G3:	<i>Ensure travel safety and reliability for all people and goods in the region</i>
RTP/SCS G4:	<i>Preserve and ensure a sustainable regional transportation system</i>
RTP/SCS G5:	<i>Maximize the productivity of our transportation system</i>
RTP/SCS G6:	<i>Protect the environment and health for our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking)</i>
RTP/SCS G7:	<i>Actively encourage and create incentives for energy efficiency, where possible</i>
RTP/SCS G8:	<i>Encourage land use and growth patterns that facilitate transit and non-motorized transportation</i>
RTP/SCS G9:	<i>Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies</i>

For ease of review, we encourage the use of a side-by-side comparison of SCAG goals with discussions of the consistency, non-consistency or non-applicability of the policy and supportive analysis in a table format. Suggested format is as follows:

SCAG 2012 RTP/SCS GOALS	
Goal	Analysis
RTP/SCS G1: <i>Align the plan investments and policies with improving regional economic development and competitiveness</i>	Consistent: Statement as to why; Not-Consistent: Statement as to why; Or Not Applicable: Statement as to why; DEIR page number reference
RTP/SCS G2: <i>Maximize mobility and accessibility for all people and goods in the region</i>	Consistent: Statement as to why; Not-Consistent: Statement as to why; Or Not Applicable: Statement as to why; DEIR page number reference
etc.	etc.

RTP/SCS Strategies

To achieve the goals of the 2012 RTP/SCS, a wide range of strategies are included in SCS Chapter (starting on page 152) of the RTP/SCS focusing on four key areas: 1) Land Use Actions and Strategies; 2) Transportation Network Actions and Strategies; 3) Transportation Demand Management (TDM) Actions and Strategies and; 4) Transportation System Management (TSM) Actions and Strategies. If applicable to the proposed project, please refer to these strategies as guidance for considering the proposed project within the context of regional goals and policies. To access a listing of the strategies, please visit <http://rtpscs.scag.ca.gov/Documents/2012/final/f2012RTPSCS.pdf> (Tables 4.3 – 4.7, beginning on page 152).

Regional Growth Forecasts

At the time of this letter, the most recently adopted SCAG forecasts consists of the 2020 and 2035 RTP/SCS population, household and employment forecasts. To view them, please visit <http://scag.ca.gov/Documents/2012AdoptedGrowthForecastPDF.pdf>. The forecasts for the region and applicable jurisdictions are below.

	Adopted SCAG Region Wide Forecasts		Adopted City of Corona Forecasts	
	Year 2020	Year 2035	Year 2020	Year 2035
Population	19,663,000	22,091,000	155,800	164,600
Households	6,458,000	7,325,000	46,100	48,800
Employment	8,414,000	9,441,000	88,300	105,000

	Adopted City of Anaheim Forecasts		Adopted City of Yorba Linda Forecasts	
	Year 2020	Year 2035	Year 2020	Year 2035
Population	369,100	405,800	69,700	69,400
Households	107,600	124,700	22,600	22,800
Employment	193,700	224,200	17,200	17,300

MITIGATION

SCAG staff recommends that you review the SCAG 2012 RTP/SCS Final Program EIR Mitigation Measures for guidance, as appropriate. See Chapter 6 (beginning on page 143) at: <http://rtpscs.scag.ca.gov/Documents/peir/2012/final/Final2012PEIR.pdf>

As referenced in Chapter 6, a comprehensive list of example mitigation measures that may be considered as appropriate is included in Appendix G: *Examples of Measures that Could Reduce Impacts from Planning, Development and Transportation Projects*. Appendix G can be accessed at: http://rtpscs.scag.ca.gov/Documents/peir/2012/final/2012fPEIR_AppendixG_ExampleMeasures.pdf



United States Department of the Interior

FISH AND WILDLIFE SERVICE

Ecological Services
Carlsbad Fish and Wildlife Office
2177 Salk Avenue, Suite 250
Carlsbad, California 92008



In Reply Refer To:
FWS-OR-14B0086-15CPA0224

APR 13 2015

Ms. Bahar Heydari
Associate Environmental Planner
California Department of Transportation
District 12
3347 Michelson Drive, Suite 100
Irvine, California 92612-1692

Subject: Notice of Intent (NOI) to Prepare a Draft Environmental Impact Statement (DEIS) for the SR-241/SR-91 Express Lanes Connector, Riverside and Orange Counties, California

Dear Ms. Heydari:

We have reviewed the above referenced NOI, which was received on March 13, 2015. 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." We recently accepted your invitation to provide technical assistance as a participating agency in accordance with the project delivery provisions of the Moving Ahead for Progress in the 21st Century Act (MAP-21) and Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) for this project.

The project as proposed would construct a median-to-median connector between State Route 241 (SR-241) and the State Route 91 Express Lanes in Riverside County and Orange County, California. To facilitate the evaluation of the proposed project from the standpoint of fish and wildlife protection, we recommend that the DEIS include the following information:

I. General

- a. 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 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;
- b. 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;

- c. Ensure that project information is collected on a sufficiently wide region such that the DEIS addresses the entire project footprint, including borrow and fill sites, staging areas, and fuel modification and maintenance zones, as well as areas that may be restored to offset these impacts; and
- d. An analysis of cumulative effects from proposed developments in the surrounding area, including past, present, and future SR-91 corridor projects and any associated mitigation with the potential to be impacted from the proposed project. Note that recently restored riparian habitat is present in the vicinity of the proposed project. The DEIS should document any proposed impacts to the habitats restored for mitigation in the project vicinity.

II. Orange County

- a. We are concerned about the effects of the proposed project on wildlife connectivity, including wildlife corridors at Gypsum Canyon and Coal Canyon (Missing Linkage SC 43 from Missing Linkages: Restoring Connectivity to the California Landscape Conference, 2000. <http://www.scwildlands.org/#projects>). We request that the DEIS 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.

III. Riverside County

- a. 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 DEIS 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:
 - i. Species-specific objectives for MSHCP Covered Species that will likely be affected by the project (MSHCP volume II)
 - ii. Impacts to MSHCP Public/Quasi-Public (PQP) Lands, Existing Core A (MSHCP 3.2.3 page 3-31)
 - 1. See U.S. Fish and Wildlife Service MSHCP Permit (Permit) Condition 5 and 17, Permit and map available online:
<http://www.fws.gov/carlsbad/HCPs/WRivMSHCPBODOcs.htm>
<http://www.wrc-rca.org/library.asp>

- iii. Impacts within MSHCP Criteria Cells 1612, 1616, 1702 and 1704 (MSHCP Table 3-17: pages 3-458 and 3-460)
- iv. Guidelines for the Siting and Design of Roads (MSHCP 7.5.1 page 7-80)
- v. General Construction Guidelines (MSHCP 7.5.3 page 7-87)
- vi. Guidelines for the Construction of Wildlife Crossings (MSHCP 7.5.2 page 7-81)
 - 1. Proposed constrained linkage 1 (PCL 1)(MSHCP 3.2.3 page 3-74)
 - a. "...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."
 - 2. Proposed constrained linkage 2 (PCL 2)(MSHCP 3.2.3 page 3-75)
 - a. "...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."
 - b. For PCL 1 and 2 see also Missing Linkages: Restoring Connectivity to the California Landscape. 2001. Missing Linkage SC 44
<http://www.scwildlands.org/#projects>
- vii. Best Management Practices (MSHCP Appendix C)
- viii. Fuels Management (MSHCP 6.4 page 6-72)
- ix. Guidelines Pertaining to the Urban/Wildlands Interface (MSHCP 6.1.4 page 6-42)
- x. Protection of Narrow Endemic Plant Species Policy (MSHCP 6.1.3 page 6-28)
 - 1. Narrow Endemic Species within Survey Area 7
 - a. San Diego ambrosia (*Ambrosia pumila*)
 - b. Brand's phacelia (*Phacelia stellaris*)
 - c. San Miguel savory (*Satureja chandleri*)

- xi. Additional Survey Needs and Procedures Policy (MSHCP 6.3.2 page 6-65)
 - 1. Burrowing Owl (*Athene cunicularia hypugaea*) Survey Area
- xii. Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools Policy (MSHCP 6.1.2 page 6-20)
 - 1. Riparian, riverine, vernal pool, and fairy shrimp habitat
 - 2. Riparian/Riverine and Vernal Pool Species
 - a. Vernal pool fairy shrimp (*Branchinecta lynchi*)
 - b. Riverside fairy shrimp (*Streptocephalus woottoni*)
 - c. Western yellow-billed cuckoo (*Coccyzus americanus occidentalis*)
 - d. Southwestern willow flycatcher (*Empidonax traillii extimus*)
 - e. Least Bell's vireo (*Vireo bellii pusillus*)

We appreciate the opportunity to comment on the referenced NOI 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,



~~For~~ Karen A. Goebel
Assistant Field Supervisor

cc:

Tim Dillingham, California Department of Fish and Wildlife, San Diego, CA 92123

Settle, Jean

Subject: FW: SR-241/SR-91 Express Lanes Connector Project-Initial Study

From: Judi Tamasi [<mailto:judi.tamasi@mrca.ca.gov>]

Sent: Wednesday, April 15, 2015 11:43 AM

To: D12 NOP241-91@DOT

Subject: RE: SR-241/SR-91 Express Lanes Connector Project-Initial Study

Hello, Can you please make sure that my agency is added to the contact list for future public review documents? Thank you.

Here is my contact information:

Judi Tamasi
Wildlife Corridor Conservation Authority
570 West Ave. 26, Suite 100
Los Angeles, California 90065
ph: 310-589-3230, ext. 121
fax: 310-589-2408
judi.tamasi@mrca.ca.gov

From: Judi Tamasi

Sent: Monday, April 06, 2015 4:51 PM

To: 'D12.NOP241.91@dot.ca.gov'

Subject: SR-241/SR-91 Express Lanes Connector Project-Initial Study

Hello,

I found the NOI and NOP on the website for this project. Is there an actual Initial Study that was prepared and is it available for public comment? Thank you.

Judi Tamasi
Wildlife Corridor Conservation Authority
570 West Ave. 26, Suite 100
Los Angeles, California 90065
ph: 310-589-3230, ext. 121
fax: 310-589-2408
judi.tamasi@mrca.ca.gov

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Cooperating Agency Correspondence

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U.S. Army Corps of Engineers



DEPARTMENT OF THE ARMY
LOS ANGELES DISTRICT, U.S. ARMY CORPS OF ENGINEERS
915 WILSHIRE BOULEVARD, SUITE 930
LOS ANGELES, CA 90017-3401

May 1, 2015

Ms. Sylvia Vega
Deputy District Director
California Department of Transportation, District 12
Division of Environmental Analysis
3347 Michelson Drive, Suite 100
Irvine, CA 92612

Dear Ms. Vega:

I am responding to your invitation, dated March 13, 2015, for the U.S. Army Corps of Engineers (Corps) to be a cooperating agency on the preparation of a supplemental draft environmental impact statement (EIS) for the proposed ***State Route 241(SR-241) / State Route 91 (SR-91) Express Lanes Connector Project*** located in Orange and Riverside Counties, California. I understand the California Department of Transportation (Caltrans) has assumed the lead Federal agency responsibilities under the National Environmental Policy Act (NEPA) on behalf of the U.S. Department of Transportation, Federal Highway Administration, pursuant to 23 U.S.C. 327(a)(2)(A), and therefore, will prepare the EIS in accordance with the Council of Environmental Quality (CEQ) regulations on implementing NEPA procedures (40 C.F.R. Parts 1500 – 1508). In addition, your letter requests we be a participating agency as defined by the Efficient Environmental Review Process codified in 23 U.S.C. 139.

Based on our jurisdiction by law and special expertise pursuant to section 404 of the Clean Water Act (33 U.S.C. 1344) and section 14 of the Rivers and Harbors Act (33 U.S.C. 408), the Corps accepts your invitation to cooperate and participate on the development of the SR-241 / SR-91 Express Lanes Connector Project EIS. We will do so based on the availability of our resources and funding and at a level commensurate with the extent of impacts to jurisdictional waters of the United States. As a cooperating agency, we anticipate our role will facilitate the Corps' ability to adopt Caltrans' Final EIS, or portions thereof, should we determine a need to do so to fulfill our independent NEPA responsibilities for our Federal action. The Corps expects to participate in the NEPA process in the following ways:

- Provide input on defining the purpose and need statement;
- Offer input on the range of alternatives to be evaluated in the EIS;
- Provide guidance on the methodologies and level of detail required in the alternatives analysis, including the requirements of the section 404(b)(1) Guidelines (as applicable);
- Issue an approved or preliminary jurisdictional determination (JD) to establish the Corps' geographic jurisdiction;
- Review of engineering and hydraulic analyses related to the effects of maintenance and operation of Corps-built flood control projects;

- 2 -

- Review and approve any compensatory mitigation measures for unavoidable impacts to waters of the United States (as applicable);
- Participate in coordination meetings and field visits; and
- Provide timely review comments on administrative draft and final and public versions of the NEPA document(s), including but not limited to, the adequacy of technical documents, alternatives considered, anticipated impacts to the aquatic ecosystem, study methodologies and proposed mitigation.

In addition, should the SR-241 / SR-91 Express Lanes Connector Project result in five or more acres of permanent impacts to waters of the United States, Caltrans would need to ensure the environmental review process follows the coordination, checkpoint agreement response, and dispute resolution procedures set forth in the *NEPA and Clean Water Section 404 Integration Process for Federal Aid Surface Transportation Projects in California Memorandum of Understanding* (April 2006).

As you complete your formal NEPA scoping process and begin to define the project purpose and need statement, identify significant issues to be considered in the EIS, and determine the range of alternatives that will be evaluated, we encourage you to find ways to avoid and minimize adverse impacts on the aquatic environment and to ensure your proposal is not contrary to the public interest. The Corps looks forward to working with you on the preparation of the EIS. Should you have any questions or require further information, please contact Ms. Veronica Li, Senior Project Manager, in our Transportation and Special Projects Branch at (213) 452-3292 or at Veronica.C.Li@usace.army.mil regarding CWA section 404 issues or Mr. Stephen Vaughn, in our Engineering Division at (213) 452-3654 or Stephen.H.Vaughn@usace.army.mil regarding 33 U.S.C section 408 issues. Alternatively, you may contact me at (805) 585-2152 or at Spencer.D.Macneil@usace.army.mil. Please refer to the Corps File No. SPL-2015-00304-VCL in all future correspondence.

Sincerely,

**MACNEIL.SPENCE
R.D.1228487852**

Digitally signed by
MACNEIL.SPENCE.R.D.1228487852
DN: c=US, o=U.S. Government,
ou=DoD, ou=PKI, ou=USA,
cn=MACNEIL.SPENCE.R.D.1228487852
Date: 2015.05.01 12:34:07 -07'00'

Spencer D. MacNeil, D.Env.
Chief, Transportation & Special Projects Branch

Copies Furnished:

Ms. Connell Dunning, U.S. Environmental Protection Agency, Region IX
Mr. John Taylor, U.S. Fish and Wildlife Service
Ms. Bahar Heydari, Caltrans, Division of Environmental Analysis

Participating Agency Correspondence

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U.S. Department of Energy - Office of NEPA Policy and Compliance

From: Costner, Brian <Brian.Costner@hq.doe.gov>
Sent: Wednesday, March 25, 2015 9:48 AM
To: Heydari, Bahar@DOT
Subject: RE: Invitation to Become a Participating Agency for SR-241/SR-91 Express Lanes Connector Supplemental Draft EIS

Thank you for the March 13, 2015, invitation for the U.S. Department of Energy to be a participating agency in the above referenced EIS. DOE declines to be a participating agency because DOE has no jurisdiction, authority, or special expertise related to the proposed project, and does not intend to comment on the proposed project.

Let me know if you have any questions.

Brian Costner
Office of NEPA Policy and Compliance
U.S. Department of Energy
202-586-9924

U.S. Forest Service

From: Heys, Jeffrey A -FS <jaheys@fs.fed.us>
Sent: Wednesday, April 22, 2015 4:39 PM
To: Todd, Dale
Subject: RE: Caltrans Letter you Received..

Dear Mr. Todd,

The US Forest Service declines to be a NEPA Participating Agency for the SR-241 / SR-91 Express Lanes Connector Project for the following reasons: Our agency does not have jurisdiction, authority, or expertise/information relevant to the project and our agency does not intend to provide comments on the project.

However, please continue to include our agency in the distribution list when the environmental document is released for public review.

Thank you,
Jeff



Jeff Heys
Forest Planner

Forest Service
Cleveland National Forest

p: 858-674-2959
f: 858-673-6192

jaheys@fs.fed.us

10845 Rancho Bernardo Road, Suite 200
San Diego, CA 92127

www.fs.fed.us



Caring for the land and serving people

U.S. Geological Survey-SAFRR

From: Dedeaux, Sandra <sdedeaux@usgs.gov>
Sent: Wednesday, April 22, 2015 11:49 AM
To: Todd, Dale
Subject: SR-241 / SR-91 Express Lanes Connector Project

U.S. Geological Survey declines to be a NEPA Participating Agency for the SR-241 / SR-91 Express Lanes Connector Project for the following reasons: Our agency does not have jurisdiction, authority, or expertise/information relevant to the project and our agency does not intend to provide comments on the project.

--

Sandra Dedeaux
SAFRR Project
Natural Hazards Mission Area

U.S. Geological Survey
525 S Wilson Ave.
Pasadena, CA 91106
626-583-6797
626-583-6798 fax

National Marine Fisheries Service



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE
West Coast Region
501 West Ocean Boulevard, Suite 4200
Long Beach, California 90802-4213

March 26, 2015

Sylvia Vega
California Department of Transportation
Division of Environmental Analysis
3347 Michelson Drive, Suite 100
Irvine, CA 92612

Dear Ms. Vega:

On March 13, 2015, NOAA's National Marine Fisheries Service (NMFS) received the California Department of Transportation's (Caltrans) invitation to participate in the preparation and review of the Supplemental Draft Environmental Impact Report (Supplemental DEIR) for the State Route 241/State Route 91 Express Lanes Connector Project (proposed action) in Orange and Riverside Counties. Information contained in the invitation indicates the proposed action would occur near watersheds not occupied by the endangered Southern California Coast Distinct Population Segment of steelhead (*Oncorhynchus mykiss*) or designated critical habitat for this species protected under the U.S. Endangered Species Act. For this reason NMFS does not intend to participate or comment on the Supplemental DEIR.

NMFS appreciates Caltrans' notification of the proposed action and invitation to be a participating agency. Please contact Jay Ogawa at (562) 980-4061 or via email at jay.ogawa@noaa.gov if you have a question concerning this letter or if you require additional information.

Sincerely,

Alecia Van Atta
Acting Assistant Regional Administrator
California Coastal Area Office

cc: Mary Larson, CDFW, Los Alamitos



National Park Service - Pacific West Region

From: DeSantis, Justin <justin_desantis@nps.gov>
Sent: Tuesday, May 05, 2015 3:39 PM
To: Todd, Dale
Subject: SR 241/91 Express Lanes Connector Project

Dale,

In response to your invitation letter regarding the SR-241 / SR-91 Express Lanes Connector Project from earlier this spring, NPS declines to be a NEPA Participating Agency for the following reasons: our agency does not have jurisdiction, authority, or expertise/information relevant to the project; and, our agency does not intend to provide comments on the project.

There is no need to place NPS on the project mailing list, so you can hopefully save some paper there.

Best wishes for a successful project,

Justin De Santis

--

Justin De Santis, Federal Lands Transportation Program Coordinator
National Park Service, Pacific West Region
333 Bush Street, Suite 500, San Francisco, CA 94104
tel. (415) 623-2278

California Air Resources Board

From: Taylor, Jonathan@ARB [<mailto:jonathan.taylor@arb.ca.gov>]
Sent: Thursday, April 30, 2015 5:07 PM
To: Laboy, Kristal
Cc: O'Hara, Jennifer@ARB
Subject: FW: 241 91 ELC March 13 Package Copy

Hello Kristal,

Here is ARB's response:

ARB declines to be a NEPA Participating Agency for the SR-241/SR 91 express Lanes Connector project. Yes

Please continue to include our agency in the distribution list when the environmental document is released for public review. No

The local and regional agencies and the air district should be involved in this process, such that ARB involvement is not needed.

Thank you,

Jon

*Jonathan Taylor, P.E.
Chief, Transportation Planning Branch
Air Quality Planning and Science Division
California Air Resources Board
jtaylor@arb.ca.gov
Ph. 916-445-8699
FAX: 916-322-3646*

California Department of Conservation

From: Turner, Benjamin@DOC <Benjamin.Turner@conservation.ca.gov>
Sent: Friday, May 01, 2015 11:25 AM
To: Todd, Dale
Subject: RE: RE: SR 241 / SR 91 Express Lanes Connector Project..

Hi Dale,

Unless the proposed project is going to go through Williamson Act contracted lands, the Department of Conservation is indifferent.

Thanks,

Ben

From: Borack, Alexandra@DOC
Sent: Friday, May 1, 2015 11:19 AM
To: Turner, Benjamin@DOC
Subject: RE: RE: SR 241 / SR 91 Express Lanes Connector Project..

The only reason we would care would be if CalTrans wanted to acquire pieces of parcels under Williamson Act contract to expand the roadway. At that point DOC likes to remind CalTrans that they must go through the process outlined in the Gov Code for public acquisitions. It does not look like this project purports to do that, so the Department would have no concern with this project.

-Alexandra

California Office of Emergency Services

From: Evans, Terri@CalOES <terri.evans@CalOES.ca.gov>
Sent: Wednesday, April 29, 2015 1:26 PM
To: Laboy, Kristal
Cc: Settle, Jean
Subject: RE: 241 91 ELC March 13 Package Copy

Yes, that is correct. thank you, Terri

From: Laboy, Kristal [<mailto:klaboy@thetollroads.com>]
Sent: Wednesday, April 29, 2015 1:22 PM
To: Evans, Terri@CalOES
Cc: Settle, Jean
Subject: FW: 241 91 ELC March 13 Package Copy

Thank you for your response!

I've been asked to clarify – you DO NOT want to participate, correct?

From: Evans, Terri@CalOES [<mailto:terri.evans@CalOES.ca.gov>]
Sent: Wednesday, April 29, 2015 1:13 PM
To: Laboy, Kristal
Cc: Rabamad, Charles@CalOES
Subject: RE: 241 91 ELC March 13 Package Copy

Hello Kristal,
Please see response(s) below.
Thank you,
Terri Evans

From: Laboy, Kristal [<mailto:klaboy@thetollroads.com>]
Sent: Wednesday, April 29, 2015 9:16 AM
To: Evans, Terri@CalOES
Subject: FW: 241 91 ELC March 13 Package Copy

This is the correct verbiage.

This is a follow up to a March 13 letter that was federal expressed to Director Mark Ghilarducci to determine whether your agency would care to participate in a NEPA Supplemental Impact Statement for the SR 241/91 Direct Connector Project.

Appreciate your help!

Please indicate your response to the following and email back to me:

CA Governor's Office of Emergency Services (Cal OES) declines to be a NEPA Participating Agency for the SR-241/SR 91 express Lanes Connector project. ☐ Yes ☒ No

Please continue to include our agency in the distribution list when the environmental document is released for public review. ☐ Yes ☒ No

California Energy Commission

From: Sinsley, Lori@Energy [<mailto:lori.sinsley@energy.ca.gov>]
Sent: Wednesday, April 22, 2015 3:25 PM
To: Laboy, Kristal
Subject: RE: 241 91 ELC March 13 Package Copy

Thanks Kristal. I have no idea what this is about. We are not involved in this so no reason for us to be included. Thanks.

Lori Sinsley
California Energy Commission
1516 9th Street
Sacramento CA 95814
(916) 651-0488
lori.sinsley@energy.ca.gov



California Department of Forestry and Fire Prevention

From: Nehoda, Ken@CALFIRE <Ken.Nehoda@fire.ca.gov>
Sent: Tuesday, May 05, 2015 4:02 PM
To: Todd, Dale
Cc: Porter, Thomas@CALFIRE; Barley, Glenn@CALFIRE; Morones, Susan@CALFIRE
Subject: SR-241/SR-91 Express Lanes Connector Project

Thank You for the opportunity to provide comments on this project.

CALFIRE declines to be a NEPA Participating Agency for the SR-241 / SR-91 Express Lanes Connector Project for the following reasons: Our agency does not have jurisdiction, authority, or expertise/information relevant to the project and our agency does not intend to provide comments on the project.

However, please continue to include our agency in the distribution list when the environmental document is released for public review.

California Natural Resources Agency

Heather Bawe at 916-653-8152 will not be responding to the letter since she "receives 50 of these a day." She only responds if it affects bonds and protected areas; otherwise, she will toss in trash.

California State Lands Commission

From: Hearnley, Diana@SLC <Diana.Hearnley@slc.ca.gov>
Sent: Tuesday, May 05, 2015 10:55 AM
To: Todd, Dale
Subject: RE: SR 241-SR 91 Express Lanes Connector Project...

Hi Dale,

Thank you for sending me the information on the SR 241-SR 91 Express Lanes Connector Project.

In looking it over I did not see that State Lands has any interest or jurisdiction for this project. I ran it past my supervisor who also agreed.

Therefore, we respectfully decline the invitation to participate. Please do not send us any further information regarding this project.

Thank you,

1



Diana Hearnley

Secretary
California State Lands Commission
100 Howe Avenue, Suite 100-S
Sacramento, CA 95825
☎ (916) 574-1890 M-F/9-3
Fax: (916) 574-1885
diana.hearnley@slc.ca.gov
Website: www.slc.ca.gov

🌱 Please consider the environment before printing - thank you.

*We Are Tireless In Our Efforts to Preserve Our Most Precious Resource,
THE WATERS OF THE STATE OF CALIFORNIA*



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Will Kempton, Executive Director

STATE OF CALIFORNIA



EDMUND G. BROWN Jr., Governor

CALIFORNIA TRANSPORTATION COMMISSION

1120 N STREET, MS-52
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FAX (916) 653-2134
(916) 654-4245
<http://www.catc.ca.gov>

April 21, 2015

Bahar Heydari
California Department of Transportation, District 12
3347 Michelson Drive, Suite 100
Irvine, CA 92612

RE: SR-241 / SR-91 Express Lanes Connector Supplemental Draft Environmental Impact
Report/Environmental Impact Statement

Dear Bahar Heydari,

The California Transportation Commission (Commission) received your letter with respect to the Supplemental Draft Environmental Impact Report/Environmental Impact Statement for the SR-241/SR-91 Express Lanes Connector (Project).

Since there are no indentified funds subject to Commission action at this time, the Commission has no role in this project's environmental process. However, if in the future, funds or other actions under the purview of the Commission are anticipated, please ensure that notification is provided to the Commission as a Responsible Agency. Consideration of the environmental impacts of a project are required prior to the Commission's allocation of funds for design, right of way or construction activities as well as for new public road connections and route adoptions.

If you have any questions, please contact Stephen Maller, Deputy Director, at (916) 653-2070.

Sincerely,

A handwritten signature in black ink, appearing to read "Will Kempton".

WILL KEMPTON
Executive Director

c: Katrina Pierce, Chief, Caltrans Division of Environmental Analysis

California Department of Water Resources

From: Saenz, Erin@DWR [<mailto:Erin.Saenz@water.ca.gov>]
Sent: Monday, May 18, 2015 12:26 PM
To: Todd, Dale
Subject: RE: The SR 241 - SR 91 Express Lanes Connector Project..

*The California Department of Water Resources, Division of Flood Management declines to be a NEPA Participating Agency for the SR-241 / SR-91 Express Lanes Connector Project for the following reasons:
Our agency does not have jurisdiction, authority, or expertise/information relevant to the project and our agency does not intend to provide comments on the project.*

*Erin Saenz
Executive Assistant to
Keith E. Swanson, Chief
Division of Flood Management
3310 El Camino Ave, Ste 120
Sacramento, CA 95821
(916) 574-0601*

California Water Resources Control Board

1. 4/21/15 voice mailbox for Lisa Babcock at 916-341-5797, not accepting messages
2. 4/30/15 voice mailbox for Lisa Babcock at 916-341-5797, not accepting messages
3. 4/30/15 e-mail correspondence sent to andrew.cooper@waterboards.ca.gov (Lisa's assistant, 916-341-5974), resent electronic copy of package, pending response
4. 5/5/15 due to no response by Lisa Babcock, Andrew has sent to a different department. Telephone discussion with Darrin Polhemus, General Water Board Division indicated contact should be Kurt Berchtold, Acting Deputy Director with SARWQCB. 951-782-3286 or 951-782-4130 kurt.berchtold@waterboards.ca.gov

NOTES:

SARWQCB has already accepted status as a Participating Agency
Lisa Babcock is now Manager in the UST Payments Section

Native American Heritage Commission

1. 4/22/15 voice message left in general voice mailbox 916-373-3710
2. 4/30/15 voice message left in general voice mailbox 916-373-3710
3. 5/1/15 voice message left in general voice mailbox 916-373-3710;

CONTACT ATTEMPTS TERMINATED - Non-Federal Agency - Declined Participating Agency Status assumed.

Riverside County TLMA

From: Williams, Russell [<mailto:RUWILLIA@rctlma.org>]
Sent: Wednesday, April 29, 2015 12:33 PM
To: Laboy, Kristal
Subject: FW: 241 91 ELC March 13 Package Copy

Kristal:

I am responding on behalf of Juan Perez of the Riverside County Transportation and Land Management Agency (TLMA). Please note we are not the March Joint Powers Authority as indicated in the email below. We decline to be a Participating Agency however we would like to see the ED during circulation.

Riverside County TLMA declines to be a NEPA Participating Agency for the SR-241/SR 91 express Lanes Connector project. ☒ Yes ☐ No

Please continue to include our agency in the distribution list when the environmental document is released for public review. ☒ Yes ☐ No

Russell Williams
Development Review Manager
County of Riverside Transportation Department
Phone: (951) 955-2016
Fax: (951) 955-0049
Email: ruwillia@rctlma.org

Nature Reserve of Orange County

From: James Sulentic <jsulentic@naturereserveoc.org>
Sent: Wednesday, April 22, 2015 10:24 AM
To: Todd, Dale
Cc: Milan Mitrovich, PhD
Subject: NROC Response to Caltrans Letter, RE: SR-241/SR-91 Express Lane

Good Morning Dale,

I want to thank you for the reminder. Milan Mitrovich and I reviewed the Caltrans letter dated March 13, 2015 regarding our organization serving as a participating agency for the SR-241 / SR-91 express lane connector supplemental draft EIS.

Based on our review of the letter and its attachments, and consistent with the mission of the organization, Nature Reserve of Orange County declines to be a NEPA Participating Agency for the SR-241 / SR-91 Express Lanes Connector Project for the following reasons: Our agency

does not have jurisdiction, authority, or expertise/information relevant to the project and our agency does not intend to provide comments on the project.

However, please continue to include our agency in the distribution list when the environmental document is released for public review.

Please do not hesitate to contact me if you have any questions regarding this correspondence.

Sincerely,

Jim

--

James M. Sulentic
Executive Director
Nature Reserve of Orange County
15600 Sand Canyon Avenue
Irvine, CA 92618
(949) 453-3324 (office)
(949) 861-6135 (fax)
(949) 769-4468 (cell phone)

Orange County Clerk-Recorder

From: Arteaga, Martha <Martha.Arteaga@rec.ocgov.com>
Sent: Monday, April 27, 2015 3:49 PM
To: Todd, Dale
Subject: RE: 241 91 Express Lanes Connector Project Package Sent March 13..

The Orange County Clerk-Recorder declines to be a NEPA Participating Agency for the SR-241 / SR-91 Express Lanes Connector Project for the following reasons: Our agency does not have jurisdiction, authority, or expertise/information relevant to the project and our agency does not intend to provide comments on the project.

Thank You,

Martha Arteaga
Senior Supervisor - Clerk Services
(714) 834-2692



Hugh Nguyen
Orange County Clerk-Recorder
Website: www.ocrecorder.com
[Subscribe to our newsletter](#)

From: Siddiqui, Najeeb
Sent: Tuesday, April 28, 2015 9:02 AM
To: 'Todd, Dale'
Subject: RE: 241 91 Express Lanes Connector Project Package Sent March 13..

Our agency Orange county Clerk-Recorder does not have jurisdiction, authority, or expertise/information relevant to the project and our agency does not intend to provide comments on the project.

Najeeb Siddiqui
Chief Deputy Clerk
(714) 834-2510



Hugh Nguyen
Orange County Clerk-Recorder
www.ocrecorder.com

Orange County LAFCO

From: Carolyn Emery <cemery@oclafco.org>
Sent: Thursday, April 30, 2015 5:16 PM
To: Settle, Jean
Subject: RE: Caltrans SR-241/91 Express Lanes Connector Project..

Hi Jean,

Thanks for the clarification. As mentioned in previous email sent to Dale, we will not be participating in the NEPA process for this project as a "participating agency" due to staff constraints and other project priorities. As noted, we appreciate being kept on your distribution list to keep informed of this project.

Let me know if you need additional information.

Carolyn Emery

Executive Officer
ORANGE COUNTY LAFCO
cemery@oclafco.org
714.640.5100



City of Irvine



Public Works Department

cityofirvine.org

City of Irvine, One Civic Center Plaza, P.O. Box 19575, Irvine, California 92623-9575

(949) 724-6000

April 9, 2015

Sylvia Vega
Deputy District Director
District 12 – Division of Environmental Analysis
3347 Michelson Drive, Suite 100
Irvine, CA 92612

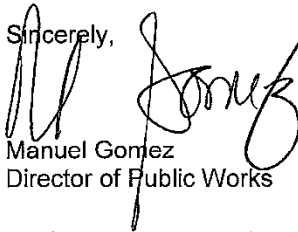
Dear Ms. Vega:

Thank you for your March 13 letter inviting the City of Irvine to become a Participating Agency for the SR-241/SR-91 Express Lanes Connector Supplemental Draft EIS.

The City appreciates Caltrans' willingness to include local agencies in the planning process for regional freeway projects. Primarily due to the location of the project, the City does not see the need to become a Participating Agency for the subject environmental analysis.

Please feel free to contact Katie Berg-Curtis, Project Development Administrator, at kberg@cityofirvine.org or 949-724-7347 if you have any questions or need additional information.

Sincerely,



Manuel Gomez
Director of Public Works

PRINTED ON RECYCLED PAPER

City of Orange

From: Frank Sun <fsun@cityoforange.org>
Sent: Tuesday, May 05, 2015 9:42 AM
To: Todd, Dale
Cc: Jennifer Le
Subject: RE: SR 241/SR91 Express Lanes Connector Project..

Hi Dale,

We think there's insignificant project impact to Orange but want to stay in the loop, so please continue to include our agency on your distribution list when the environmental document is released for public review.

Thanks

Frank Sun, P.E.
Deputy Director/City Engineer
Public Works Department
City of Orange
(714) 744-5529

City of Tustin

From: Stack, Doug [<mailto:DStack@tustinca.org>]
Sent: Wednesday, April 22, 2015 3:12 PM
To: Laboy, Kristal
Subject: RE: 241 91 ELC March 13 Package Copy

Kristal, don't quite understand the first question but regardless -

we support the project and believe it is critically needed to improve safety, travel time, connectivity and reduce PM Peak traffic congestion. The City of Tustin has no jurisdiction or authority, relatively no expertise or information relevant to the project and at this point does not intend to provide any further comment on the project.

Does that cover it???

/

Doug

DOUGLAS S. STACK, P.E.
Director of Public Works/City Engineer
City of Tustin, www.tustinca.org
p 714.573.3150 f 714.734.8991

THIS MESSAGE IS INTENDED ONLY FOR THE USE OF THE INDIVIDUAL OR ENTITY TO WHICH IT IS ADDRESSED AND MAY CONTAIN INFORMATION THAT IS PRIVILEGED, CONFIDENTIAL, AND EXEMPT FROM DISCLOSURE UNDER APPLICABLE LAWS. If the reader of this message is not the intended recipient, or the employee or agent responsible for delivering the message to the intended recipient, you are hereby notified that any dissemination, distribution, forwarding, or copying of this communication is strictly prohibited. If you have received this communication in error, please notify the sender immediately by e-mail or telephone, and delete the original message immediately. Thank you.

March Joint Powers Authority

From: Dan Fairbanks [<mailto:fairbanks@marchipa.com>]
Sent: Tuesday, April 21, 2015 3:44 PM
To: Laboy, Kristal
Subject: RE: SR 241/91 Express Lanes Connector Project

Kristal,

Thanks for contacting me. Here is the information we discussed.

Dan Fairbanks, AICP
951 656-7000

From: Laboy, Kristal [<mailto:klaboy@thetollroads.com>]
Sent: Tuesday, April 21, 2015 1:31 PM
To: Dan Fairbanks
Subject: SR 241/91 Express Lanes Connector Project

Please indicate your response to the following and email back to me:

March Joint Powers Authority declines to be a NEPA Participating Agency for the SR-241/SR 91 express Lanes Connector project. ☒ Yes ☐ No

Please continue to include our agency in the distribution list when the environmental document is released for public review. ☒ Yes ☐ No

Thanks for your assistance!

Kristal Laboy
Transportation Corridor Agencies

Prado Regional Park

1. 4/22/15 Discussion with reception desk at 909-597-4260- No interest, will not reply in writing
2. 5/1/15 Discussion with reception desk at 909-597-4260 - Reconfirmed No Interest by Robert Fontaine, will not reply in writing

Appendix B: Agency Responses - Participating Agency Status Accepted

Federal Highway Administration

National Environmental Policy Act Assignment to Caltrans - Participating Agency invitation not required.

Caltrans (District 12)

National Environmental Policy Act Assignment to Caltrans - Participating Agency invitation not required.

Foothill/Eastern Transportation Corridor Agency

Project Sponsor - Participating Agency invitation not required.

Orange County Transportation Authority

From: Doug Pekrul [<mailto:dpekru1@octa.net>]
Sent: Friday, April 10, 2015 2:31 PM
To: Vega, Sylvia I@DOT; Deshpande, Smita R@DOT; b.heydari@dot.ca.gov; D12 NOP241-91@DOT
Cc: Dan Phu; Pradeep Gunaratne; Rose Casey
Subject: SR-91/SR-241 Connector Project - Notice of Preparation

All,

Per the attached Notice of Preparation request, please be advised that OCTA will participate in the preparation of a Supplemental Draft Environmental Impact Report for the above subject project. Additionally, the contact person for this effort will be Pradeep Gunaratne at p.gunaratne@octa.net or 714-560-5648. If further information is required please so advise Pradeep and copy myself. Thank you.

Douglas Pekrul
Project Manager
Highway Programs
Orange County Transportation Authority
(714) 560-5822
dpekru1@octa.net

Riverside County Transportation Commission



4080 Lemon Street, 3rd Floor • Riverside, CA
Mailing Address: P. O. Box 12008 • Riverside, CA 92502-2208
(951) 787-7141 • Fax (951) 787-7920 • www.rctc.org

April 16, 2015

Ms. Sylvia Vega
Caltrans District 12
3347 Michelson Drive, Suite 100
Irvine, CA 92612

Subject: **Participating Agency Request and Notice of Preparation (NOP)/Notice of Intent (NOI)
for State Route 241/State Route 91 (SR-241/SR-91) Express Lanes Connector (ELC)
Supplemental Draft Environmental Impact Report/ Statement (SDEIR/S)**

Dear Ms. Vega,

Thank you for your recent letter requesting Riverside County Transportation Commission (RCTC) involvement with the California Department of Transportation (Caltrans) and the Foothill/Eastern Transportation Corridor Agency (F/ETCA) as a Participating Agency in accordance with the "Efficient Environmental Review Process" (23 USC 139) for the SR-241/SR-91 ELC. RCTC accepts the request to be a Participating Agency throughout the environmental process.

Furthermore, RCTC has reviewed the NOP/NOI for the SDEIR/S and has the following comments:

- The proposed project extends about 1.5 miles into Riverside County along SR-91. As such, the proposed project must be compatible with the under-construction SR-91 Express Lanes Project, as well as the SR-91/SR-71 Interchange Improvement Project currently in final design, right-of-way acquisition, and utility relocation phase of work.
- Impacts to existing 91 Express Lanes operations and maintenance, RCTC's 91 Express Lanes operations and maintenance planned to commence in 2017, and RCTC's estimated 91 Express Lanes toll revenue need to be analyzed and quantified.

If you have any questions, please contact Michael Blomquist at (951) 787-7141.

Sincerely,



Anne Mayer
Executive Director
Riverside County Transportation Commission

Cc: M. Blomquist and D. Thomas (RCTC)
S. Keel (Bechtel)

U.S. Fish and Wildlife Service



United States Department of the Interior

FISH AND WILDLIFE SERVICE

Ecological Services
Carlsbad Fish and Wildlife Office
2177 Salk Avenue, Suite 250
Carlsbad, California 92008



In Reply Refer To:
FWS-OR-14B0086-15TA0332

APR 10 2015

Ms. Sylvia Vega
Deputy District Director
California Department of Transportation
District 12
3347 Michelson Drive, Suite 100
Irvine, California 92612-1692

Attention: Bahar Heydari, California Department of Transportation

Subject: Invitation to Become a Cooperating and/or Participating Agency on the SR-241 /
SR-91 Express Lanes Connector, Orange County and Riverside County, California

Dear Ms. Vega:

We received your letters dated March 13, 2015, requesting our participation as a cooperating and/or participating agency for the proposed SR-241/SR-91 Express Lanes Connector. At this time we are unable to act as a cooperating agency in the preparation of an Environmental Impact Statement for the project due to workload constraints.

However, we will continue to provide technical assistance as a participating agency in accordance with the project delivery provisions of the Moving Ahead for Progress in the 21st Century Act (MAP-21) and Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). We appreciate the opportunity to participate in the transportation planning process and look forward to our continued coordination in these matters.

If you have any questions regarding this letter, please contact Sally Brown of this office at 760- 431-9440, extension 278.

Sincerely,

for Karen A. Goebel
Assistant Field Supervisor

California Department of Fish and Wildlife

From: Dillingham, Tim@Wildlife
Sent: Monday, March 16, 2015 2:00 PM
To: Heydari, Bahar@DOT
Subject: Participating Agency/NOP for SR-241 and SR-91 Express Lanes Connector

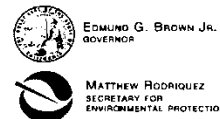
The Department has received your request for us to become a participating agency for the SR-241/SR-91 Express Lanes Connector SDEIS/SDEIR. The Department will accept this role, and as the liaison to Caltrans for the Department, I will be the designated person for the project, rather than Kevin Hupf, to whom the original letter was addressed. Please find my contact information below. I look forward to working with you on this project.

Thank you,

Tim Dillingham

Senior Environmental Scientist (Specialist)
California Department of Fish and Wildlife
3883 Ruffin Road
San Diego, CA 92123
(858) 467-4250

Santa Ana Regional Water Quality Control Board



Santa Ana Regional Water Quality Control Board

March 23, 2015

Sylvia Vega
Deputy District Director, Division of Environmental Analysis
California Department of Transportation
3347 Michelson Drive, Suite 100
Irvine, CA 92612

CALTRANS REQUEST FOR REGIONAL BOARD PARTICIPATION IN SR-241/SR-91 EXPRESS LANES CONNECTOR IN ORANGE AND RIVERSIDE COUNTIES

Dear Sylvia Vega:

We have received and considered your March 13, 2015 request for the Santa Ana Regional Water Quality Control Board (RWQCB) to become a participating and cooperating agency in the environmental review of the referenced project (Project). The Project proposes to construct a median-to-median connector between the SR-241 and SR-91 express lanes.

As a responsible agency under the California Environmental Quality Act (CEQA), the RWQCB looks forward to contributing to this process. It will be advantageous for the environmental analysis of the Project to include consideration of all factors that must be addressed to comply with the environmental impact reporting provisions of CEQA, not just those factors needed to comply with NEPA. Doing so can facilitate obtaining permits from state agencies that are designated Trustee or Responsible agencies under CEQA, and who must make independent findings of a project's effects on the environment in their permitting process.

Please contact Glenn Robertson of our Regional Planning Programs Section at (951) 782-3259 (email: Glenn.Robertson@waterboards.ca.gov) and myself, at (951) 782-4992 (Stephen.Mayville@waterboards.ca.gov) with any questions.

Sincerely,

A handwritten signature in black ink that reads "Stephen D. Mayville".

Stephen D. Mayville, R.C.E.
Chief, Enforcement and Dairy Units
Caltrans Coordinator
Santa Ana Regional Water Quality Control Board

Southern California Association of Governments

From: Daniel Tran [<mailto:tran@scag.ca.gov>]
Sent: Monday, April 13, 2015 2:46 PM
To: Heydari, Bahar@DOT
Cc: Naresh Amatya
Subject: Invitation to Become Participating Agency for SR-241/SR-91 Express Lanes Connector Supplemental DEIS

Hi Bahar,

It was nice speaking with you earlier this afternoon.

1

As I had mentioned in during our phone conversation, SCAG is interested in becoming a participating agency for the SR-241/SR-91 Express Lanes Connector project. I will be representing SCAG at the upcoming meetings and will be your point of contact should you have any questions. Therefore, I look forward to hearing from you soon.

If you have any questions please let me know.

Thank you,

Daniel Tran
Associate Regional Planner
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
818 West 7th Street, 12th Floor, Los Angeles, CA 90017
T: (213) 236-1883 | F: (213) 236-1963
E: tran@scag.ca.gov

Stay Connected 

*Join us for SCAG's 50th Anniversary Gala Celebration
at the 2015 Regional Conference & General Assembly,
May 7-8 @ the JW Marriott Desert Springs Resort & Spa
in Palm Desert. Register online: www.scag.ca.gov/ga2015.*

U.S. Bureau of Land Management

1. 4/22/15 voice message for Brandon G. Anderson, 760-833-7117
2. 4/27/15 voice message for Brandon G. Anderson
3. 4/30/15 voice message for Brandon G. Anderson
4. 5/1/15 voice message for Brandon G. Anderson

CONTACT ATTEMPTS TERMINATED - Participating Agency Status Assumed - Federal Agency

U.S. Environmental Protection Agency



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION IX
75 Hawthorne Street
San Francisco, CA 94105

April 13, 2015

Smita Deshpande
Caltrans District 12
3347 Michelson Drive, Suite 100
Irvine, CA 92612

Subject: Comments on Notice of Intent to prepare a Supplemental Draft Environmental Impact Statement and Request to be a Participating Agency for the SR 241/SR 91 Express Lanes Connector

Dear Ms. Deshpande:

The U.S. Environmental Protection Agency (EPA) appreciates the opportunity to provide feedback on the Notice of Intent to prepare a Supplemental Draft Environmental Impact Statement for the SR-241/SR-91 Express Lanes Project, and the invitation to coordinate with Caltrans on this project as a Participating Agency as codified in 23 USC 139. EPA provides the following scoping comments pursuant to our role in the National Environmental Policy Act (NEPA), Section 309 of the Clean Air Act, and the Council on Environmental Quality's Regulations for Implementing NEPA.

Correct Mailing Address

Please note that the appropriate EPA mailing address for this, and all Caltrans District 12 NEPA correspondence to EPA, is:

EPA Region IX
Environmental Review Section
75 Hawthorne Street, Mail Code ENF-4-2
San Francisco, CA 94105

The NEPA correspondence was incorrectly mailed to Steven John in our Southern California Field Office (600 Wilshire Boulevard). Please correct this information and share with your staff. While the Southern California Field Office is often copied on NEPA related matters, the San Francisco office houses our Environmental Review Section, and is the primary location where the Region 9 print copy of Draft and Final EISs are mailed concurrently with e-Filing. Please mail one hard copy of each Draft and Final EIS to the address above when following the e-Filing procedures.

Participating Agency and NEPA/404 MOU

We accept the invitation to be a Participating Agency and are available to review a proposed coordination plan and schedule, as well as the project's proposed purpose and need statement, range of alternatives, and Administrative Draft review documents. Should this project meet, or exceed, the 5 acre threshold to coordinate pursuant to the Integrated NEPA/404 MOU, we encourage Caltrans to invite

EPA and the Army Corps of Engineers to a kick-off meeting to discuss the NEPA/404 Integration process.

1994 Record of Decision and Substantive New Information

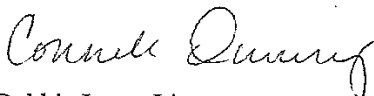
We understand that the proposed project is 8.7 mile segment within a more extensive project footprint that was analyzed in 1991 through 1994, with a Record of Decision prepared in 1994. As such, we support Caltrans intent to analyze the proposed project in the context of substantive new information that may have become available since the decision-making process twenty years ago. As discussed on the interagency call between our agencies last month, the adjacent transportation network and system of toll roads, HOV/HOT lanes, and general purpose lanes has changed greatly since 1994 and it will be important to accurately reflect how the proposed project will affect traffic distribution, congestion, and emissions in the project area in light of the changes that have occurred in the last twenty years. Please update our agency regarding substantive new information that leads to the identification of possible significant environmental impacts as the project studies are getting underway.

Transportation Conformity and Air Quality Impacts

Please continue to work with Karina O'Connor through the interagency consultation working group to confirm whether or not the proposed project is a Project of Air Quality Concern and may require analysis of project-level transportation conformity. As discussed during the interagency call last month, we recommend that this project's air quality impacts be considered in the context of full build out of adjacent transportation infrastructure projects in the region. Given the area's poor air quality, EPA also recommends identifying the most stringent measures available to reduce air quality impacts during both construction and operation of the facility. We further recommend confirming these commitments in the Record of Decision, and including them as required elements in contractor specifications.

EPA values the opportunity to be involved in early coordination on this transportation project. We hope that this involvement will lead to more efficient project planning and improved environmental and public health outcomes. As discussed above, please also update your agency mailing list to reflect the mailing address above and Debbie Lowe Liang as the EPA contact for this project. When the next phase of the environmental analysis provides an opportunity for EPA coordination, feel free to contact me at lowe.debbie@epa.gov or by phone at 415-947-4155.

Sincerely,


 Debbie Lowe Liang
Environmental Review Section

CC Via Email: Brenda Powell-Jones, Caltrans Headquarters
Chris Flynn, Caltrans Headquarters
Valerie McFall, Transportation Corridor Agency

Cal Recycle

From: Fujii, Bob@CalRecycle <Bob.Fujii@CalRecycle.ca.gov>
Sent: Friday, April 24, 2015 8:54 AM
To: Todd, Dale
Cc: Rodriguez, Monica@CalRecycle; Smyth, Brenda@CalRecycle; Levenson, Howard@CalRecycle; Pogue, Kyle@CalRecycle
Subject: RE: The SR 241/91 Express Lanes Connector Packet..

Hi Dale,

CalRecycle will be serving as a NEPA participating agency for the SR-241 / SR-91 Express Lanes Connector Project. I will be the point of contact for any correspondence related to this project. My contact information is shown below. Thank you for giving us the opportunity to participate.

Bob

Robert E Fujii, PE.
Senior Waste Management Engineer
State-wide Technical and Analytical Resources Branch

CalRecycle
1001 I Street
Sacramento, CA 95812-4025

Phone: 916-341-6419
Fax: 916-319-7564

California Highway Patrol

From: "Paez, Febe@CHP" <FPaez@chp.ca.gov>
Date: May 19, 2015 at 8:24:01 AM PDT
To: "dlowe@thetollroads.com" <dlowe@thetollroads.com>
Cc: "Alvarez, Mike@CHP" <MIAlvarez@chp.ca.gov>
Subject: CHP Contact Info

Good morning Mr. Lowe,

I spoke to Dale Todd to give her the information of the Commanders who oversee SR-241 and SR-91 to attend the next planning meeting, but she said to speak to you. Per our phone conversation, below is the contact info:

Sector Chief – Assistant Chief John Antillon (858) 650-3700
Capistrano – Captain Jim Fonseca (949) 487-4000
Santa Ana – Acting Commander Lt. Brent Pembleton (714) 567-6000
Westminster – Captain Don Goodbrand (714) 892-4426

If you need additional information, I can be reached at the number below. Have a great day!



Febe Paez Garcia
Executive Secretary

CHP Border Division
9330 Farnham Street
San Diego, CA 92123
(858) 650-3706 Desk
(858) 637-7133 Fax

Office of Historic Preservation

Verbal Acceptance on 4/27/15 by Natalie Lungquist for Dr. Carol Roland-Nawi.

California Department of Parks and Recreation - Chino Hills State Park- Inland Empire District

Verbal Acceptance on 4/22/15 by Ryan Gill for Lisa Mangat and Gary Watts.

Note: John Rowe is no longer with Chino Hills State Park

California Office of Planning and Research / State Clearinghouse

From: Natalie Murphey <Natalie.Murphey@GOV.CA.GOV>
Sent: Wednesday, April 22, 2015 2:44 PM
To: Todd, Dale
Subject: RE: SR 241/91 Express Lanes Connector Project Packet you Requested..

The only number I have is 322-2318. Hope they can direct you to him.

From: Todd, Dale [<mailto:dtodd@thetollroads.com>]
Sent: Wednesday, April 22, 2015 2:33 PM
To: Natalie Murphey
Subject: RE: SR 241/91 Express Lanes Connector Project Packet you Requested..

This is great Natalie.

Can you send me a number for Chris or should I just use the main number?

Dale

From: Natalie Murphey [<mailto:Natalie.Murphey@GOV.CA.GOV>]
Sent: Wednesday, April 22, 2015 12:14 PM
To: Todd, Dale
Cc: Christopher Calfee
Subject: RE: SR 241/91 Express Lanes Connector Project Packet you Requested..

Hello,

Ken would like to participate. He asked that you contact Chris Calfee for this matter.

Thank you

California Public Utilities Commission

Verbal Acceptance on 5/5/15 by Pamela Gavin-Watts
Pending Staff Person Delegation
Note: Denise Tyrrell is no longer with the Los Angeles Office.

San Bernardino Associated Governments



San Bernardino Associated Governments

1170 W. 3rd Street, 2nd Floor San Bernardino, CA 92410-1715
Phone: (909) 884-8276 Fax: (909) 885-4407 Web: www.sanbag.ca.gov



- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
- San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

April 23, 2015

Bahar Heydari
Caltrans District 12
3347 Michelson Drive, Suite 100
Irvine, CA 92612

RE: Becoming a Participating Agency for SR-241 / SR-91 Express Lanes Connector Supplemental Draft EIS

Dear Mr. Heydari,

This letter is to confirm that San Bernardino Associates Governments (SANBAG) is interested in participating in the SR-241 / SR-91 Express Lanes Connector Supplemental Draft EIS.

We understand that this letter is getting to you after the requested due date, but we do hope that we will still be able to participate in the review of this project. If you have any questions or need any additional information, please do not hesitate to contact me at (909)884-8276.

Sincerely,

Garry Cohoe
Director of Project Delivery

South Coast Air Quality Management District

Verbal Acceptance on 5/6/15 by Jilian Wong.

Orange County Flood

Verbal Acceptance on 4/21/15 by Jeff Dickman.

Orange County Parks

Verbal Acceptance on 4/21/15 by Ericka Rivera for Stacy Blackwood.

Santa Ana Watershed Project Authority



Santa Ana Watershed Project Authority

OVER 45 YEARS OF INNOVATION, VISION, AND WATERSHED LEADERSHIP

One Water One Watershed

AWRA INTEGRATED WATER RESOURCES MANAGEMENT AWARD

HARVARD KENNEDY SCHOOL'S TOP 25 INNOVATIONS IN AMERICAN GOVERNMENT



March 16, 2015

Donald D. Galleano
Commission
Chair

Sylvia Vega
Deputy District Director
Department of Transportation
3347 Michelson Drive, Suite 100
Irvine, CA 92612

Celeste Cantú
General
Manager

**RE: Invitation to Become Participating Agency for SR-241 / SR-91 Express Lanes
Connector Supplemental Draft EIS**

Orange
County
Water
District

Dear Ms. Vega:

In response to your letter of March 13, 2015, the Santa Ana Watershed Project Authority accepts your invitation to become a participating agency for the SR-241 / SR-91 Express Lanes Connector Supplemental Draft EIS.

Western
Municipal
Water District

Please coordinate with Richard E. Haller, P.E., Executive Manager Engineering and Operations, at (951) 354-4240 or rhaller@sawpa.org for all work tasks associated with this project.

Eastern
Municipal
Water
District

Thank you for the opportunity to participate in the interagency coordination of this project review and look forward to working with the Department of Transportation.

San
Bernardino
Valley
Municipal
Water
District

Sincerely,

Zyanya Blancas
Administrative Assistant

Inland
Empire
Utilities
Agency

11615 Sterling Avenue, Riverside, CA 92503 • 951.354.4220
www.sawpa.org • www.sawpa.org/OWOW



City of Anaheim

Verbal Acceptance on 4/21/15 by Susan Kim for Linda N. Andal. Agency indicated California Environmental Quality Act Notice of Preparation comments should constitute as acceptance of Participating Agency Status.

City of Corona

Verbal acceptance on 4/22/15 by Nelson Nelson.

City of Yorba Linda

From: Rick Yee [<mailto:Ryee@yorba-linda.org>]
Sent: Friday, May 01, 2015 12:03 PM
To: Laboy, Kristal
Subject: RE: 241 91 ELC March 13 Package Copy

Kristal – Please include us as a participating agency for the SR241/91 project environmental review.

Thanks

Rick Yee, PE | Assistant City Engineer
City of Yorba Linda
Public Works Engineering Department
4845 Casa Loma Avenue
Yorba Linda, CA 92885



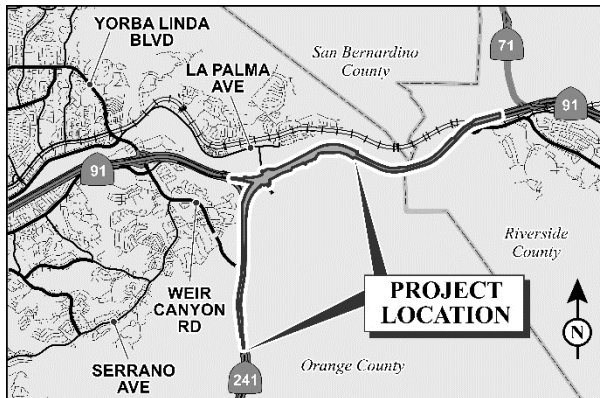
1 P (714) 961-7171
1 F (714) 986-1010
1 ryee@yorba-linda.org
1 www.ci.yorba-linda.ca.us

English and Spanish Public Notices

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PUBLIC NOTICE

Draft Supplemental Environmental Impact Report/Environmental Impact Statement Available for SR-241/SR-91 Tolled Express Lanes Connector Project and Announcement of Public Hearing



WHAT'S BEING PLANNED: California Department of Transportation (CALTRANS) District 12, in cooperation with the Foothill Eastern Transportation Corridor Agency (F/ETCA) is proposing the State Route 241/State Route 91 (SR-241/SR-91) Tolled Express Lanes Connector Project (Proposed Project) to construct a median-to-median connector between SR-241 and the tolled lanes in the median of SR-91 (*91 Express Lanes*). A No Build Alternative and only one Build Alternative (Preferred Alternative) are evaluated in the Supplemental Environmental Impact Report/Environmental Impact Statement (SEIR/EIS). The Proposed Project, located at the junction of SR-241 and SR-91 in the cities of Anaheim, Yorba Linda, and Corona and the counties of Orange and Riverside, would provide improved access between SR-241 and SR-91 and is proposed to be a tolled facility with a total length of approximately 8.7 miles. Currently, there is no direct connection between the SR-241 toll road and the *91 Express Lanes*. SR-241 is a tolled facility, starting at the Oso Parkway interchange, in south Orange County, to its terminus at SR-91. The *91 Express Lanes* is a two-lane tolled facility, in each direction, located in the median of SR-91, from State Route 55 (SR-55), to the Orange/Riverside County line (east of the SR-241 interchange). The existing SR-241/SR-91 interchange connects northbound SR-241 to non-tolled general purpose lanes of eastbound and westbound SR-91 and the eastbound and westbound SR-91 to southbound SR-241. Approximately 5 acres of land on the slope south of SR-91, approximately 3,600 ft west of Coal Canyon, would be permanently acquired for the Proposed Project. The acquired land is currently part of the Irvine Ranch Natural National Landmark (NNL), owned by the County of Orange with a Conservation Easement held by the Nature Conservancy. As a publicly owned and operated park that is open to the public, the NNL and the Preserves in the NNL qualify for protection under the requirements of Section 4(f). Therefore, a Section 4(f) Resource Evaluation was conducted and included as part of the Draft SEIR/EIS.

WHY THIS AD: Caltrans has studied the effects the Proposed Project may have on the environment. Studies show it will not significantly affect the quality of the environment. The report that explains the environmental impacts is called Supplemental Environmental Impact Report/Environmental Impact Statement (SEIR/EIS). This notice is to inform you of the preparation of the Draft SEIR/EIS and Section 4(f) Resource Evaluation and their availability for review. An open house style public hearing will be held to give you an opportunity to review the project design features.

Project-level conformity analysis shows that the project will conform to the State Implementation Plan, including localized impact analysis with interagency consultation for carbon monoxide (CO) and particulate matter (PM₁₀ and PM_{2.5}) required by 40 CFR 93.116 AND 93.123. This project is not considered a Project of Concern regarding particulate matter (PM₁₀ and PM_{2.5}) as defined in 40 CFR 93.123 (b)(1). A detailed PM₁₀ and PM_{2.5} hot-spot analysis was not completed because Clean Air Act and 40 CFR 93.116 requirements are met without an explicit hot-spot analysis. The Proposed Project comes from a conforming Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP). Comments are requested regarding the project-level conformity analysis.

WHAT'S AVAILABLE: The Draft SEIR/EIS is available for review at CALTRANS District 12, 1750 East Fourth Street, Suite 100, Santa Ana, CA 92705 and the TCA office, 125 Pacifica, Suite 120, Irvine, California 92618 on weekdays (M-F) from 8:00 a.m. to 5:00 p.m. Maps and other information are also available. There are also copies available at the following public libraries during their regular business hours:

- East Anaheim Library (8201 East Santa Ana Canyon Road, Anaheim, California, 92808,
- Corona Public Library (650 South Main Street, Corona, California, 92882,
- El Modena Branch Library (380 South Hewes Street, Orange, California, 92869.

In addition, documents are also available for review on-line at <http://www.dot.ca.gov/d12/DEA/241-91/0K9700/>.

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 Draft SEIR/EIS, you may submit your written comments to CALTRANS at the address below until **January 5, 2017**.

Smita Deshpande, Generalist Branch Chief,
Caltrans-District 12, "Attn: 241-91 DSEIR/EIS Comment Period"
1750 East Fourth Street, Suite 100
Santa Ana, CA 92705

Comments may also be sent via email to: **D12.SR241-91ELC@dot.ca.gov**

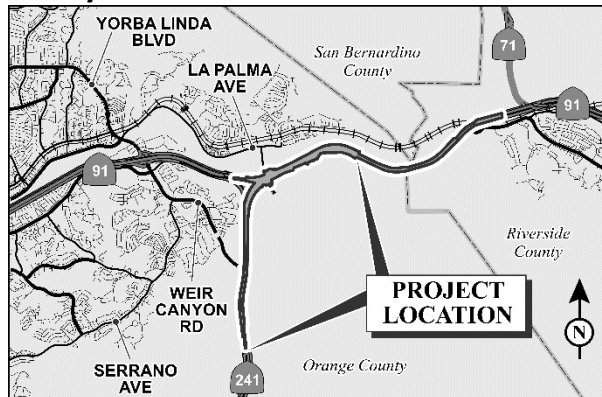
WHEN AND WHERE: An open house style public hearing will be held **Tuesday, November 29, 2016 – 5:30 – 8:30 pm**, at the East Anaheim Community Center, 8201 East Santa Ana Canyon Road, Anaheim, CA 92808

Individuals who require special accommodation (American Sign Language interpreter, accessible seating, documentation in alternate formats, etc.) are requested to contact CALTRANS District 12, Attn: Public Affairs Office at (657) 328-6533 at least 21 days prior to the scheduled hearing date, TDD users may contact the California Relay Service TTY line at 1-800-735-2929 or Voice Line at 1-800-735-2922.

CONTACT: For more information about this study or any transportation matter, call Smita Deshpande at CALTRANS District 12: (657) 328-6533.

ANUNCIO PÚBLICO

Borrador del Reporte de Impacto Ambiental Suplementario/Declaración de Impacto Ambiental Disponible para el Proyecto del Conector de los Carriles Expresos con Peaje de la SR-241/SR-91, y Anuncio de Audiencia Pública



LO QUE SE ESTÁ PLANEANDO: El Distrito 12 del Departamento de Transporte de California (CALTRANS), en asocio con la agencia Foothill Eastern Transportation Corridor Agency (F/ETCA), está proponiendo el Proyecto (Proyecto Propuesto) del Conector de los Carriles Expresos con Peaje de la Ruta Estatal 241/Ruta Estatal 91 (SR-241/SR-91) para construir un conector de “mediana a mediana” entre la SR-241 y los carriles con peaje en la mediana de la SR-91 (*Carriles Expresos de la 91*). En el Reporte de Impacto Ambiental Suplementario/Declaración de Impacto Ambiental (SEIR/EIS, por sus siglas en inglés) sólo se están evaluando una Alternativa de No Construir y una Alternativa de Construir (Alternativa Preferida). El Proyecto Propuesto, ubicado en la intersección de la SR-241 y la SR-91 en las ciudades de Anaheim, Yorba Linda y Corona, en los Condados de Orange y Riverside, mejoraría el acceso entre la SR-241 y la SR-91 y se ha propuesto que sea una instalación con peaje con una longitud total de aproximadamente 8.7 millas. En la actualidad no hay una conexión directa entre la carretera con peaje SR-241 y los *Carriles Expresos de la 91*. La SR-241 es una carretera con peaje desde la intersección Oso Parkway, al sur del Condado de Orange, hasta que termina en la SR-91. Los *Carriles Expresos de la 91* es una obra de dos carriles con peaje en cada dirección, ubicada en la mediana de la SR-91, desde la Ruta Estatal 55 (SR-55), hasta la línea divisoria de los condados de Orange y Riverside (al este de la intersección de la SR-241). La intersección actual SR-241/SR-91 conecta a la SR-241 en dirección norte con los carriles generales sin peaje de la SR-91 en dirección este y en dirección oeste, y a la SR-91 en dirección este y en dirección oeste con la SR-241 en dirección sur. Para el Proyecto Propuesto serían adquiridos permanentemente aproximadamente 5 acres de terreno en la ladera sur de la SR-91, aproximadamente 3,600 pies al oeste de Coal Canyon. En la actualidad, el terreno que sería adquirido hace parte del Irvine Ranch Natural National Landmark (NNL), propiedad del Condado de Orange con una Escritura de Preservación de Servidumbre en poder de la Nature Conservancy. Al ser un parque de propiedad y operación pública que está abierto al público, el NNL califica para recibir protección bajo los requerimientos de la Sección 4(f). Por lo tanto, se realizó una Evaluación de Recurso de la Sección 4(f) y se incluyó como parte del Borrador SEIR/EIS.

EL POR QUÉ DE ESTE ANUNCIO: Caltrans ha estudiado los efectos que podría tener el Proyecto Propuesto en el medio ambiente. Los estudios indican que el Proyecto Propuesto no afectará significativamente la calidad del medio ambiente. El reporte que explica los impactos ambientales es conocido como un Reporte de Impacto Ambiental Suplementario/Declaración de Impacto Ambiental (SEIR/EIS). Este anuncio es para informarle a usted acerca de la preparación de un Borrador del SEIR/EIS y la Evaluación de Recurso de la Sección 4(f) y de su disponibilidad para ser revisados. Se realizará una reunión pública estilo *open house* para darle a usted la oportunidad de revisar las características del diseño del proyecto.

El análisis de conformidad a nivel del proyecto indica que el proyecto se ajusta al Plan de Implementación Estatal, incluyendo el análisis de impacto localizado con consultas entre agencias en cuanto al monóxido de carbono (CO) y partículas de materia (PM₁₀ y PM_{2.5}) requeridos por la 40 CFR 93.116 Y 93.123. Este proyecto no es considerado un Proyecto de Preocupación en lo que se refiere a las partículas de materia (PM₁₀ y PM_{2.5}) según se definen en la 40 CFR 93.123 (b)(1). No se realizó un análisis detallado focalizado de las PM₁₀ y PM_{2.5}, ya que los requerimientos del Acta de Aire Limpio (Clean Air Act) y la 40 CFR 93.116 se cumplen sin necesidad de un análisis detallado focalizado. El Proyecto Propuesto está en conformidad con el Plan de Transporte Regional (RTP, por sus siglas en inglés) y el Programa de Mejoras de Transporte (TIP). Se requieren comentarios con respecto al análisis de conformidad a nivel del proyecto.

QUÉ HAY DISPONIBLE: El Borrador SEIR/EIS está disponible para su revisión en el Distrito 12 de CALTRANS, 1750 East Fourth Street, Suite 100, Santa Ana, CA 92705 y en la oficina de TCA, 125 Pacifica, Suite 120, Irvine, California 92618, entre semana (lunes a viernes) de 8:00 a.m. a 5:00 p.m. Además, hay disponibles mapas y otra información. También hay disponibles copias en las siguientes bibliotecas públicas, durante sus horarios regulares de servicio:

- East Anaheim Library. 8201 East Santa Ana Canyon Road, Anaheim, California, 92808,
- Corona Public Library. 650 South Main Street, Corona, California, 92882,
- El Modena Branch Library. 380 South Hewes Street, Orange, California, 92869.

Además, los documentos también están disponibles para ser revisados en línea en <http://www.dot.ca.gov/d12/DEA/241-91/0K9700/>.

CÚAL ES SU PAPEL: ¿Se han abordado los impactos potenciales? ¿Tiene información que considera que debería ser incluida? Sus comentarios serán parte del registro público. Si desea hacer algún comentario acerca del Borrador SEIR/EIS, puede enviar sus comentarios por escrito a CALTRANS, en la dirección que se indica abajo, hasta el **5 de enero de 2017**.

Smita Deshpande, Generalist Branch Chief,
Caltrans-District 12, “Attn: 241-91 DSEIR/EIS Comment Period”
1750 East Fourth Street, Suite 100
Santa Ana, CA 92705

También se pueden enviar comentarios por correo electrónico a: **D12.SR241-91ELC@dot.ca.gov**

CUÁNDO Y DÓNDE: Se realizará una audiencia pública estilo *open house* el **martes 29 de noviembre de 2016, de 5:30 a :8:30 pm**, en el centro comunitario East Anaheim Community Center, 8201 East Santa Ana Canyon Road, Anaheim, CA 92808.

A las personas que necesiten acomodaciones especiales (intérprete de American Sign Language, asientos accesibles, documentación en formatos alternativos, etc.) se les pide que se pongan en contacto con el Distrito 12 de CALTRANS, Attn: Oficina de Relaciones Públicas (Public Affairs Office)



en el (657) 328-6533 por lo menos 21 días antes de la fecha programada para la audiencia. Los usuarios de TDD pueden ponerse en contacto con la línea de TDD del California Relay Service en el 1-800-735-2929 o dejar un Mensaje de Voz en el 1-800-735-2922.

CONTACTO: Para más información acerca de este estudio o de cualquier asunto de transporte, llame a Smita Deshpande del Distrito 12 de CALTRANS: (657) 328-6533.

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CHP Correspondence

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From: Kovaletz, Todd@CHP <TKovaletz@chp.ca.gov>
Sent: Friday, April 12, 2019 4:24 PM
To: Ketsela, Kedest@DOT <kedest.ketsela@dot.ca.gov>
Cc: Torres, Gustavo@CHP <GuTorres@chp.ca.gov>; Shackleford, Ryan@CHP <RShackleford@chp.ca.gov>; Knarr, Aaron@CHP <AKnarr@chp.ca.gov>
Subject: RE: State Route (SR) 91 Coal Canyon off -ramp

Good afternoon,

Thank you for the chance to respond to the proposed gate on the closed Coal Canyon off ramp. CHP would strongly oppose any additional gating on the Coal Canyon off ramp area. The new turnaround in the Fastrak lanes is not feasible for patrol units to turn around from the general lanes of traffic. The disparity of traffic speeds between the Fastrak lanes and general lanes of traffic poses much too great of a risk to cross to turn around. Often in that location the Fastrak lanes will be at full speed while the general lanes will be between five to 10 mph. The Coal Canyon off ramp turnaround is used numerous times per shift by CHP Santa Ana patrol officers, CHP Riverside patrol officers, Freeway Service Patrol tow operators, as well as Fire personnel while responding to emergency incidents. During peak commute hours, the time saved using the turn around can turn a 30 to 40 minute response time into a five minute response time. Adding a gate at the top of the ramp would greatly impede our ability to provide the service to the public that is essential. CHP would support the addition of some type of visual barrier using the existing fencing in place but would greatly oppose any additional gates or impediments.

Any questions or if you need additional information, let me know.

Todd Kovaletz
Administrative Sergeant
California Highway Patrol
Santa Ana Area
2031 E. Santa Clara Ave.
Santa Ana, CA 92705

(714) 567-6000 – Office
(714) 547-8344 – Fax

From: Knarr, Aaron@CHP
Sent: Friday, April 12, 2019 3:20 PM
To: Ketsela, Kedest@DOT <kedest.ketsela@dot.ca.gov>
Cc: Kovaletz, Todd@CHP <TKovaletz@chp.ca.gov>; Torres, Gustavo@CHP <GuTorres@chp.ca.gov>; Shackleford, Ryan@CHP <RShackleford@chp.ca.gov>
Subject: RE: State Route (SR) 91 Coal Canyon off -ramp

Kedest,

Thank you for contacting me regarding the CHP's opinion of the proposed gate at the eastbound SR-91 to Coal Canyon Road off-ramp. My Administrative Sergeant, Todd Kovaletz, is well-versed on the current use of the off-ramp by officers from both the Santa Ana and Riverside Area offices and will be sending you an email explaining why we oppose installation of a gate.

Please call or email me if you have any further questions or need additional information.

Regards,

Aaron

Aaron S. Knarr, Lieutenant
California Highway Patrol
Santa Ana (675)
2031 E. Santa Clara Avenue
Santa Ana, CA 92705-7838
Phone: (714) 567-6000
Fax: (714) 547-8344

From: Ketsela, Kedest@DOT <kedest.ketsela@dot.ca.gov>
Sent: Friday, April 12, 2019 8:23 AM
To: COA@ocfa.org; Knarr, Aaron@CHP <AKnarr@chp.ca.gov>
Cc: Baker, Charles A@DOT <charles.baker@dot.ca.gov>
Subject: State Route (SR) 91 Coal Canyon off -ramp

*Good Morning,
To whom it may concern,*

I work for Caltrans at the Orange County office. Caltrans, in cooperation with the Foothill/Eastern Transportation Corridor Agency (F/ETCA) proposes, SR-241/91 Express lane connector project between 241/91 interchange and south of Coal Canyon overcrossing. As you may have known, the Coal Canyon off ramps have been close for public since 2002. However, CHP, Caltrans Maintenance, OCFA and authorized agencies have been using the eastbound off ramp to make U turn or enter into the park. At the present time, we (TCA and Caltrans) are working with US Fish and wildlife Service for this project. As part of the permit condition, US Fish and Wildlife proposes to install a permanent access control gate near the top of the eastbound off-ramp at Coal Canyon, leaving enough room in front of the gate for personnel in authorized vehicles (CHP, Caltrans, OCFA, CDFW, OC Parks and authorized other agencies) to exit SR-91 and open the gate, but encouraging authorized vehicles to use the new median turnaround.

As it shows in the attached picture, the new median turnaround is located

within the toll road and the proposed gate will be located at coal canyon off ramp. Since the off ramp have been used by CHP and OCFA often for emergency purposes, we would like to request your approval or disapproval of the proposed gate at the eastbound coal canyon off ramp.

If you have any questions, please let me know.

Thank you

Kedest Ketsela

Caltrans D-12

(657) 328-6134

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Native American Consultation and Coordination

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SECTION 106 NATIVE AMERICAN CONTACT RECORD

Proposed State Route 241/State Route 91 Direct Connector Project, Orange County, California

Date LSA Requested the Sacred Lands File Search from the Native American Heritage Commission (NAHC): April 6, 2011

Date the Native American Heritage Commission Replied: April 12, 2011.

Results of the Sacred Lands File Search: Native American cultural resources were not identified within ½-mile of the project Area of Potential Effects (APE). However, resources were identified in close proximity to the APE. The NAHC recommended that LSA contact the groups/individuals listed below who may have knowledge of cultural resources that could be impacted by the project.

Groups Contacted	Date LSA Sent Letter to Tribes	Date a Response to the Letter was Received by LSA	Date and Results of LSA Follow-up Telephone Calls and/or emails
Ti'At Society/Inter-Tribal Council of Pimu Cindi M. Alvitre, Chairwoman-Manisar <i>Gabrielino</i>	05-10-11	No response received.	05-31-11: A follow up email was sent to Ms. Alvitre. 06-07-11: A second follow up email was sent to Ms. Alvitre.
Gabrielino Tongva Nation Sam Dunlap, Chairperson <i>Gabrielino Tongva</i>	05-10-11	No response received.	05-31-11: A follow up email was sent to Mr. Dunlap. 06-07-11: A second follow up email was sent to Mr. Dunlap. 06-14-11: Mr. Dunlap responded by email to say that if there is no potential for cultural resources to be impacted because construction will be in previously disturbed soil, then he has no concerns.
Juaneño Band of Mission Indians Acjachemen Nation David Belardes, Chairperson <i>Juaneño</i>	05-10-11	No response received.	Please see Joyce Perry, below. She is the spokesperson for cultural resources.
Juaneño Band of Mission Indians Acjachemen Nation Anthony Rivera, Chairman <i>Juaneño</i>	05-10-11	No response received.	05-31-11: A follow up email was sent to Mr. Rivera. 06-07-11: A second follow up email was sent to Mr. Rivera.
Tongva Ancestral Territorial Tribal Nation John Tommy Rosas, Tribal Administrator <i>Gabrielino Tongva</i>	05-10-11 (via email)	No response received.	05-31-11: A follow up email was sent to Mr. Rosas. 06-07-11: A second follow up email was sent to Mr. Rosas.
Gabrielino Tongva Indians of California Tribal Council Robert F. Dormae, Tribal Chair/Cultural Resources <i>Gabrielino Tongva</i>	05-10-11	No response received.	05-31-11: A follow up email was sent to Mr. Dormae. 06-07-11: Mr. Dormae would like to be notified of any discoveries.

Groups Contacted	Date LSA Sent Letter to Tribes	Date a Response to the Letter was Received by LSA	Date and Results of LSA Follow-up Telephone Calls and/or emails
Gabrielino/Tongva San Gabriel Band of Mission Indians Anthony Morales, Chairperson <i>Gabrielino Tongva</i>	05-10-11	05-13-11: Mr. Morales called to state that he knows there are cultural resources around the base of the foothills and he hopes the project proponents will be vigilant. He is aware that the project area is disturbed by previous freeway construction; however he recommends monitoring by an archaeologist and a Native American when construction activities are in deeply buried intact native soil (for example, when digging deep for the support structures) as there is potential to encounter buried cultural resources.	Not applicable.
Juaneño Band of Mission Indians Alfred Cruz, Cultural Resources Coordinator <i>Juaneño</i>	05-10-11	No response received.	05-31-11: A voicemail was left for Mr. Cruz. 06-07-11: A follow up email was sent to Mr. Cruz. 06-08-11: Mr. Cruz called and left a voicemail. 06-10-11: Mr. Cruz called to say that he believes the area to be sensitive for cultural resources given its proximity to the Santa Ana River. Also, his people inhabited the area for over 9000 years and the SR 91 runs along what used to be ancient travel and trading routes. There is no way to know the extent of what is there. For this reason, he recommends monitoring by a Native American and an archaeologist when construction activities are in undisturbed native soil.
Gabrielino-Tongva Tribe Bernie Acuna <i>Gabrielino</i>	05-10-11	No response received.	05-31-11: The message on the cell phone number provided said, "unavailable". An administrator at the office number referred the call to Linda Candelaria. See below.

Groups Contacted	Date LSA Sent Letter to Tribes	Date a Response to the Letter was Received by LSA	Date and Results of LSA Follow-up Telephone Calls and/or emails
Juaneño Band of Mission Indians Acjachemen Nation Joyce Perry, Representing Tribal Chairperson <i>Juaneño</i>	05-10-11	No response received.	05-31-11: A voicemail was left for Ms. Perry. 06-07-11: A second voicemail was left for Ms. Perry. 06-10-11: The letter was returned as "unclaimed".
Gabrielino-Tongva Tribe Linda Candelaria, Chairwoman <i>Gabrielino</i>	05-10-11	No response received.	05-31-11: A voicemail was left for Ms. Candelaria; Bernie Acuna was also referenced. 06-07-11: An follow up email was sent to Ms. Candelaria; Mr. Acuna was also copied.

April 6, 2011

Dave Singleton
Native American Heritage Commission
915 Capitol Mall, Room 364
Sacramento, CA 95814

Subject: Sacred Lands File Search for the SR-241/SR-91 Direct Connector Project, Orange
County, California

Dear Mr. Singleton:

Attached please find a portion of one United States Geological Survey (USGS) 7.5-minute topographic quadrangle map. Plotted on the map is the location of the proposed SR-241/SR-91 Direct Connector Project, Orange County, California. Specifically, the project is situated in Township 4 South, Range 8 West, in Irvine Ranch Sections 23, 25, 26, and 28; and Township 3 South, Range 8 West, in Irvine Ranch Sections 28, 30, and 32, of the *Black Star Canyon, California* USGS topographic quadrangle map (San Bernardino Baseline and Meridian). A map showing the project area is attached.

There will be ground disturbance associated with this project. Per Section 106 of the National Historic Preservation Act, LSA is requesting a Sacred Lands File search for the project area. Please notify LSA of any Traditional Cultural Properties (TCPs) and/or sacred sites that may be impacted.

I will anticipate a response within 10 working days from your receipt of this request. If you have any questions or comments, please contact me at (949) 553-0666 or you may e-mail me at terri.fulton@lsa-assoc.com. As always, thank you very much for your assistance with this project.

Best Regards,

LSA ASSOCIATES, INC.



Terri Fulton
Archaeologist/Senior Cultural Resources Manager
Native American Consultation

Attachments: Portion of one USGS map

TRANSMISSION VERIFICATION REPORT

TIME 04/06/2011 14:25
NAME
FAX
TEL
SER.# 000053225563

DATE, TIME
FAX NO./NAME
DURATION
PAGE(S)
RESULT
MODE

04/06 14:25
NAHC
00:01:03
02
OK
STANDARD
ECM

LSA

LSA ASSOCIATES, INC.
30 EXECUTIVE PARK, SUITE 200
IRVINE, CALIFORNIA 92617

949.553.0666 TEL
949.553.0075 FAX

BURKELEY
CARISBAP
PORT COLLINS

RIVERSIDE
ROCKLIN
SAN LEUIS OBISPO
S. SAN FRANCISCO

April 6, 2011

Dave Singleton
Native American Heritage Commission
915 Capitol Mall, Room 364
Sacramento, CA 95814

Subject: Sacred Lands File Search for the SR-241/SR-91 Direct Connector Project, Orange County, California

Dear Mr. Singleton:

Attached please find a portion of one United States Geological Survey (USGS) 7.5-minute topographic quadrangle map. Plotted on the map is the location of the proposed SR-241/SR-91 Direct Connector Project, Orange County, California. Specifically, the project is situated in Township 4 South, Range 8 West, in Irvine Ranch Sections 23, 25, 26, and 28; and Township 3 South, Range 8 West, in Irvine Ranch Sections 28, 30, and 32, of the *Black Star Canyon, California* USGS topographic quadrangle map (San Bernardino Baseline and Meridian). A map showing the project area is attached.

There will be ground disturbance associated with this project. Per Section 106 of the National Historic Preservation Act, LSA is requesting a Sacred Lands File search for the project area. Please notify LSA of any Traditional Cultural Properties (TCPs) and/or sacred sites that may be impacted.

I will anticipate a response within 10 working days from your receipt of this request. If you have any questions or comments, please contact me at (949) 553-0666 or you may e-mail me at terri.fulton@lsa-assoc.com. As always, thank you very much for your assistance with this project.

STATE OF CALIFORNIA

Edmund G. Brown, Jr., Governor

NATIVE AMERICAN HERITAGE COMMISSION

815 CAPITOL MALL, ROOM 264
SACRAMENTO, CA 95814
(916) 653-6251
Fax (916) 657-5390
Web Site www.nahc.ca.gov
ds_nahc@pacbell.net



April 12, 2011

Ms. Terri Fulton, Archaeologist, Senior Cultural Resources Manager

LSA ASSOCIATES, INC.

20 Executive Park, Suite 200
Irvine, CA 92614

Sent by FAX to: 949-553-8076

No. of Pages: 4

Re: Request for a Sacred Lands File Search and Native American Contacts list for the
State Route 241/State Route 91 Direct Connector Project" located in Orange
County, California

Dear Ms. Fulton:

The Native American Heritage Commission (NAHC), the State of California 'Trustee Agency' for the protection and preservation of Native American cultural resources. The NAHC Sacred Lands File (SLF) search resulted in the following: **Native American cultural resources were not identified** within ½ mile of the area of potential effect (e.g. APE). However, there are Native American cultural resources in close proximity to the APE.

The California Environmental Quality Act (CEQA – CA Public Resources Code §§ 21000-21177, amendments effective 3/18/2010) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per the CEQA Guidelines defines a significant impact on the environment as 'a substantial, or potentially substantial, adverse change in any of physical conditions within an area affected by the proposed project, including ... objects of historic or aesthetic significance.' 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. CA Government Code §65040.12(e) defines "environmental justice" provisions and is applicable to the environmental review processes.

Early consultation with Native American tribes in your area is the best way to avoid unanticipated discoveries once a project is underway. Culturally affiliated tribes and individuals may have knowledge of the religious and cultural significance of the historic properties in the project area (e.g. APE). Consultation with Native American communities is also a matter of environmental justice as defined by California Government Code §65040.12(e). We urge consultation with those tribes and interested Native Americans on the list of Native American Contacts we attach to this letter in order to see if your proposed project might impact Native American cultural resources. Lead agencies should consider avoidance as defined in §15370 of the CEQA Guidelines when significant cultural resources as defined by the CEQA Guidelines §15064.5 (b)(c)(f) may be affected by a proposed project. If so, Section 15382 of the CEQA Guidelines defines a significant impact on the environment as "substantial."

Furthermore we suggest that you contact the California Historic Resources Information System (CHRIS) for pertinent archaeological data within or near the APE, at the California Office of Historic Preservation (916) 446-7000.

Consultation with tribes and interested Native American consulting parties, on the NAHC list, should be conducted in compliance with the requirements of federal NEPA (42 U.S.C 4321-43351) and Section 106 and 4(f) of federal NHPA (16 U.S.C. 470 *et seq*), 36 CFR Part 800.3 (f) (2) & .5, the President's Council on Environmental Quality (CSQ, 42 U.S.C 4371 *et seq*. and NAGPRA (25 U.S.C. 3001-3013) as appropriate. The 1992 *Secretary of the Interiors Standards for the Treatment of Historic Properties* were revised so that they could be applied to all historic resource types included in the National Register of Historic Places and including cultural landscapes. Also, federal Executive Orders Nos. 11593 (preservation of cultural environment), 13175 (coordination & consultation) and 13007 (Sacred Sites) are helpful, supportive guides for Section 106 consultation.

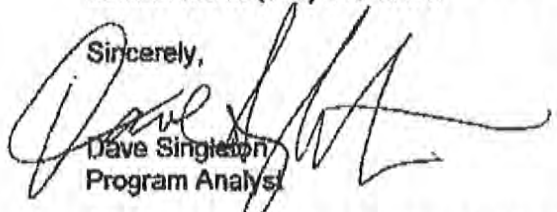
Also, California Public Resources Code Section 5097.98, California Government Code §27491 and Health & Safety Code Section 7050.5 provide for provisions for accidentally discovered archeological resources during construction and mandate the processes to be followed in the event of an accidental discovery of any human remains in a project location other than a 'dedicated cemetery'.

To be effective, consultation on specific projects must be the result of an ongoing relationship between Native American tribes and lead agencies, project proponents and their contractors, in the opinion of the NAHC. Regarding tribal consultation, a relationship built around regular meetings and informal involvement with local tribes will lead to more qualitative consultation tribal input on specific projects.

The response to this search for Native American cultural resources is conducted in the NAHC Sacred Lands Inventory, established by the California Legislature (CA Public Resources Code 5097.94(a) and is exempt from the CA Public Records Act (c.f. California Government Code 6254.10) although Native Americans on the attached contact list may wish to reveal the nature of identified cultural resources/historic properties. Confidentiality of "historic properties of religious and cultural significance" may also be protected under Section 304 of the NHPA or at the Secretary of the Interior discretion if not eligible for listing on the National Register of Historic Places. The Secretary may also be advised by the federal Indian Religious Freedom Act (cf. 42 U.S.C., 1996) in issuing a decision on whether or not to disclose items of religious and/or cultural significance identified in or near the APE and possibility threatened by proposed project activity.

If you have any questions about this response to your request, please do not hesitate to contact me at (916) 653-6251.

Sincerely,



Dave Singleton
Program Analyst

Attachment: Native American Contact List

Native American Contact List
Orange County
April 12, 2011

Ti'At Society/Inter-Tribal Council of Pimu
Cindi M. Alvitre, Chairwoman-Manisar
6515 E. Seaside Walk, #C Gabrielino
Long Beach , CA 90803
calvitre@yahoo.com
(714) 504-2468 Cell

Gabrielino Tongva Nation
Sam Dunlap, Chairperson
P.O. Box 86908 Gabrielino Tongva
Los Angeles , CA 90086
samdunlap@earthlink.net
(909) 262-9351 - cell

Juaneno Band of Mission Indians Acjachemen Nation
David Belardes, Chairperson
32161 Avenida Los Amigos Juaneno
San Juan Capistrano CA 92675
(949) 493-4933 - home
chiefdavidbelardes@yahoo.
com
(949) 293-8522

Juaneno Band of Mission Indians Acjachemen Nation
Anthony Rivera, Chairman
31411-A La Matanza Street Juaneno
San Juan Capistrano CA 92675-2674
arivera@juaneno.com
(949) 488-3484
(530) 354-5876 - cell

Tongva Ancestral Territorial Tribal Nation
John Tommy Rosas, Tribal Admin.
Private Address Gabrielino Tongva
tattnlaw@gmail.com
310-570-8567

Gabrielino Tongva Indians of California Tribal Council
Robert F. Dormae, Tribal Chair/Cultural Resources
P.O. Box 490 Gabrielino Tongva
Bellflower , CA 90707
gtongva@verizon.net
562-761-6417 - voice
562-761-6417- fax

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

Juaneno Band of Mission Indians
Alfred Cruz, Cultural Resources Coordinator
P.O. Box 25628 Juaneno
Santa Ana , CA 92799
alfredgcruz@sbcglobal.net
714-998-0721
714-998-0721 - FAX
714-321-1944 - cell

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

Distribution of this list does not relieve any person of the 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 S.R. 241 / S.R. 91 Directo Connector Project; located in northern Orange County, California for which a Sacred Lands File search and Native American Contacts list were requested.

**Native American Contact List
Orange County
April 12, 2011**

Gabrielino-Tongva Tribe
Bernie Acuna
1875 Century Pk East #1500 Gabrielino
Los Angeles , CA 90067
(310) 587-2203
(310) 428-7720 - cell
(310) 587-2281 - FAX

Juaneno Band of Mission Indians Acjachemen Nation
Joyce Perry; Representing Tribal Chairperson
4955 Paseo Segovia Juaneno
Irvine , CA 92612
949-293-8522

Gabrielino-Tongva Tribe
Linda Candelaria, Chairwoman
1875 Century Park East, Suite 1500
Los Angeles , CA 90067 Gabrielino
lcandelaria1@gabrielinoTribe.org
310-428-5767- cell
(310) 587-2281 - FAX

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

Distribution of this list does not relieve any person of the 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 S.R. 241 / S.R. 91 Directo Connector Project; located in northern Orange County, California for which a Sacred Lands File search and Native American Contacts list were requested.



LSA ASSOCIATES, INC.
26 EXECUTIVE PARK, SUITE 200 949.553.0566 TEL
IRVINE, CALIFORNIA 92614 949.553.8076 FAX

BERKELEY
CARLSBAD
FORT COLLINS

FRESNO
PALM SPRINGS
POINT RICHMOND

RIVERSIDE
ROCKLIN
SAN LUIS OBISPO
SOUTH SAN FRANCISCO

May 10, 2011

Tongva Ancestral Territorial Tribal Nation
John Tommy Rosas, Tribal Administrator
Via E-mail to: tattnlaw@gmail.com

Subject: Native American Consultation for the Proposed State Routes 241/91 Express Lanes Direct
Connector Project, Orange County, California

Dear Mr. Rosas:

The Transportation Corridor Agencies (TCA), in cooperation with the California Department of Transportation (Department) proposes to construct new high-occupancy vehicle (HOV) connectors between State Route 241 (SR-241) and State Route 91 (SR-91). The connectors would bring HOV lanes from the median of northbound SR-241 to the existing eastbound SR-91 Express Lanes, which transition to one HOV lane at Green River Road on SR-91. The reverse movement would also be accommodated from the westbound SR-91 Express Lanes to the median of southbound SR-241. A parallel lane that tapers back into the existing SR-91 Express Lanes would be needed for the northbound SR-241 to eastbound SR-91 movement. A map of the project area is attached.

Section 106 of the National Historic Preservation Act requires that federal undertakings such as this consider the effect they may have on historic properties. These include properties of traditional religious and cultural significance to Native American tribes. Government-to-government relationships, as required by federal law, include the identification of an individual designated by a Tribe for the purposes of consultation. LSA Associates, Inc. (LSA) is contacting you on behalf of the Department as part of the Section 106 process.

To determine whether any historic properties may be affected by the project, a records search is being conducted at the South Central Coastal Information Center, located at California State University, Fullerton. The Native American Heritage Commission (NAHC) has also been asked to perform a Sacred Lands File (SLF) search. The results of the SLF **did not** identify Native American cultural resources within 0.5 mile of the project Area of Potential Effects (APE). However, **there are** Native American cultural resources in close proximity to the APE. Your name has been provided by the NAHC as someone who may have information or concerns regarding this project and its potential to impact cultural resources.

If you know of any cultural resources that may be of religious and/or cultural significance to your community that could be affected by this project, or if you would like more information, please do not hesitate to contact me at the above telephone number or address, or by e-mail at terri.fulton@lsa-assoc.com. If I do not receive a response from you in the near future, I will contact you again to discuss any comments or concerns that you may have. As always, your time and involvement in this process is important and very much appreciated.

Respectfully,

LSA ASSOCIATES, INC.

Terri Fulton
Native American Consultation Coordinator

Attachment: United States Geological Survey (USGS) Map

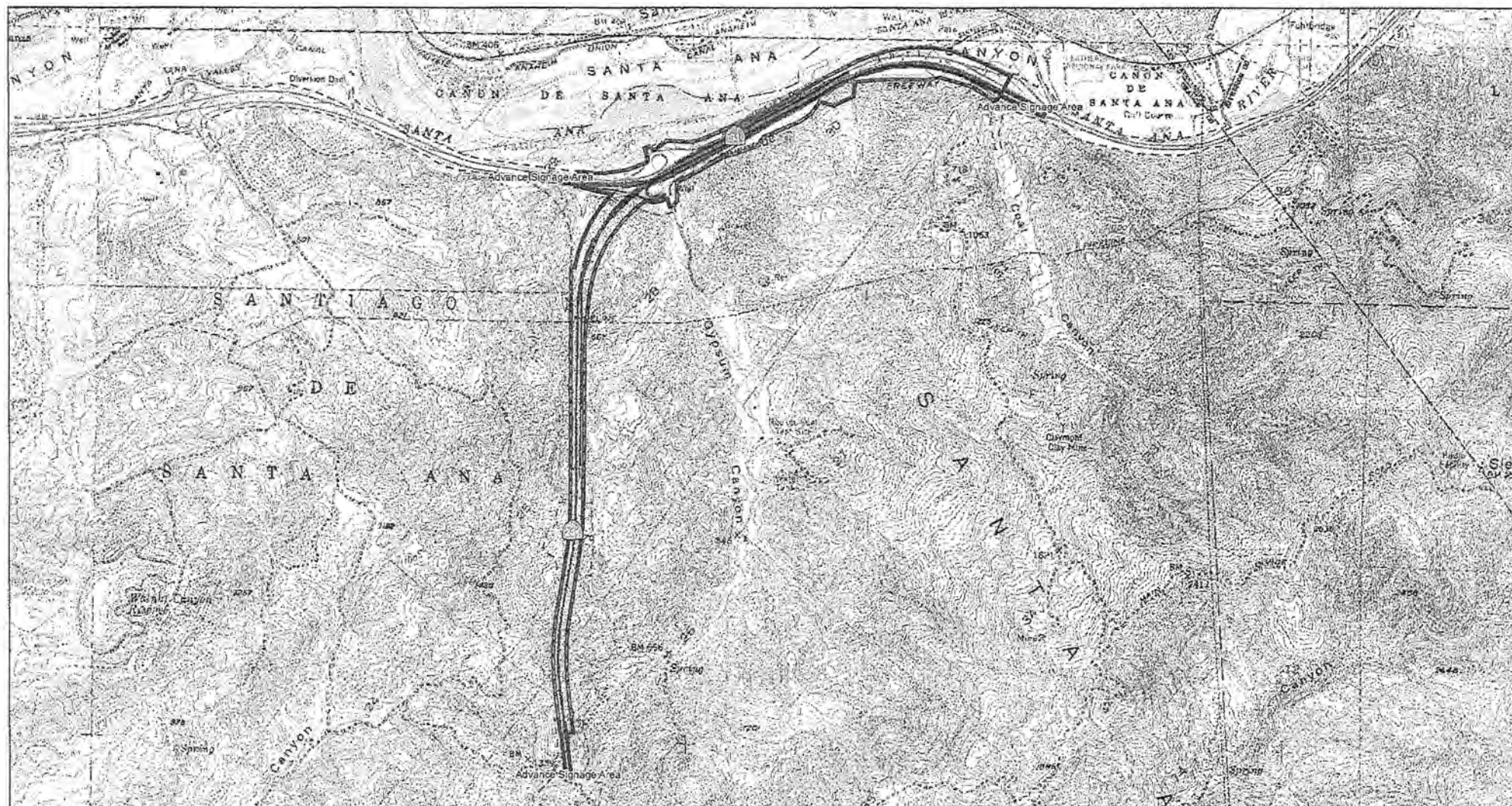
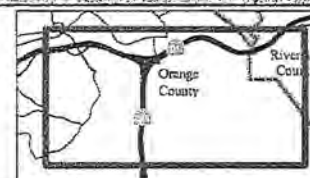


FIGURE 1



SR-91 Express Lanes Extension
and SR-241 Connector
Area of Potential Effects

SOURCE: USGS 7.5' QUAD - BLACK STAR CANYON (96)
I:\BBV1101\GIS\APL\USGS_data.mxd (4/5/11)

Transportation Conformity Working Group Determination

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PM Hot Spot Analysis Project Lists

Review of PM Hot Spot Interagency Review Forms

April, 2015	Determination
<u>I605LiveOakOffRamp April 2015</u>	Not a POAQC - Hot Spot Analysis Not Required
<u>LA0G086 April 2015 Tracked</u> <u>LA0G086 April 2015</u>	Reaffirmed not a POAQC - Hot Spot Analysis Not Required
<u>ORA111207Memo April 2015</u>	Reaffirmed not a POAQC - Hot Spot Analysis Not Required
<u>RIV121202 April 2015</u>	Not a POAQC - Hot Spot Analysis Not Required
<u>2002160Interchange April 2015</u>	Not a POAQC - Hot Spot Analysis Not Required
<u>2002160Widening April 2015</u>	Not a POAQC - Hot Spot Analysis Not Required

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